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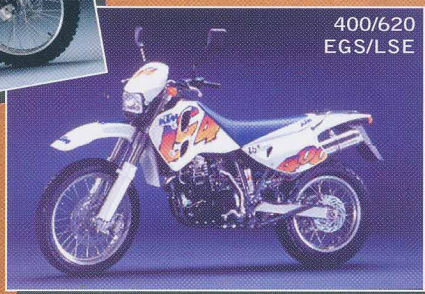


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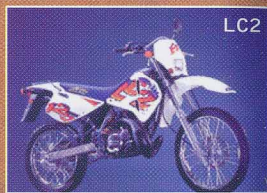
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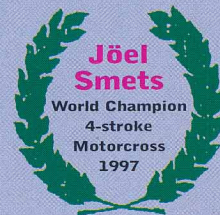
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LOOK OUT FOR SPECIAL OFFERS AT THESE EVENTS



Happy new year.

1998 is with us so we figured what better time than this to make some New Year's Resolutions. So here they are... Judge for yourselves how likely they are to come to fruition...

Blez resolves...

- To offload the Blez XR600 at a half decent price
- To get a bike with an electric starter
- To lose enough weight to fit into his riding jeans

Dave resolves...

- Not to blag any more gear without moving to a bigger house because he's having trouble fitting it all into his cupboards
- To remember to take his dirty riding gear out of the black bin liner *before* it goes mouldy, not after
- To stop using old war wounds as excuses for not finishing events

Si Resolves...

- To spend more time out trailriding and less time writing about it
- To sort out the editorial project bike... again
- Er... that's it

Hmm... resolutions are one thing, but minor miracles are another thing entirely...

Cheers. Si Melber

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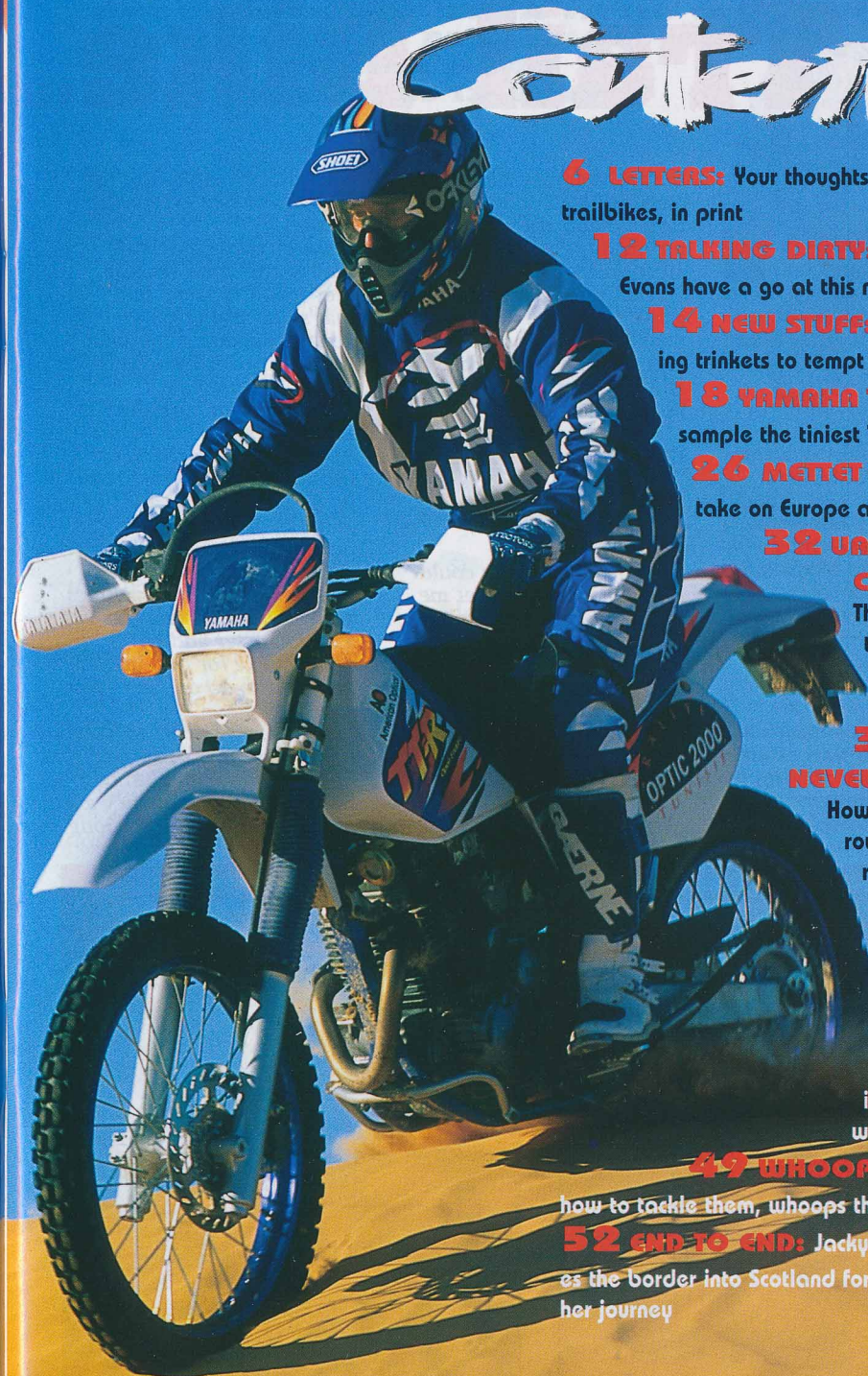
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Dear Trail Bike...

CRM Gripe/1

Dear TBM

Before I start complaining I must congratulate you on an excellent mag, excellent articles and tests (more CCMs and big four-strokes please) and normally very level headed views on our sport/hobby.

However, I must disagree strongly with Si Melber's views about the TBEC's decision to put grey imported trailbikes into the enduro bike class. These CRMs and the like owe their ancestry more to motocrossers than to any dual purpose trail-bike, and therefore should be classed as an enduro bike.

The TBEC is a very friendly well run club with riders of widely varying abilities on varying machinery, racing together and enjoying

themselves, they should be congratulated on a winning formula and not criticised for making the rules fair for all concerned.

That said, sorry about the gripe, I suppose one complaint out of hundreds of articles can't be that bad and I will certainly carry on buying the mag.

Yours faithfully

Mark Eldin
(Mediocre CCM rider)

Sorry Mark, but you couldn't be more wrong. Let me explain: CRM's and their like DO NOT owe their ancestry to motocrossers. In fact they don't owe anything to motocrossers at all except their looks. The CRM actually owes its ancestry to the MTX200 trailbike with which it shares a number of parts. Not a single part of the CRM

is interchangeable with the CR motocrosser except the plastics.

Sure you might think they're the same because they look the same, but that's like saying your Renault Laguna is the same as the car which won this year's Touring Car Championship, or indeed that your standard Ducati 916 could win a round of the World Superbikes. Turn up on one of those and you'd be laughed out of the paddock. That's because although very similar in looks, those racing machines are specialist vehicles (as is a motocrosser and an enduro bike for that matter) designed to do one job - win races.

A CRM on the other hand (and others of its ilk) are not simply designed to be ridden off road, but they are expected to be used for long

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periods at a time down motorways, through urban traffic and used over a number of years without getting the sort of stripdown and rebuild that a motocrosser may get three or four times a season. In order to make them suitable for their intended purpose the engines are designed very differently from race bikes (pistons, rings, powervalve, cooling, exhaust, lubrication - absolutely everything is different). Not only do they make nowhere near the power of a motocrosser, but their power characteristics are completely different - much smoother and softer (perfect for slipping between lanes of cars and ideal for tackling a squidgy green lane (or even riding in the trailbike class in an enduro), but not necessarily the sort of thing you need for a flat out special test against much faster machinery.

Nor do they have the same sort of handling, suspension, gearing and lightness as a motocrosser or an enduro bike. What they do have however is comfort, longevity, stable handling, quietness and legality which is why they are great on the trail, and an excellent dual-purpose machine that can be used for many disciplines without necessarily excelling at any of them.

I suspect from your letter that you have probably never ridden one, and (like some others who voted on this issue) are voicing an opinion not borne out of experience. Only when you've ridden one in enduros (against enduro bikes) in standard trim (with

lights, metal tank, indicators etc) as we have done, will you appreciate the difference. However, if you're so certain that they should run in the enduro category, why don't YOU put your money where your mouth is and race one next season in TBEC events. I'm sure all the readers would be interested to hear whether that experience changes your mind at all!

CRM Gripe/2

Dear Si

I wonder if you could help me out?

I've owned a CRM250R Mk1 for almost a year now and whilst I'm very impressed with its all round ability (better than mine), I am beginning to notice a few shortcomings.

It is fitted with Bridgestone Trailwing dual compound tyres and these provide excellent grip on the road but the bike is used more off than on and in muddy conditions they clog instantly. I don't really want to use full motocross knobbies but those Michelin Bajas fitted to Blez's bike (TBM 27) look almost as aggressive and are road legal. Would they be suitable for the CRM?

Another problem I've been experiencing (possibly linked to the above) is a lack of front end grip even in dry conditions. The front seems to want to slide away in situations where you'd expect even the Trailwings to easily cope. I know that you've expressed a view that the forks are the weakest part of



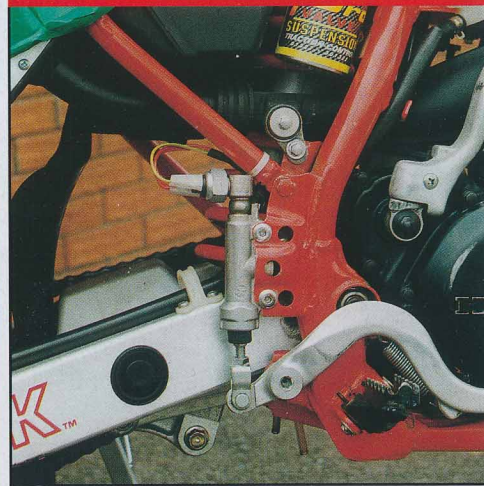
the bike and I wondered whether they could be contributing to the problem. Others have ridden the bike and all have commented on the lack of grip.

Lastly I've noticed that slow speed changes of direction require a lot of effort. I've been practising some simple trials type sections and where intricate threading through trees is required I usually end up in them. The bikes steering does seem slow under these circumstances and I've found the same sections easier on my friends DT175MX.

Before you tell me that I'm expecting too much, I do appreciate that the CRM is an all round bike and I don't want to lose the other qualities which make it such a brilliant ride. In addition I know that my lack of ability doesn't help, but I wondered whether switching to the MkII or MkIII would retain the best bits of the MkI but improve on the steering and front suspension.

Alternatively the Suzuki RMX-S tested against the CRM (TBM20-ed) seemed to do better in the areas which are causing me concern. I'm not too worried about differ-

Below: The CR250 looks just like the CRM250 but study these pictures carefully and you'll see that...



...it's totally different. Different frame, swing-arm, brake lever, master cylinder, shock, air-box, linkage kick-start etc...



Dear Trail Bike...

ences in road performance. I'd really appreciate your advice.

Thanks
Chris Brasier
Kent

Okay Chris, ditch the tyres not the bike. There are a number of different versions of the Bridgestone Trailwing - in all sorts of compound and tread patterns, but while some of them are very good, others aren't really designed for the sort of riding you're doing. Opting for a much more aggressive, open block tyre (especially now it's wintertime) will pay dividends. The front tyre is especially crucial and you should go for something with plenty of smaller well-spaced sidewall knobbles if you want to make it stick. I know what you're saying about the CRM, it does have slow steering, but that's what makes it so user friendly on the trail. With better tyres you should be able to overcome the problems you're finding. Bajas will fit, and they're certainly good, but they're expensive and the smallest rear is a 140 section (the CRM comes with a 120). Finally the RMX-S is an excellent alternative (with better suspension), but we reckon it's a whole lot cheaper to change tyres than it is to change bikes!

Closer to Home

Dear TBM

I read with great interest every month about various adventures that men and

their machines have in crossing deserts and spanning continents in events that are way out of reach of the weekend rider, both in financial and equipment terms.

With that in mind I've decided to plan a small adventure of my own but need the help of other TrailBike riders. The idea is to ride from Cornwall to Cape Wrath (NW Scotland) then down the west coast keeping as close to the coast as possible. I've looked at the map and this shouldn't be too difficult but what I would like to do is green lane a lot of it.

So if there are any riders out there that have done this route before I would be very interested to hear from you.

D Coppin, 4 Lowertown,
Frogpool, Truro, TR4 8RP

I trust you enjoyed the Lands End to John O'Groats articles then? We've printed your address so readers can contact you directly, okay?

Moroccan Roll

Dear Si

Here are a few photos of the last ever Dust Trails Morocco Tour, just to show you what a splendid time we had. The guy trying to demolish a 100 foot high sand dune with his slightly bent SuperTeneris is Will Penrice. It was great fun.

All the best

Dave King
Surrey

Getting the Low-Down

Dear TBM

I have several comments to make, but firstly in your December issue was a letter from Sara Hawley, Argyle. I didn't know there were any other female dirt riders in Scotland but me, so would you be so kind as to forward a letter from me to her, introducing myself and asking her to get in touch.

Sara's letter prompted me to write, so I'll get value out of my stamp and add this. Occasionally when I read TrailBike, I wonder what's in it for me? Living in Scotland

means that the British rounds are somewhat alien, the Rough Guide is understandably English and Welsh and I don't own an XR400.

At 5'2" and eight stone, I'm unlikely to ever own anything greater than a 250, so why no tests on bikes at the smaller end of the market. Also, why not include with every test how easily the bike could be lowered, then at least some of us would know whether a bike could be modified to suit our requirements.

Going back to the Scottish issue, why not include the Scottish rounds. They are a National event and I'm sure their inclusion would add to the Scottish subscription. After all there are more British in the Scottish national events than the foreign events which interesting they may be, are all the same, very remote.

Why no female testers? This point has to be a major weakness of TBM. There are plenty of female bike riders. Indeed, I don't mind testing. Give me a bike and I'll ride in any rally, TBEC event or British round and write a report afterwards.

I do hope you take on board some of the above ideas and thanks for (hopefully) forwarding my letter.

Yours sincerely
Liz Millett
West Lothian

Tsk, tsk Liz, you haven't been paying attention have you? Take note (you'll be tested on this afterwards). Smaller capacity bikes tested so far in TBM include: KMX125/250, TTR250/XR250, TS200R, Gas Gas Pampera 250 MKI/II, XT225 Serow, Aprilia RX125, 96 TM125, Derbi 50, XLR250

Baja, (do you want me to continue? Yes? Okay then), KDX200SR, TW200, Rieju 50/Derbi 50, XL250 Degree, RMX250, DT200R, Baja/Raid/Djebel 250, KTM125 LC2, DT200WR, KLX250SR, (still want more?), DT175MX, IT175, CRM250-1/2/AR, RMX250S, XL250RF, PE250, KDX250SR, 97 TM125/250.... and if everything's gone to plan this month there should be a test of a secondhand TT225 in this very issue!

Your point about bike lowering is valid, but slightly naive. Neither manufacturers nor importers supply us with information on how to lower their machines because it's not generally required by the average rider - simple as that. Besides virtually any machine can be lowered by cutting down the seat foam, winding off the suspension preload, altering the linkage rate and/or shortening the shock and forks by taking them to one of the specialist suspension rebuilders that advertise within TBM. Equally, although YOU may be only 5'2", many of our readers are over six feet tall - so we have to try and cater for everyone's taste.

The reason we don't include the Scottish enduro series is because the magazine has to be as relevant to a person living in Taunton as it does to a reader in Tobermory. The British Enduro Championships (which we do cover) includes rounds in England, Wales AND Scotland and I'm sure you'll agree, is a far truer NATIONAL championship than one based north of the border.

Lastly, why no female testers - eg your good self? Because in fairness females only make up a tiny proportion of dual-sport bikers

**Little red rooster:
Morocco's the place
to go if you want to
play in the sand**



Dear Trail Bike...

(you said yourself you thought you were one of a kind in Scotland), and in exactly the same way that just by wearing a white coat and a stethoscope doesn't make me a doctor, just entering you for an event on a test bike doesn't make you a road tester capable of writing 2000 words in a day about a particular bike - though by all means send us one of your articles and we'll take a look at it.

Finally, here's something you'll be pleased to hear: we already have plans for a low-seat-height trailie test and we will be consulting some women off roaders for help with that article, oh and we passed your letter on to Sarah by the way...



Crasher's double? See Up, up & away...

UP, Up & Away

Dear Si

December issue of TBM - well up to scratch! Article featuring Rob Sartin 'Getting it up' well enjoyed. Any chance of a follow up article Keeping it up?

Please find enclosed photo. At first I thought Crasher Cornish had lost his way but it turned out to be Alex McGowan aboard his Honda CR250 taking part in the Melville Motor Club Scottish Enduro Championship.

Best Wishes

Alex Archibald
East Lothian

You're joking aren't you? There's no way Crasher Cornish could've made it all the way up to Scotland without coming to grief on the way...

Two by Four

Dear TBM

I read with interest your recent article riding around the green lanes of the Berwyns in North Wales, whilst I am

familiar with most of them from my four wheeled forays in this area I still found one or two to explore and the article itself was interesting stuff. I wonder however, if you could tell me a little more about one section of your route, the return easterly crossing of the main Berwyn range. I am familiar with the RUPP which runs from the Dee Valley almost to the summit of Bwlch Main Gwynedd at grid ref (076,340) but the descent down the eastern flank of the mountain is only marked as footpath on the definitive map. Do you know something we four wheeled chaps don't?

Having said all that both the RUPP and the footpath, even if it is a vehicular highway, are not really suitable for four wheeled use, I am interested to know what evidence you have that the footpath is a legitimate route. This is not a criticism, only curiosity, and potentially another reason why I should get a trailbike. Also I am interested that you are prepared to advertise these routes so widely when the four wheeled world is so reluctant to put names to places, especially in the press, although most routes get so little use that I can see nothing wrong with sensible promotion.

Keep up the good work and I will be looking forward to your next Rough Guide.

Best Wishes

Mike Taylor
Shropshire.

Glad you like the Rough Guides, there will be more appearing over the next few months. The existence of vehicular rights in this particular area is based on local

knowledge, having said that the route in question is unsuitable for four-wheeled use because of a number of narrow gates which cannot be circumnavigated. The rea-

son why we publish routes is because there's nothing illegal or secretive about riding on them - after all, that's why they are called Rights of Way

Good Vibes!

Dear TBM

I feel I must write to congratulate you on such a top hole publication. As a born again biker I was delighted to discover your magazine on a recent trip to the local bazaar here in India. (I've even gone so far as to place an order with the news whalla, don't you know).

Reading the exploits and adventures of your roving correspondents has inspired me to complete a project started several years ago. The building of a Calcutta to Delhi Rally Bike. This is a new event currently being planned by those pikka chaps down at the Delhi Dirt Bike Club and Chappati Delivery Service. The project consists of a hand crafted frame from the local Royal Enfield comp shop and the engine from a Sopworth Pup. I got the engine from the RAF type who lives in the room below me (had it under his bed for years don't you know). I'm sure it will be alright once I've got the mongoose out of the crankcase.

Anyway things have been going well with the project with just minor setbacks - like when Matron got cross just because I used the commode as a combined bike stand and drip tray.

However, this is where I must take your publication to task. The advert on page 44 of your December issue has caused great consternation here. Unfortunately when I came across this ad it was my batman's day off, and as he is the only one with reading glasses I was unable to read the small print. Looking at the main picture I mistakenly took the ad to be for a combined hair dryer and boot warmer (essential for any long trip up the Khyber Pass) and immediately sent off my 3,000 rupees.

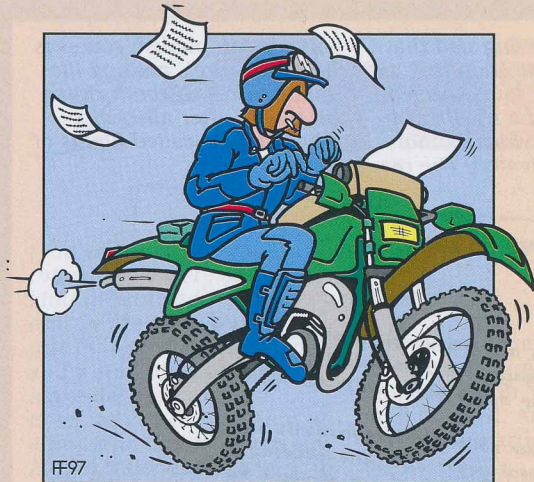
When the said appliance arrived in its plain wrapper, it was opened by Matron, as are all parcels here at the Calcutta High Security Home for the Terminally Confused. Matron got very agitated and muttered something about such things not being allowed here without being properly tested. Since then I've had my port ration cut, been made to go to bed straight after tiffin, and Matron hasn't been seen for a week.

Must go now as nurse has arrived with my pills. Please excuse me writing in crayon but they don't allow anything sharp here.

Yours sincerely

Brigadier Sir Ivor Littlehampton DC and Milk Monitor
Calcutta, India

Sorry old bean, we forgot to mention the fact that said appliance has not been approved for use in India because of the voltage difference there. We should have warned you that had you used said item for it's intended purpose you may well have found yourself getting a nasty shock - in more ways than one. The manufacturers inform us that the voltage differential may be enough to enable a spark to jump the gap between the capacitor discharge terminals ensuring that once it's been switched on, it cannot be switched off. Let's hope for all our sakes that matron's alright, because if she's been electro-massaged to death by it, it may be impossible for the undertaker to get the grin off her face!



TALKING *Dirty*

**Chris Evans ponders
the need for speed...**

Many years ago I was riding a sportsbike on the road which crosses Barnes common, when the lorry I was overtaking suddenly swerved and knocked me off. Although not badly hurt I realised I'd had a lucky escape and decided in future to stick to dirtbikes. My reasoning being that road bikes with all their fairings, sophistication and power meant you had to go ten times as fast as on a dirtbike to get the same level of sensation.

In those days of course trailbikes were pretty crude devices indeed. In fact what the TRF at the time (if the letters pages of their news-sheet were to be believed), regarded as the ultimate trailie - some knacked old Honda XL125 complete with trials tyres and low mounted front mud-guard - was so dull, it was all you could

do to just stay awake when riding it.

In the last few years however dirtbike technology has come on in leaps and bounds, so that rather like early superbikes, to get any sort of adrenline rush you have to be moving alone at a fair old rate. This fact was bought home to me when I recently guided a group of Dutch riders, all mounted on the latest off-road missiles, around Normandy in northern France.

Arriving at the first change in direction I looked round to discover that they were all right up my chuff. Picking up the pace a bit I glanced round at the next intersection to discover they were all still there, glued to my tail. Not wishing for them to die of boredom I started riding as fast as I consider safe on public tracks, but all to no avail. Everytime I glanced round there they all were - manic glints in their eyes. Eventually I stopped for a fag break and inquired what they thought of it so far.

The reply was much as I feared. In between stifling yawns, they declared they loved the trails, thought the scenery was mountainous (well they were Dutch), but found the pace rather too slow. I lamely tried to explain that the tracks on which we were riding were used by Farmer Gilles on a daily basis (though up till then of course we hadn't seen a soul) and that I couldn't reasonably ride any quicker. Off we went again and all the rest of that day and most of the next they sat right on my tail, occasionally relieving their ennui by coming alongside me and trying to goad me into a race.

Finally, and to my huge relief, just towards the end of Day two we all came barelling round a corner to be confronted by a clapped out old Citroen van parked slap bang in the middle of the track. With no room down either side I just managed to pull up in time, while a couple of the Dutchmen, unaware of the danger ahead cannoned into each other before disappearing into the bushes.

At last, my insistence on riding at a reasonable speed was videdicated, and at the end of the three days, two of the Dutch guys actually admitted to me that if we'd ridden at the speed they wanted to ride, someone would have finished up in hospital. All of which got me thinking that those BOFs who insist on riding at 3.5mph whilst loudly sounding their horn and stopping at every corner to peer

round, might be onto something

Now before you dive for the Basildon Bond let me make a few things clear. Firstly, not for one moment do I think we should all be condemned to riding knackered old 4-strokes from the pleistocene era (my current dream bike is a WR250 thank you very much). As far as I'm concerned as long as a bike is reasonably silenced and road legal I couldn't care less what it is.

Nor do I think that voluntary speed limits should be imposed - for God's sake, there's enough of those flying around already. What I do think however, is that irrespective of what bike you're riding, for any given situation, on public tracks, there's a safe reasonable speed which you should not exceed. Now of course that could vary massively depending on the terrain and I'm not about to give you an endless list of scenarios with matching speed limits. Much simpler to say that the maximum safe speed is the one at which, whatever the circumstances, you can stop safely to avoid hitting anything that might confront you - children, dogs, horses, travellers etc (actually, skip the last one), while out on the trail.

However, that said, I would also like to add that in my humble opinion, gentle trail riding and balls out enduro racing are simply opposite ends of the same spectrum. Both are about riding off-road, being out in the fresh air, tackling challenging terrain and having fun. There's a time for speed, and conversely, a time to take it easy and allow for the unexpected. The problem is that in a lot of situations, on a modern enduro bike, if you ride at such a careful pace you'll barely be working up a sweat. Conversely, on wellies and waxed cottons' chosen mount, you could be perspiring like a Grand National winner almost 100% of the time and still pose absolutely no threat to the local flora and fauna.

So, logically, you would assume then that good 'sporting' trailriders who like to ride as fast as they possibly can would all go out and invest in pre-1980 125cc 4-strokes, which they could safely thrash within an inch of their lives, while dodderly, geriatric old plodders who want to keep up should be compelled to ride 250cc Gas Gas enduros at the very least.

Which of course, in reality, is the complete opposite of what actually happens..... How bizarre!



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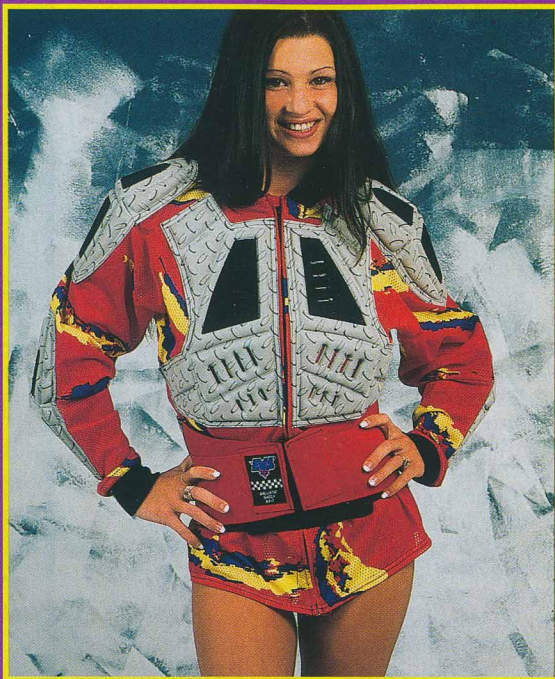
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RANT!

An Open Letter to the TBEC Committee.

Dear Sirs,

I am addressing you via an open forum because I want to question in public the decision recently taken to exclude grey import trail bikes from the Modern Trail Bike Class in your events next year, as well as question your understanding of the democratic process as evidenced in your recent newsletter commenting on Si Melber's editorial criticism on this subject.

I am curious as to why the proposal to exclude greys from the trail class was put forward in the first place. I hope that it was in the belief that the superior specification of these machines in comparison to the desperately poor choice of trailbike 'officially' available in the UK gives them an unfair advantage. If that is the case then surely recent results would show a number of different grey import riders either winning the class or at least filling the top few places in the class. In reality, the facts are these:

1) At the last TBEC event (12th October), out of 25 finishers in group B (Modern Trail Bikes) seven riders were on grey imports, mainly CRM250s with only one making a top ten place (maybe, just maybe, he's a good rider).

2) In the last five events for solo riders, four have been won by official import 125s and only one by a grey import. Grey imports (per se) are hardly keeping the awards out of the good rider's trophy cabinets!

My own experience in more than four years happy riding with TBEC, two years each on a KDX125 (official) and a KDX200SR (grey) show a best position of second on each bike because although I believe I am quicker on the 200 there is a far more to successful enduro riding than simply machine specification.

So if a Grey is no great competitive advantage why choose one anyway? I can only comment on my own personal reasons which are that having gone as far as I could with development and riding success on a 125, and wanting to remain on a two stroke true dual purpose bike, then I had little choice but to look at grey import 250s. Especially when I also wanted to remain eligible to ride in the Cambrian and Hafren Rallies in the trailbike class. I also find true enduro bikes too noisy for 'sensitive' trail riding.

However, despite trying to remain true to the ideal of dual purpose trailbikes, some vociferous members of the TBEC feel that the appearance and specification of grey imports is so superior that they can compete fairly with true enduro machines. Again I can only comment on the KDX200 trail and enduro versions, though I believe that similar points will hold true for the CRM, KDX and RMX250. On the KDX200SR, every item affecting engine performance ie air-box, carb, cylinder porting, flywheel weight, gearbox ratios and exhaust system is different to the enduro model, the crankcases, cylinder and cylinder head are different, the frame, spring rates and rear wheel are different, some of the plastics are different, still the front wheel and mudguard and

even the side panels are the same as the enduro model so that must make it competitive with RMXs, CRES, KTMs and WRs mustn't it?

I make no apology for moving from reasoned argument to an emotive one because that is how this decision came about. One or two people thought that grey bike riders were trying to steal an unfair advantage, instead of using facts, reason and logic the proposal was carried on a wave of mis-informed bigoted opinion.

Are grey import riders trying to gain an advantage? Yes of course that's the nature of motor sport. One chooses and develops the machine that you believe gives you the best opportunity within your chosen class. Is it unfair? Hardly, grey imports are available country wide from dealers and are now commonplace and at costs comparable to other machinery so its a choice anyone can make.

Perhaps it's because some grey imports (the minority) appear to be based on enduro models that offends? If so shouldn't official import four stroke trailbikes from KTM and Husqvarna (and soon from Husaberg and CCM), which are undoubtedly derived from enduro models also be moved into the enduro class and what about DRs, KLXs are they enduro derived trailbikes or vice versa, and how do scrutineers distinguish between grey and official ones as they could be either?

But nevermind. A democratic decision has been made because some trailbikes look like enduro bikes (what's new), so now they must compete with enduro bikes whilst others which look like enduro bikes don't have to and that's democracy! Which brings me neatly on to my next point. Democracy is a funny thing (by which Hitler gained power) it should allow people to voice their opinion and allow decisions to be made by consensus or majority of opinion.

At the TBEC AGM 1996 the subject of classes for grey imports was raised as a consequence. Earlier this year I wrote to the chairman outlining a proposed structure based mainly on rider ability but making allowances for machine type. I have no idea if the proposal was ever discussed at committee or at the AGM as I was not granted the courtesy of a reply to my original letter and was unable to attend this year's AGM. So much for the individual right to voice an opinion.

Secondly, I understand this year's AGM was attended by about 25 people out of a total club membership of 400 (I'd join an apathy society if anyone bothered to form one). All members were informed of the AGM date and venue (so if you don't attend you can't vote - therefore you can't complain). However, no agenda of the AGM was issued prior to the meeting so it becomes easy for the proposer of any motion (particularly a committee member) to be certain that there is enough support (by personal communication) to carry his proposal through. The rest of the club only know when it's too late. So if 20 people voted in favour of a motion to move grey imports to the enduro class that's a whopping 5% of the club membership making a supposedly democratic decision that the rest of the club have no idea is even under discussion. Then, having made a democratic decision you also seem surprised that someone dares to criticise it. A funny part of the democratic process is that changes made by it are open to criticism and further change.

Ladies and Gentlemen of the TBEC, the decision to move grey import trailbikes to the group C enduro class is both flawed and a grave error of judgement. It will reduce trail class entries by at least 25%, and in the short term it will do nothing to promote the progress and development of trailbikes in the UK nor do anything to help the aims of the TRAIL BIKE Enduro Club.

I hope you understand why I and many others believe this decision should be changed and why I shall seek, via the democratic process, to instigate that change.

Roger Johnson

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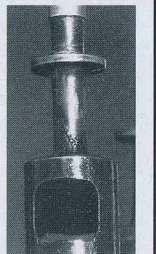


Photo B is the same power valve after running on PowerPill treated fuel for 2,000 miles

RARITY -Value

If you've always fancied a Yamaha TT225 Serow but thought they looked a little too lame then maybe this is the bike for you. Dave Cornish took a spin on an unusual Yamaha TT225 and discovered a rare treat...

What do you get if you cross an early Yamaha TT enduro and an XT225 Serow? No it's not a trick question. The answer is a TT225 of course. What do you mean you've never heard of it? Nor had we till we rode this one. Like it's much acclaimed stablemate the Serow, the apparent parts bin special that is the TT225 is a grey import but whereas the Serow is a relatively common sight on British green lanes these days, the TT remains a rarity. In fact everyone I spoke to about the lightweight thumper had never heard of it at all, which is a shame because the time we spent on the trail with this one proved that you don't need a whole lot of power to really enjoy yourself.

Powered by a kickstart-only version of the Serow's simple, single-cam, two valve, air cooled lump, the TT225 is more of a play/enduro bike than the trail-oriented Serow. Like it's bigger brothers (the TT350/600) with which it shares its



Equipment is basic but perfectly adequate for trail use

Photos: Si Melber



The little grey import Yamaha offers great fun for your money

Yamaha TT225

styling, the smallest TT's looks are a bit more purposeful and frankly a little more dated than the more modern Serow. Which I suppose is fair enough really as our test bike was more than ten years old and registered on an age-related 'D' plate having originated from the States only recently.

The chassis resembles the Serow's in it's construction though that bike's useful sump-guard has been ditched in favour of some skinny engine bars, and here and there are minor differences between the two. Spindly looking 38mm air assisted forks feature red gaiters and offer a surprisingly well damped and plush action. Out back is the usual early Yamaha 'Monocross' rear end that boasts a damping/preload adjustable Showa shock working through a neatly compact linkage onto a steel swinging arm. There's grease nipples on each of the linkage pins and like the front end, the rear too felt nicely damped with plenty of supple yet

cushioning suspension.

Because in the States trailbikes don't have to be road legal, the TT's equipment is a tad sparse to say the least. A neat resettable trip is the only instrumentation which sits snugly behind the large single beam enduro headlamp unit. This particular bike had been fitted with a Baja rear fender which included a stop/tail lamp assembly to make it a fraction more street legal, but that's about your lot! Unlike the fully equipped, street-legal Serow, the TT makes few concessions to blacktop bureaucracy, though you do get such goodies as a rear fender mounted tool bag, folding tip levers, and a handy sub-frame grab handle which all dual purpose bikes should come with. Other than that it's left to the owner to legalise the bike for trailing and road use.

Throw a leg over the bright red seat and the first thing you notice is how low it is compared to more modern 4-stroke enduros, and equally, how comfortable it

Rarity
Value



The little Yam is noisier than you would expect... sometimes you can barely hear yourself laughing!



The little Yamaha may look a little dated with its spindly forks and red/white paint scheme, but it does the job!

Yamaha TT225

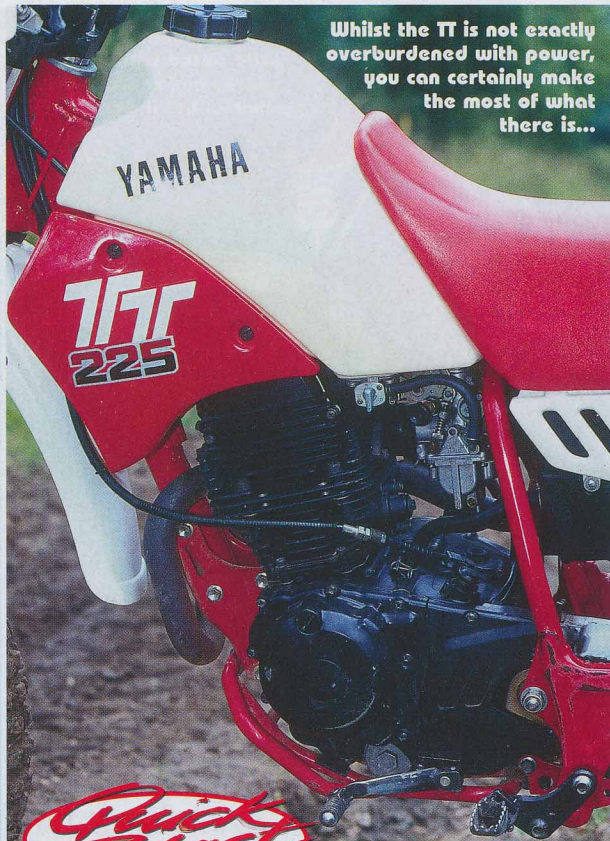
feels. It may strictly have been designed as an enduro bike, but that was back in the days when manufacturers understood that just occasionally riders sit down on the seat and like to touch the ground when they stop! These days the TT feels just how you want a good trailbike to feel - plush, comfortable, homely even, but nevertheless purposeful - top marks there. Soft (but certainly not squidgy) suspension means that the TT settles down to a nice height suitable for even the most vertically challenged rider to get his or her feet comfortably on the ground. It may be a bit taller than the Serow, but the TT's seat remains a good two or three inches nearer the ground than say that of a DTR125.

Pull out the carb mounted choke and a swift boot on the long kickstart lever fires up the TT usually first or second kick. The next pleasant surprise is the mellow bark emitted from the US (forestry commission-approved) spark arrestor. Just like the Serow, the TT's exhaust note is deeper and

far more fruity than you would imagine though I should stress it's still comfortably quiet enough to be able to hear yourself speak. Snick the thing into first, ease out the light clutch and the bike pulls away cleanly on a touch of throttle. Second, third and fourth all come up pretty quickly in a flurry of fast and positive up-shifts, and for such a low spec motor the TT225's performance is surprisingly brisk through all six of its well placed ratios. Once into top the bikes low overall gearing means that the engine runs out of puff at around 65-70 mph, which may be a slight problem on long tarmac runs, but on the dirt the low gearing enables the rider to make good use of the revving thumper's limited horsepower.

In fact the TT225's motor feels every bit as eager as an XR250 and I'm sure that in any race between the two, the bike's lack of cubes wouldn't be any handicap at all, whereas its feather-weight and easy handling would be a distinct advantage. Considering our test bike's age it felt

**Quick
Blast**



Whilst the TT is not exactly overburdened with power, you can certainly make the most of what there is...

which the TT shares so much. Where the TT feels much more composed over the Serow is over the bumps at higher velocities, where the relatively unsophisticated suspension offers an amazingly well damped ride at all speeds.

At normal brisk trail speeds the TT is in its element. Comfortable, light and simple to ride thanks to that gutsy little four-stroke mill, it seems a total mystery why we haven't seen more of them appearing over here as imports from the States. It's so well suited to 90% of British off-road conditions that I'm sure it would appeal to any number of riders.

Come across an obstacle on the trail and a dab of the light clutch sees the front wheel up in the air in second gear (third sometimes). Okay so it's not a super powerful motor but it's not that often (at least on the trail) that I felt I needed more from the TT's sweet running 225ccs.

My guess is that owning a bike like this would make a lot of sense to a trailrider on a

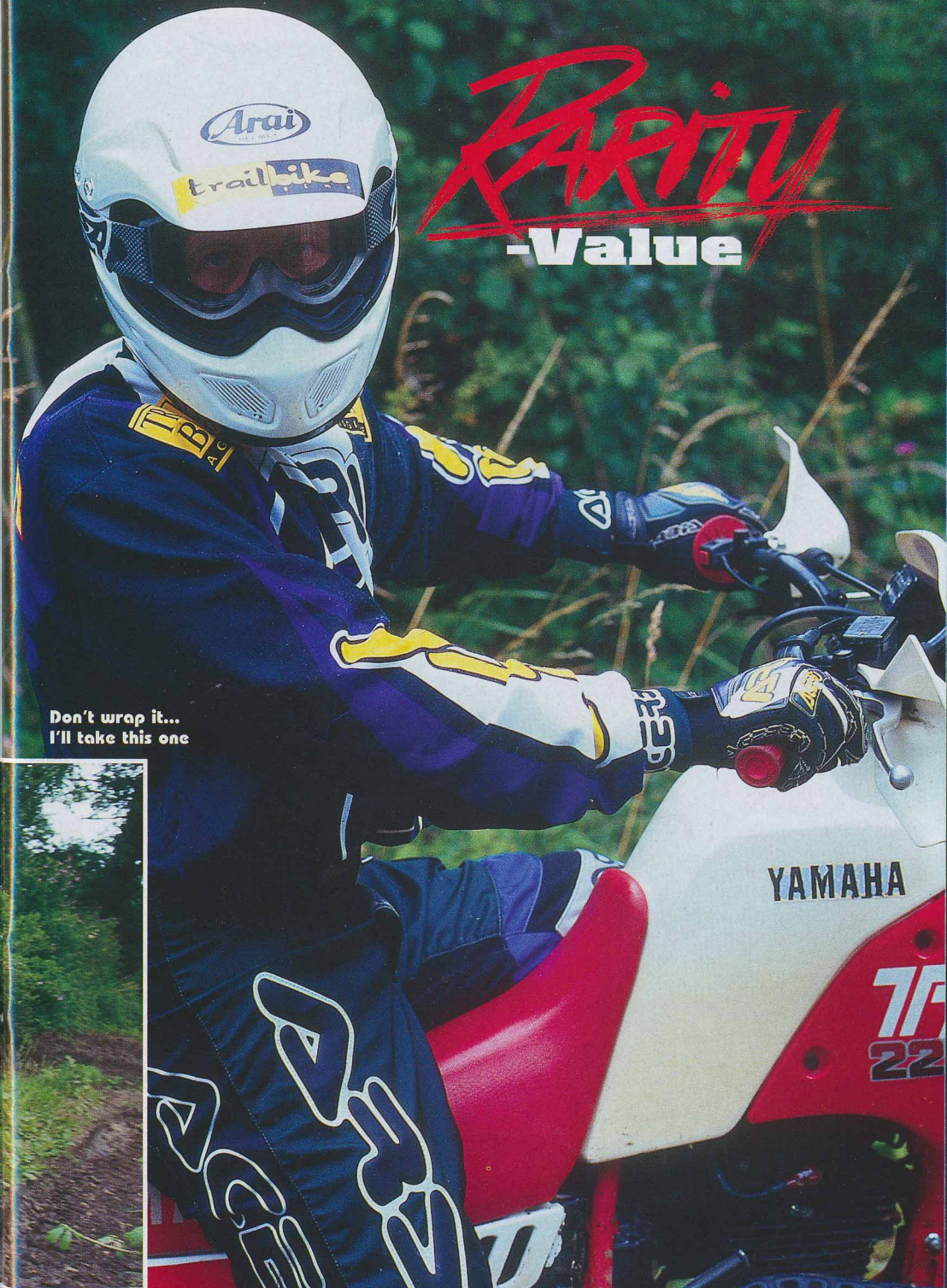
Quick Blast

unbelievably competent and provided us with hours of cheap fun. My wife who hadn't ridden a bike for years jumped straight on the TT and felt immediately at home, the only minor bug-bear for the inexperienced or novice rider is the lack of an electric boot - though starting the thing is quite straightforward.

However once on the move the bike is simply one of the most rider friendly trailies we've come across, which of course comes as no surprise if you've ever had a spin on a Serow with



The tiny TT is so light you can chuck it about with ease...



Rarity
-Value

Don't wrap it... I'll take this one

RARITY

-value

tight budget. Maintenance couldn't be easier; with grease nipples on the suspension, snail-cam chain adjusters and an easily accessible not to mention easy to service engine which offers fuel consumption of around 70mpg. All of which points to a well thought out package by Yamaha.

Mind you the excellent Serow offers all this plus more in the way of equipment, but I've yet to see a Serow for anywhere near the £1200-1300 this thing is worth. Not only that but the TT feels even lighter, a bit more robust and frankly a whole lot more fun on the trail than it's popular stablemate.

Of course the bike's rarity counts against it. Since no-one's ever heard of a TT225, the chances of finding one for sale in your local paper are about as likely as Joe Rambler offering to skin up for you out on the trail. I was so impressed with my two weeks living with the TT225 that I almost bought it. In the end I didn't - though a friend of mine did.

If you see a TT225 for sale, don't dither too much! Get your wad out, you won't be



Whilst wheelies are possible they are more down to technique than great gobs of power...

*Quick
Bias*

disappointed. It makes for a great enduro version of the brilliantly able Serow and at this sort of price it has to be the undiscovered bargain of the dirtbike world.

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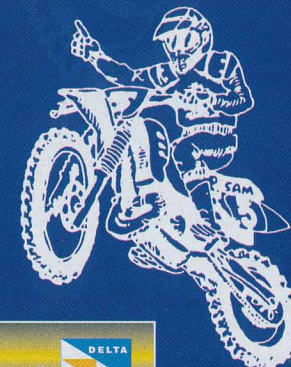
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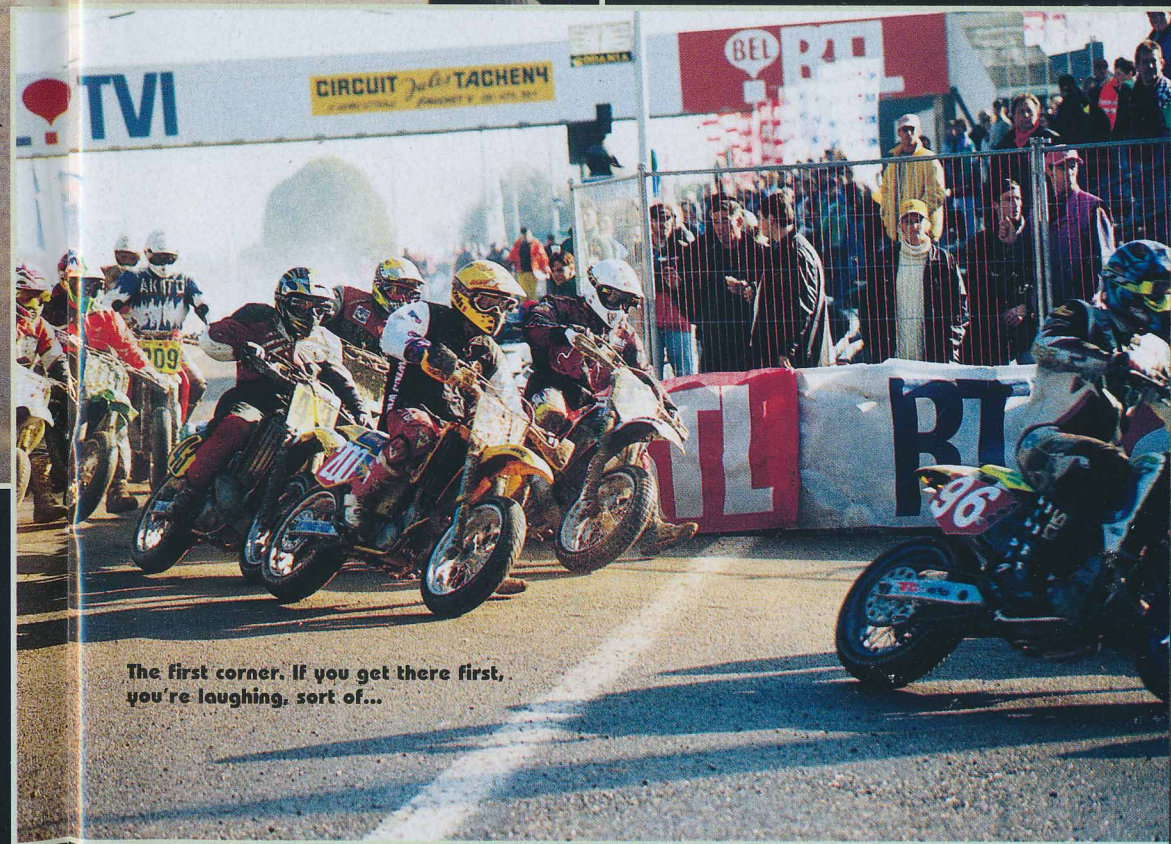




Just get your foot down, and slide...

NETTET '97

SuperMoto is set to hit the British scene big time this year. Dik Stapley travelled to Belgium with a bunch of intrepid British racers for the highlight of the 1997 supermoto calendar...



The first corner. If you get there first, you're laughing, sort of...

Have you ever noticed that whenever a new sport is invented, those people who have the most to gain from the sport in terms of spin-offs and product sales usually end up influencing the rules of the sport itself. Take road racing for instance; both Grand Prix and World Superbike races are held on the same circuits, but the bikes are shaped, not just by the demands of the sport, but also by the 'formulas' set down by those who want influence and profit from winning.

How refreshing therefore to find a motorcycle sport which simply sets out to find the best rider amongst all-comers; who using a bike of their own choice takes on the course and fellow racers in simple head to head battle. I'm talking about SuperMoto racing.

To understand the true spirit of SuperMoto you only have to contemplate the course. SuperMoto is essentially the two-wheeled equivalent of rally-



the rules say so, but because the course demands it. In any one lap the bike and rider will be asked to cope with all extremes of grip from super sticky tarmac to total slime - and in any kind of weather.

Not surprisingly the type of bikes which do most of the winning have a dirtbike heritage - with a set of 17" road rims grafted on. The added attraction of this type of sport is that it is cheap (for racing) and for the most part the bikes are all one-off home-built specials, adding to the mystique of the supermotarder's craft.

It doesn't take a genius to work out that because up till now Supermoto racing hasn't really caught on in the UK we have no budding champions. It may be because our racing culture is slow to change, and that track owners may see only the possible mud contamination of their precious tarmac rather than the crowd pulling potential of this spectacular sport, but whatever the reason, that's all set to change when supermoto racing officially comes of age in the UK in 1998 - at club level with a proper championship.

However, for the last ten years one

cross. It is held on a track which comprises of a mixture of tarmac and dirt with (preferably) as many different changes of surfaces as the venue can offer. Any bike will do - you could show up at the start on anything from a Ducati 916 to a Piaggio Typhoon Scooter if you fancied, but it will come as no surprise to dirtbike riders that the successful riders choose a trail/enduro/MX bike as the starting point. Not because



An event can include all types of terrain, from mud and slime, to sticky tarmac and all points in between

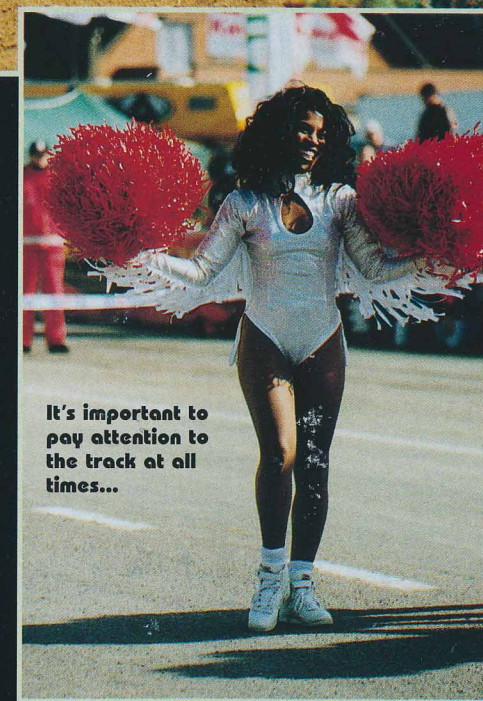


...ello mum!

of the main events for this type of racing has been held (in autumn when the weather is deliberately unpredictable), in the small Belgian town of Mettet. The aim of the event, to find the champion rider - the Superbiker - after whom the event is named. So far, six French, two Belgians and two Americans have claimed the title (but no Brits) - though that hasn't stopped us trying.

Late last year 18 intrepid Brits went to Mettet to compete against the cream of European supermotarders in the sport's premier event. Now I reckon that these lads are the vanguard of a developing grass root interest in this sport which although it exists on a sporadic and local level in the UK, has not yet received any serious backing. That they didn't win at Mettet comes as no surprise when you consider the size of their task - it's a bit like being a Sunday league footballer and taking on the likes of a premier league side.

Sensibly the lads set themselves



It's important to pay attention to the track at all times...

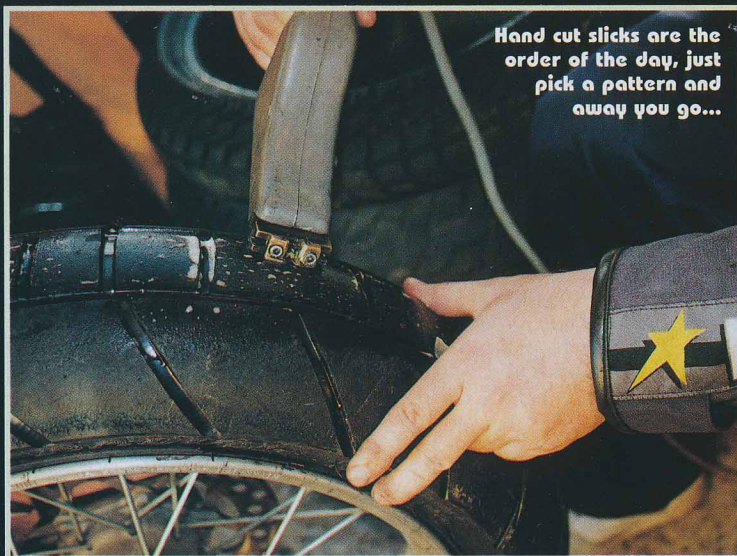


Sometimes the spectators are more interested in their own conversation...

achievable goals. First they wanted to qualify to race - everyone did that. Then they wanted to get into the semi finals - some did, some didn't. No Brits made it to the final this year, but no-one was demoralised either. All said they'd be back next year for another crack, with hopefully a bit more experience under their belts. In the end the Mettet Superbiker trophy went to a Belgian by the name of Thierry Godfroid riding for Kawasaki on a KX500, but next year... who knows?

The Brits may be late on the super-moto scene, but they still have their sights set on the top. As the British scene develops as it's set to do this

year, so our chances greatly increase of having a British rider on the podium at Mettet - just like we did in the quads this year. Watch this space...



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UAE Desert Challenge 5-8 November 1997

The final round of the 1997 Rally Raid World Championships saw the deserts of the United Arab Emirate come alive as 78 motorcycles, 42 cars and one truck competed in the Middle East event, more commonly known as the Dubai Rally. Ten riders from the British Isles made the journey to the UAE with Irish rider Nick Craigie (having competed in 96), giving the UK riders some valuable advice before the event began:

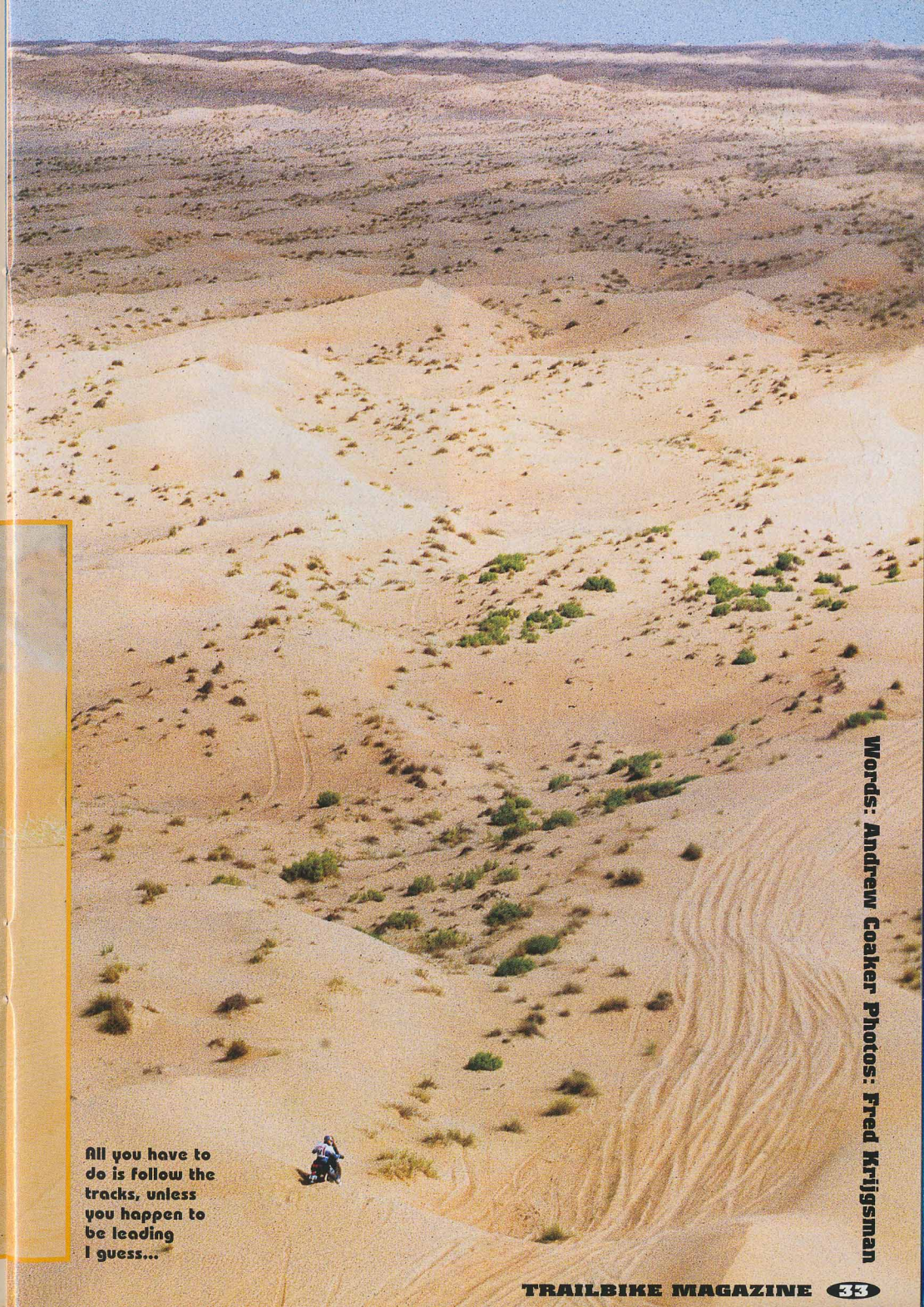
'....The second day last year, was one of the hardest of my life. Towering dunes and incredible heat - I had never before experienced anything like it. Don't go with the notion that this event is going to be a Sunday ride...'

Nick's words seemed to have a fateful ring about them; before even reaching the dreaded dunes of the second day, the first competitive section turned out to be tougher than most had expected. Run in exceptionally hot conditions, the first stage described by the organisers as a 'warm up' run of 150 miles over a combination of sand, gravel, sabkha plains and high dunes, decimated the field forcing more than 25 riders (one third of the total bike field), to retire. The UK group lost five of its riders to accidents, bike damage, and dehydration, including Clive Garnham who face-planted the front end of his KTM640, breaking eight ribs and cracking his sternum in the process. Ouch!

The front runners though had an easier time of it with all the top men coming through without problems. Spaniard Jordi Arcarons finishing the first day 90 seconds in front of French enduro ace Richard Saint. Both riders were on factory KTMs with the Yamaha of Stephane

Peterhansel (World 250cc Enduro Champion) following close behind in third. Fourth place was shared by two more KTMs with Thierry Magnaldi (FRA) and Fabio Farioli (ITY) recording identical times for the stage.

As a consequence, it was a severely depleted entry which began the following day with the psychological hurdle of heading into the desert region of the UAE known as the



All you have to do is follow the tracks, unless you happen to be leading I guess...

Words: Andrew Coaker Photos: Fred Kringsman

'Empty Quarter'. This section was also the longest for the event and officially the most difficult. Although thankfully the temperature had eased a little and after the unbelievably ferocious start of the day before, most riders actually found the going easier on day two.

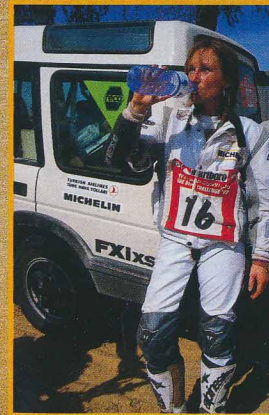
At the front of the Rally the leaders were locked in an intense battle for honours. Jordi Arcarons (KTM660) was leading the way but only by three and a half minutes from Stephane Peterhansel (Yamaha XTZ850) who had forced himself into second spot and was pushing hard for the overall lead, heading third placed Meoni (KTM660) by just over a minute. Further back, mechanical problems plagued the rest of the KTM team, with the 660s of Thierry Magnaldi and Richard Saint both suffering major engine failures in the intense desert heat. Saint managed to limp back to the bivouac (missing out several passage controls and collecting more than nine hours of penalties), but Magnaldi would be forced to retire from the event.

Meantime, another UK rider was in trou-

ble; Steve Hague lost control of his KTM640, crashed at speed and consequently cracked his shoulder blade and broke two ribs. He spent a night in Al Ain hospital before catching the next flight home. While Pat Priestley (Husky 410) had worries of a different kind, when his bike began to suffer from a serious death rattle - and he too was



**Right: The start, no going back now
Below: Getting up some speed on an open section gave little respite from the fierce heat. Middle right: Andrea Mayer knows the importance of not getting dehydrated**



UAE Desert Challenge
5-8 November
1997

Digging yourself out of a sand dune in this heat is no fun at all...



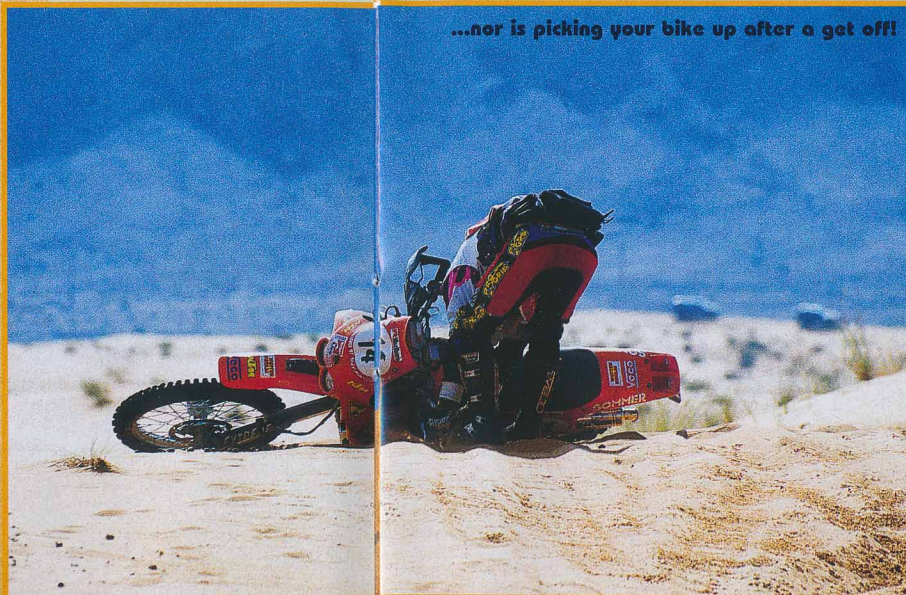
UAE Desert Challenge

5-8 November 1997

forced to watch from the sidelines.

Day three consisted of another long special, over fast sandy tracks and more soft dunes, before returning to the city of Dubai for a special night-time stage. This one mile long floodlit course pitted two competitors head to head around a specially constructed circuit that consisted of tight, twisty corners and a massive crossover jump. Around 10,000 locals turned out for the spectacle which was also being broadcast live on

also the day outright with a margin of two minutes over Arcarons. And although the Spaniard still held his lead overall, he was clearly worried - with Peterhansel now only two and a half minutes behind and sure to make up time over the fast sandy tracks of the fourth and final day. Just behind the leaders, the battle for third place was even more intense, with only 19 seconds separating Frenchman Fabrizio Meoni and Italian Fabio Farioli both KTM mounted.



...nor is picking your bike up after a get off!

Middle East TV.

Though not the fastest rider over the special, Richard Saint (factory KTM) was definitely the crowd favourite after he completely cleared the huge jump's down ramp, then wheeled the length of the main straight all the way to the finish line.

Quickest around the tight course however was Stephane Peterhansel who looked awesome, hurling the big 850 Yamaha around like it was a 125. Showing just how good he is, he won not only the night-time special, but

The fourth and final day of the Desert Challenge saw Arcarons' lead slip away, as rally veteran Peterhansel powered his way into a three minute lead on the flat-out pistes with only 70 miles remaining. It looked for all the world like another Peterhansel victory was on the cards until a final twist of fate changed the outcome completely. Proving that he is human after all, Peterhansel crashed heavily after running into a thick bush at speed, hitting his head on the handlebars in the process and lying dazed for several minutes beside his bike. He eventually came-to, and clambered back aboard his Yamaha to finish the stage, but so close were the times of the leading bunch, that this one incident sent Peterhansel tumbling down the results from first to fourth place overall.

So eventually KTM relished top honours with the 'nearly man' Jordi Arcarons finally securing the number one spot he'd prized for so long. Meoni won the tussle with Farioli for second place, while Yamaha and

Peterhansel collected fourth. Fifth place went to fellow Dakar star Edi Orioli piloting the factory Schalber prepared BMW F650, while the UK had something to cheer about when Warren Edwards clinched the under 500cc class on his Honda XR400 claiming a very respectable 15th overall.



Results - 1997 UAE Desert Challenge

1st	Jordi Arcarons	ESP	KTM660	13:48:21
2nd	Fabrizio Meoni	ITY	KTM660	13:52:10
3rd	Fabio Farioli	ITY	KTM640	13:53:38
4th	Stephane Peterhansel	FR	YAM850XTZ	13:57:03
5th	Edi Orioli	ITY	BMW F650	14:44:22

Neverwin's

Recce



Having fun in the dunes but when the race is on, things get more serious...

It's every off road rider's dream to compete in a famous rally like the Paris-Dakar, but have you ever thought about how the rally routes are decided? Chris Evans flew to Tunisia to take part in a rally reconnaissance, then headed over to France to talk to the people responsible for the 10,000km-long Dakar route...



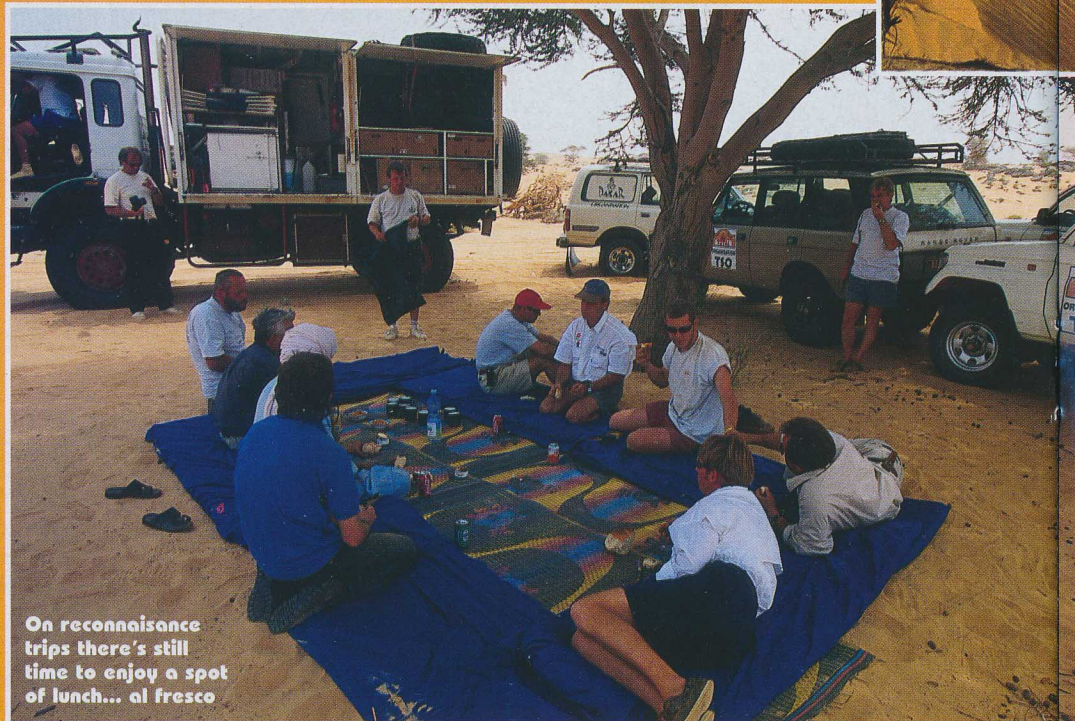
You're riding along through a sea of north African sand dunes which tower above you like shifting pyramids. There are no tracks to follow, no markers to show where you've been and no maps to guide you. Above you is the persistent drone of a micro-light and somewhere to your rear lurks a quad, a couple of 4x4s, and hopefully safety should something should go horribly wrong. Welcome to the world of rallye-raid reconnaissance - the job of choosing the route which the rallies will follow.

There's no doubt that while everyone can imagine what it might be like to take part in a rally like the Optic 2000 Rally Tunisie, probably very few ever stop to think about who decides the route. And while events like the very early Paris-Dakar rallies relied on only basic reconnaissance (that was part of their attraction), these days it's someone's job to ride or drive over every inch of a rally route to ensure that it's not only safe, but also possible!

For an event like the Tunisie Rally, that means a three week trek in November spent battling through sand dunes, rocky canyons and desert terrain in an attempt to draw up a road-book, before another run through just prior to the event. Mindful of the fact that over 50 percent of the entry have never

seen (let alone ridden in) a desert before, Tunisie organiser (five times Dakar winner Cyril Neveu), must not only decide upon a route, but he must make it navigable by a privateer riding his own machine. That means an upper limit of 300km a day, no monster dunes (at least in the first couple of days), and preferably a couple of loops that circle the bivouac - giving slower riders the chance to catch up (by missing out the loops).

If all that sounds like a logistical nightmare then imagine what it's like for the organisers of the Dakar. Not only have they got to find routes of up to 1000km (of stage miles) a day, but they have to organise provision for the landing of giant air transporters which accompany the event hauling their cargo of tv crews, doctors, catering staff and organisers as well as hundreds of tons of spare parts.



On reconnaissance trips there's still time to enjoy a spot of lunch... al fresco



A Microlight is used to suss out the route through the dunes

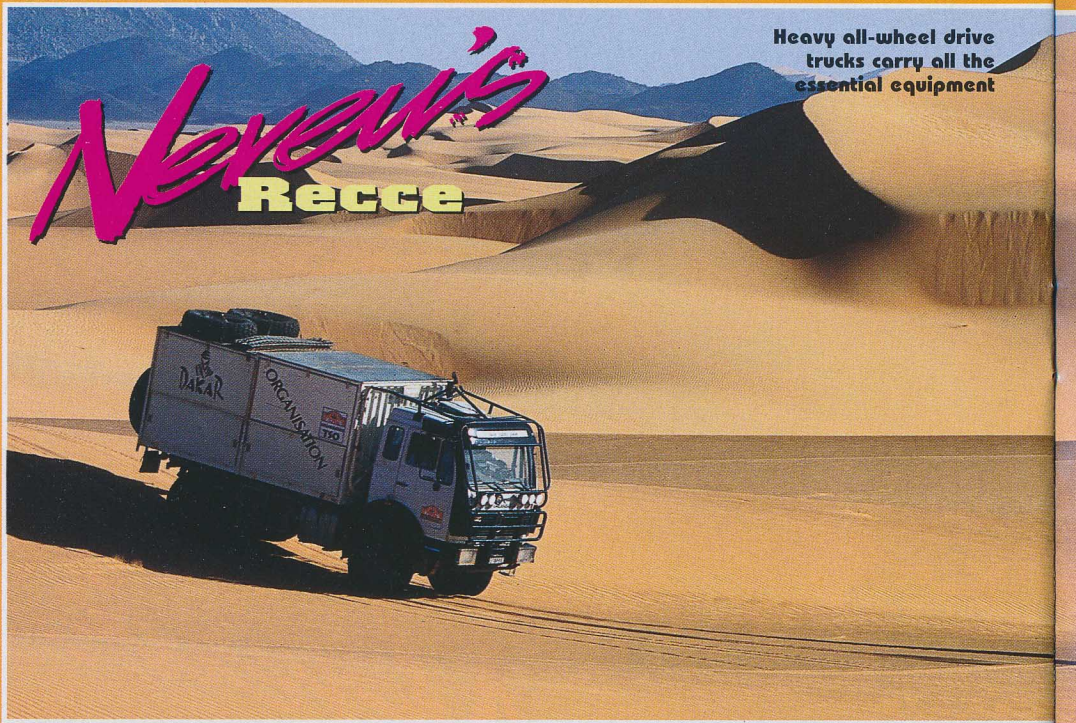
Of course nobody who enters a rallye-raid expects it to be a walk in the park; you can hardly come back from riding the largest desert in the world to boast about your exploits down the pub, if everyone knows it's no tougher than riding the local enduro. So the organisers are mindful of giving competitors their fair share of tough days. These usually take the form of dune sections, and with the Grand Erg Oriental in the south of Tunisia to play with, the Tunisie organisers have plenty of 'killer routes' to choose from. Normally Cyril Neveu aims for a ratio of one third piste, one third sandy track and one third dunes. In previous years the route was entirely navigable by road book, but more recently with the cost of GPS having fallen so low, he can afford to take the route further into the dunes to give competitors at least two days of off-piste riding without fear of losing half the field.

Other factors Neveu takes into consideration when designing the route have little to do with the competitors and everything to do with moving a caravan of over 1000 people through the desert. To have access to

fuel, water and plentiful supplies of fresh food, bivouacs are usually placed between 15-20km from civilisation. There also needs to be a way of getting two wheel drive assistance vehicles from one bivouac to another, and piste or tarmac that allows them to hook up with the rally route at least once during a special stage.

With all these parameters to be met, Neveu and his crew of five head off to Tunisia for a pre-reconnaissance sometime in November. Over three weeks they'll sketch the broad outline of the race, fix the location of the bivouacs, plus finalise the road books for the assistance vehicles and for the parallel non-competitive raid. To do this they use two 4WD vehicles, a motorcycle (and sometimes a quad) - the ideal vehicles for a quick look-see, as well as a micro-light aircraft.

Employed by the Optic 2000 reconnaissance crew over the last two years, the micro-light has revolutionised the process of making up their road books. Whereas before they were reliant on inaccurate second world war maps - now with a radio link



Heavy all-wheel drive trucks carry all the essential equipment

between the 4x4s and the micro-light, finding tracks is a relatively painless affair. The biggest bonus is that from the air the pilot can direct 4x4s around villages on uncharted tracks and so keep the locals and rallyists safely apart. In fact so successful has this system proved that for the first time in years the first stage in Tunisia will be run in the relatively populated north of the country offering competitors the chance to ride 300km of previously unused mountain tracks.

To record the routes the 4x4s are fitted with highly sophisticated Axcel GPS systems that can down-load their information onto a portable pc. Once back in Paris, the route is worked out in more detail before the crew returns to Tunisia in February to draw the schematic diagrams and finish the whole thing off ready for the start of the rally at the beginning of April.

While Cyril Neveu designs his routes to meet one set of criteria, Patrick Zaniroli of Dakar organisers TSO has a completely different set of problems to worry about. Principle among them being which countries in north Africa are politically stable enough for him (and the rally) to pass through on their way to Senegal. To do this he uses the close links TSO have built-up over the years

with French government departments and various foreign embassies. Once that part of the equation is worked out he gets out the maps to find suitable airstrips where the fleet of aeroplanes used to ferry everyone about can actually land. Such is the scale of the Dakar Rally these days that without the huge transporter planes that the rally organisers (TSO) lease from the Russian government, the whole event would come to a grinding halt. Indeed in the past TSO have been accused of being too constrained by their reliance on air transport, and so this year have included a number of marathon stages where the airborne mechanics will be unable to intervene.

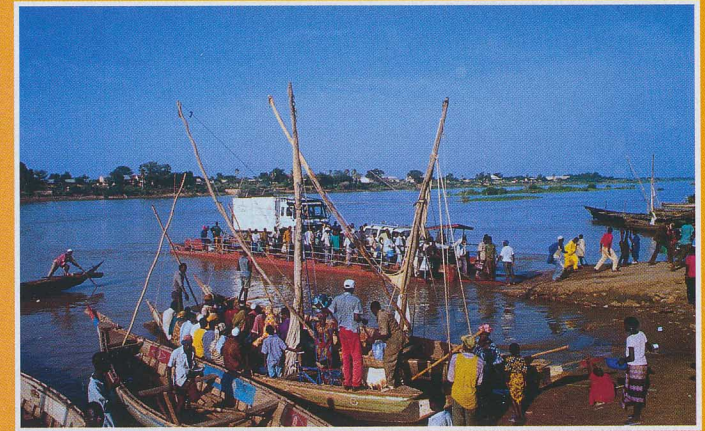
With the route marked up on a map, Patrick and his team of seven set off for six weeks and 11,000km of sheer hard slog. Using two 4x4s and a 6WD truck carrying a doctor and two mechanics the crew is completely self-sufficient - which is just as well as they can spend anything up to ten days at a time without seeing another living soul.

Unlike Cyril Neveu, Patrick Zaniroli isn't looking to make any concessions to first time privateers. While the Dakar Rally always attracts its fair share of brave (some would say fool-hardy) desert novices, the Dakar was conceived as the ultimate take-

no-prisoners motorsport challenge. So what Patrick is looking for is ten hours a day of balls-out riding designed to give the likes of Peterhansel a damned good work-out. In terms of distance it depends on the going, but over the relatively easy terrain of one of this year's stages that translates to one day of over 1000km!

Talk of designing stages to suit twin or single cylinder bikes however is dismissed as irrelevant. Zaniroli says his only brief is to design a tough event, whether you are racing a bike, a 4x4, a truck or even a quad.

Working to a tight deadline, the TSO crew undertake their recce in one hit, recording distances, GPS points and drawing the road-book up as they go along. On average they drive ten hours a day, starting at eight in the morning and finishing when it gets dark around 6.30pm. Zaniroli, one of only two people who can lay claim to having been on every single Dakar, modestly admits that it's a fairly exhausting process, but also for him, the best part of the rally.



As with the Tunisia, when the TSO crew finally gets back to Paris the designs are tidied up then printed out in roll form ready to be handed to competitors. FIA rules state that the route has to be checked 24 hours before each special is raced - with any modifications being faxed back to the bivouac - which requires somebody to drive the route ahead of the rally. It is a tribute to the professionalism of both reconnaissance crews that apart from changes brought about by sand-storms and political uprisings - hardly any alterations are ever required at that stage!



The going isn't always sandy

BMW have officially announced they are back in world rallying with a full works team (using F650s) for this year's 1998 Paris-Dakar Rally. But as we predicted back in July, behind the scenes BMW's race team (BMW Team Schalber), have been hard at work preparing for some time. We recently caught up with Team manager Richard Schalber at Charles de Gaulle airport outside Paris and asked him how he viewed the team's hopes and ambitions for the coming year...

TBM: What is your team's line-up for the forthcoming Dakar Rallye?

RS: Well in addition to Edi Orioli (who is a past winner of the event), we will have Andrea Mayer who we'll be hoping will clinch the Women's Cup, and we'll also be entering the French rider Jean Burcy who finished fourth a couple of years ago on the experimental Honda two-stroke as well as the Spaniard Oscar Gallardo who finished second on the last year's Dakar. It's a truly European team for a truly European bike - Austrian engine, built in Italy with German design. In total there'll be 23 of us, with two IMN six-wheel-drive trucks and three V8 Land Rover Discoveries as support.

TBM: That sounds like a major effort - who's paying for it all?

RS: It's all fully supported by BMW. The team will run under the banner of BMW Team Schalber and the bikes are called BMW F650 Schalbers.

TBM: Obviously then this is a very serious venture for BMW - do you believe you can win the event?

RS: Well if we had Peterhansel riding for us we'd be in with a very good chance (laughs), but seriously Edi is a proven winner on the Dakar (he's won four times to Peterhansel's five) and the others all have good track records. It all depends on the type of going,

whether it favours twin cylinder bikes or singles. If it favours singles we should be able to beat the KTMs. If the course is more suited to a twin then things will be a bit more difficult! Whatever happens we should have a good chance of being the first single cylinder bike to reach Dakar.

TBM: Given the doubt about whether a single cylinder bike can win the Dakar outright, why not build a twin?

RS: If a twin cylinder bike ever does get built it's a long way off and not something currently under consideration. You have to understand the marketing philosophy behind running the F650 in rallye raids. When BMW launched the F650 they regarded

Munich To Dakar

Words & photos: Chris Evans



Left: Richard Schalber is the man charged with the responsibility of steering BMW to Dakar victory. Main pic: With Paris-Dakar winner Edi Orioli at the helm, BMW must be in with a good chance...

Mumich To Dakar

ful engine. What we wanted was more torque to make the bike stronger and less tiring to ride and that is pretty much what we got.

TBM: And what does Edi Orioli think of his new bike?

RS: He's very happy with it. He's working very closely with us, in fact his mechanic is actually living with us up at our workshop. Edi's very pleased with the light feel of the bike and he says that the balance between the front and back with the tanks full is very good. But you know, nothing is ever perfect. The problem with this sort of project is time - there's so much to do and never enough time to do it all! But overall we're very happy with how the bikes have turned out, very excited about the quality of riders we've managed to sign up and looking forward to the racing.

TBM: And finally what are your plans after the Dakar?

RS: After the Dakar we've got the Rallye Tunisie, the Atlas, The Trans Danubia Ride and hopefully the Australian Safari before ending the season with the (UAE) Dubai Challenge. The Far East market is very important for BMW and the Australian Safari gets excellent coverage in the Pacific Rim. We hope that a BMW will win at least one of these events next year.

TBM: Thank you.

it as an entry level bike which would encourage young owners to go on to the bigger machines. In fact the F650 has evolved into a niche all of its own. It appeals to a different type of customer, one who is younger and more interested in sport. To support the F650 therefore BMW has to go racing - which is where we come in.

TBM: How is the bike you'll be running on the Dakar different from the original machine you entered on the Tunisie back in April? (TBM26)

RS: For a start it's got a more powerful engine which is now producing 82bhp at the crank (considerably more than KTM claim for their 640), plus it has also got bigger fuel tanks for the long Dakar stages with a total capacity of 53 litres. We've also changed the front forks from the Marzocchis that we were using in Tunisie to conventional Showas, while at the back we're running a Donnere rear shock as used by Peterhansel on the last Dakar. This French made shock is really revolutionary (and very expensive - about £10,000) and performs extremely well. In total, suspension travel has gone up from 280mm to 300mm. In addition we're using your excellent British made Talon hubs to help keep the weight down.

TBM: Fellow competitors on the Tunisie were staggered at the top speed of Andrea's bike (185kmh). With even more horsepower will it crack the 200kmh barrier?

RS: It's possible, but that wasn't really the reason behind developing the more power-



With 82bhp on tap the F650 has been clocked at 185kph! Scary!



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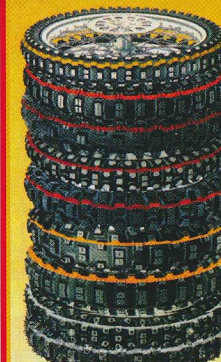
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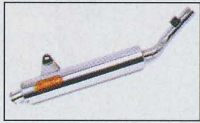
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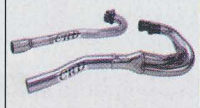
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Whoops!

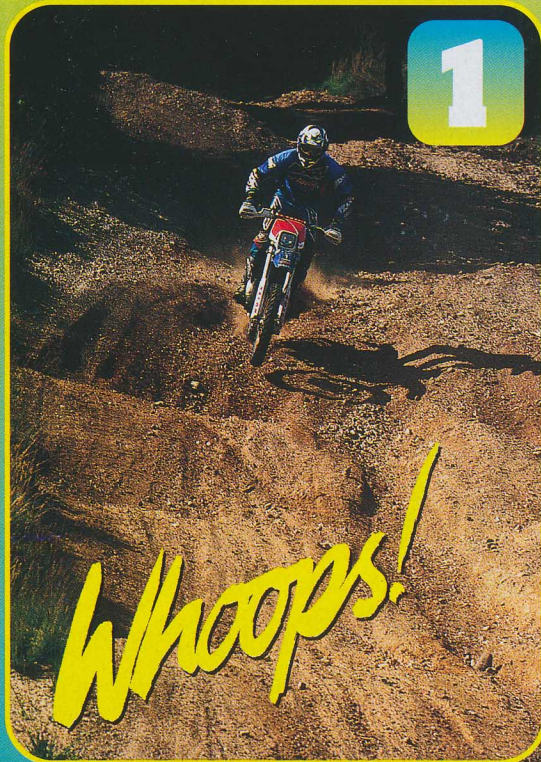


**Riding Techniques: An advanced guide to good
enduro technique by British Enduro Champion**

Rob Sartin. Part 3: Riding whoops

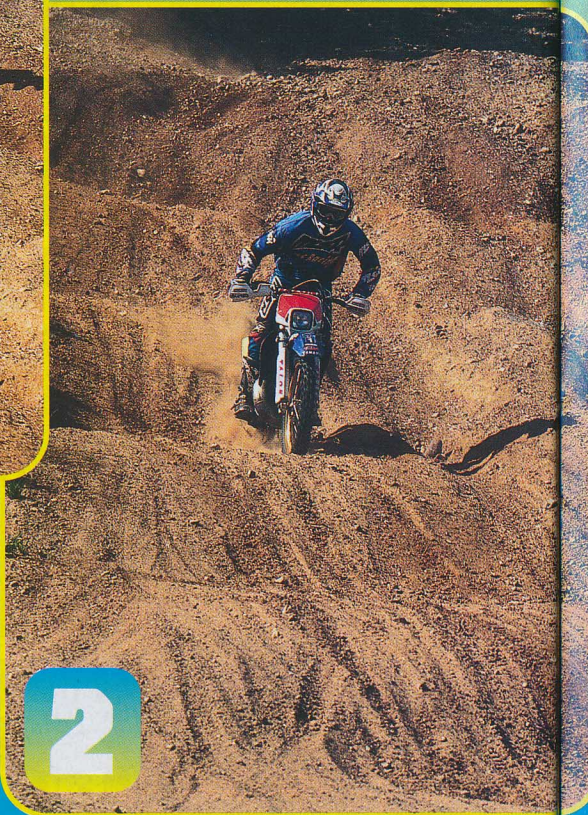
Whoops or whoop-de-dos (to give them their full American name), are a series of rapid and often quite large stutter bumps which will test you and your bike's suspension to the limit. They may be either artificially produced or (more usually) come about as the result of the passage of a number of bikes over the same piece of ground (thanks to the effect of long travel suspension). However formed they almost always cause problems for riders in enduros because if you get them wrong they can kick the rear end of the bike up in the air sending you over the handlebars. More people crash in whoops than on any other part of the track so good technique is essential to improve speed and maintain safety.

Here's what Rob Sartin does...



Whoops are all about timing, my favourite approach is to try and double or treble the bumps (ie jump one or two of the dips in between) to try and miss the biggest bumps (these are normally ones that will slow you more or give you the most problems). When you walk the special test try to pick a bump to use as your take-off ramp, then try to judge on which bump you will land again. As you hit your take-off bump compress the suspension and apply the power - this will make you jump much longer and higher - and begin to lean forwards.

The approach to a line of whoops is normally quite soon after a corner (that's where they tend to form), so speed is sometimes hard to generate. Even so a certain amount of speed is necessary to try and carry the bike over the worst trouble. Make sure that when you hit the first bump you are stood up, roughly in the centre of the bike, and that the bike is upright (if you start off out of shape it's very easy to quickly get into big trouble).



When you're airborne keep your weight forward, your elbows up, and look ahead for your landing point. Try and work out not only where you're going to land, but how the next whoop will affect the bike, and where your next take-off point will be.

Ideally you should always try to land on the downward side of the bump, but failing that if you end up landing astride the bump, be prepared to cushion some of the blow with your knees to prevent the bike's suspension from compressing and rapidly rebounding again. Keep looking ahead, keep up your speed and try to go with the flow of the terrain.



A good way to practise whoops is to use one of them to launch the bike into the air, but instead of landing in the middle of the line of whoops where you risk a big getoff if you get it wrong, try jumping to one side of the whoops - it's safer and much better to see how far you can jump without risking a big crash. Like all good riding techniques, start off with smaller bumps at low speed first, and build up to bigger whoops before trying to build up your speed.

Next Month: Turning round in a limited space.

Contrary to several people's advice, I didn't ask for any landowners' permission before setting off to traverse Scotland by green lanes on the second part of a journey from Lands End to John O'Groats - except in the far north-east where I had no historical evidence. In Scotland there's a right to pass openly and peaceably from one public place to another on an established route - and I intended to exercise that right.

I decided to rely on my fast-growing ability to talk my way out of any difficult situations I and my other trailriding companions might encounter en route - there are some advantages to being female, not least the element of surprise; most farmers look a little taken-aback when you remove your helmet. Also, as I had found to my cost when trying unsuccessfully to locate local riders to recce my proposed route, no-one lives in

the north of Scotland. As one helpful contact pointed out, if I was unlucky enough to meet a gamekeeper, the challenger would probably be so glad to have someone to talk to that they'd happily let us ride through as long as we stopped for a chat.

The History...

I rode only what I believed to be rights of way, some of General Wade's and his successor Caulfield's military roads, but mainly old drover's and thieves roads. Long, before BSE and prior to the Clearances, when the residents and their cows were forcibly replaced by sheep - vast numbers of cattle walked from all corners of the Highlands to the trysts or markets of Crieff and Falkirk, to supply the English demand for quality beef. Cattle rustling was a popular pastime amongst the clans and our wheels followed in the homeward foot-

steps of the tough drovers and thieves, making relentless progress northwards.

Most paths take a natural route through the glens in an east-west direction dictated by the lie of the land, but maps and books finally yielded enough tracks heading vaguely northward in a kind of zig-zag to make our journey viable. The planning effort certainly made me appreciate our own hotch-potch categorisation system of vehicular rights of way, but the further I delved into Scottish history the guiltier I felt at being English!

The Route... Obstacles, Encounters, Adventures, Success: The Lowlands...

The 13th day of riding since leav-

Land's End saw me crossing the Southern Uplands with Derek Needham, from Yorkshire, who knows the area and was prepared to travel up to Selkirk twice: to recce and to lead the day's run to Edinburgh. Our first lane, passing a cluster of imposing cairns known as the Three Brethren towering over the Trig point, included a section where a big enduro had been held a week or two before, but there was very little evidence of the passage of bikes and certainly no lasting damage to the ground surface, whatever the 'anti's' say.

We met, and scrounged donations from, several walkers on part of the Southern Upland Way, but otherwise only sheep shared the Drovers - Traquair, Black House, Glensax - with us. A detour to avoid a locked gate between the latter roads took somewhat longer than expected as

END TO END

Continuing her sponsored Lands End to John O'Groats trailride, Jacky German crossed over the border into Scotland for the final leg of her journey...



Jacky takes a moment out to contemplate the vastness of it all... or she may be behind a stone wall somewhere...

END TO END

Out on the lonely moor, no-one can hear you...
...swearing at your bike!

Derek's XL350 found, and buried itself in, the only pocket of bog in the vicinity. Riding ahead, I had managed to launch the lighter Serow across it successfully for once, reaping the benefits of my painful 'training' earlier in the journey on the sodden pitted slopes of the northern Pennines. This small Scottish bog was not going to give up its prize without a struggle, yielding nothing to our combined strength, with or without the engine. It finally let go when we enlisted the help of a tow rope and the obliging Serow, but not without spitting quantities of its less-than-sweetly-perfumed contents all over us!

The road to West Linton involved a short but tiring section bouncing through forestry trenches before we crossed the Pentland Hills over Cauldstane Slap, a lovely name for a lovely place, requiring intense concentration on a narrow undefined path - not a good idea to gaze at the scenery, I discovered.

My 'support team' consisted of two skint friends from home who willingly got talked into a holiday' touring Scotland as drivers, cooks and dogsitters in a transit van generously supplied by AVH vehicle hire for the northern half of the trip. They rejoined me at Liz's place near Edinburgh where we awaited her arrival home from a week's ill-timed work in London. This had prevented her doing the whole trip with me, but at least offered her a chance to recover a little

from a sprained ankle and cracked ribs, the results of an encounter with a more vicious Welsh bog on the route. I spent the well-deserved rest day walking with the dogs (my legs had almost forgotten how), working on the bikes and worrying! The episode with the XL had caused me more than a little anxiety, since apart from one afternoon, Liz and I would be riding the rest of Scotland on our own and our lack of strength for removal of bikes from bogs was of some concern - particularly if we managed to bury them both at once. Liz's partner volunteered to swap the rear MT21s for more serious tyres, gleaned from kind riders in their local enduro club, to give us more of a chance in the deep stuff, but even so it was with some trepidation that the two of us set out for the north the next morning.

Over The Firth Of Forth: Factories, Fords, Friendly And Unfriendly Farmers...

The Ochils were the next range of hills on the agenda, approached via the Forth Road Bridge and a 'white road' shown on the map. This proved impassable due to a vast motor factory planted plumb in the middle of the highway. We circumnavigated Hyundi or whoever it was called on an adjoining track, where we risked life and limb avoiding huge earthmoving equipment building a new road right across its path. No respect!

We had to miss out one intended lane (which may have caused us problems with access anyway passing through a heritage site) as our morning's four un-tarred sections had taken a bit of finding and we were running short of time, having arranged to meet TBM contributor John Rushworth, our last guide, in the early afternoon. A little sweet-talking was necessary to get onto a shorter road across the Ochils - a resident at the first gate was adamant that vehicles couldn't pass, but the landowner, who fortunately lived on the next farm, succumbed to the cause and even told us the whereabouts of the key to a locked gate on the route.

John, whom I contacted after reading his TBM article on trail-riding in Scotland, had contributed invaluable knowledge and enthusiasm in the early stages of researching the route, and I was pleased that he could spare the time to lead us through the beautiful glens between Crieff and Kenmore. The Serows, dwarfed by his immaculate XR400, followed over mountain, ford and peat hag, in a landscape that just took your breath away. Wildlife was abundant here - I have never seen so many hares, leaping high from the heather in all directions, it must be some sight later in the year when they don their white winter coats.

We had met no-one at all on the trails that day, but as we reached the farm at the end of the last lane an estate worker accosted us with frowns and foul words. John's superior knowledge of the law, calmly and patiently explained, did nothing to placate him, and my attempts to get him chatting about the cattle-droving days, which he admitted to remembering, were no more successful. However, the worst he could do was write down our registration numbers and accuse us of 'blethering' - no shots were fired and we tried not to let it spoil an otherwise incredible ride. The tranquillity of Loch Tay, some fine refreshment and the collecting of more donations for Oxfam at Kenmore's pubs restored our good spirits before wild-camping beside a misty lochan on the Quaich Pass, exercising our ancient right to 'rest for the night and graze our beasts at the roadside'. (The Serows didn't graze much, neither did the dogs, and we sheltered under

goretex rather than tartan plaid, but it felt very traditional and the view from my bedroom at dawn was sensational!)

To The Great Glen: Ghosts, Gates And Ghillies....

The next day was happily hassle-free, as sunny as all the rest and much easier both to ride and navigate than expected. I nearly trod on an adder basking in a gateway and we did encounter a 'ghillie' (the guy employed to bring back the victims of the stalkers), complete with highland pony behind, its grey sides stained red with the blood of an unfortunate deer. Luckily I was neither poisoned nor stopped - the snake was too busy sunbathing and the ghillie was too far away with a deep river between us to take action. We just waved innocently and wound it on a bit.

We travelled virtually the whole way to Fort Augustus on military roads, one a 'summer road' only, supposedly haunted by victims of avalanches - quite believable in the sheer-sided remote pass. Two rugged fords

Some obstacle prove more precarious to negotiate than others...



and the steep drop into the depths of the loch below us, described in the books as 'not for the faint-hearted', were a little daunting to say the least, but we avoided drowning ourselves or the Serows, saw no ghosties and reached the LandRover track to civilisation in one piece - only to be confronted by a locked gate on a bridge. After 35km off-tarmac we weren't particularly keen to turn back and were sussing out the possibility of (wo)man-handling the Serows somehow through the adjacent kissing gate when a closer look at the chain revealed one of the five padlocks wasn't actually clasped - what a relief! (Five padlocks - could it be that others had come this way with hacksaw and their own lock to add to the chain?)

Our day on the Wade's roads culminated in his most famous - the highest road in Britain, crossing the Monhadliath Mountains via the Corrieyairack Pass. I'd ridden it last year on a clear day in May, when snow lingered at the top and the views across Loch Ness and the Great Glen had to be seen to be believed, but this late evening its head was in the clouds and visibility was disappointingly poor in the gathering dusk. The infamous hairpin zig-zags seemed a lot easier this time, but we rode with more than a trace of anxiety as to whether we should have attempted it so near to darkness and whether our fuel would last - stupidly neither of us had thought to top up when we met up with the support van at the southern end of the pass. We needn't have worried - the Serows possess good lights and a proven reputation for economy - we didn't even go onto reserve.

A bit more practice in the art of persuasion was necessary at the camp-site, which

was full to capacity, but our 'charitable status' won the proprietors over and they let us camp on the driveway verge for the price of a shower only. It seems incongruous that both Kenmore's and Fort Augustus' facilities were so busy, when apart from the Corrieyairack (four walkers and a tent) we had seen not a single tourist on the trails between the towns - a batch of breathless orienteering competitors near Tummel Bridge were our only company all day. Just as well though that the vast majority stick to the tarmac and the tartan gifts, leaving the wild places to the few. Maybe that's not the right attitude but I hope it stays that way. Seeing no-one else was just fine with us - I'd conciously planned the route to avoid the more well-known walkers' tracks like the West Highland Way, some of which follows Wade's roads, where it would have been infinitely more populated and possibly more confrontational.

Further North Than Inverness! Locks, Lochs And Lawns....

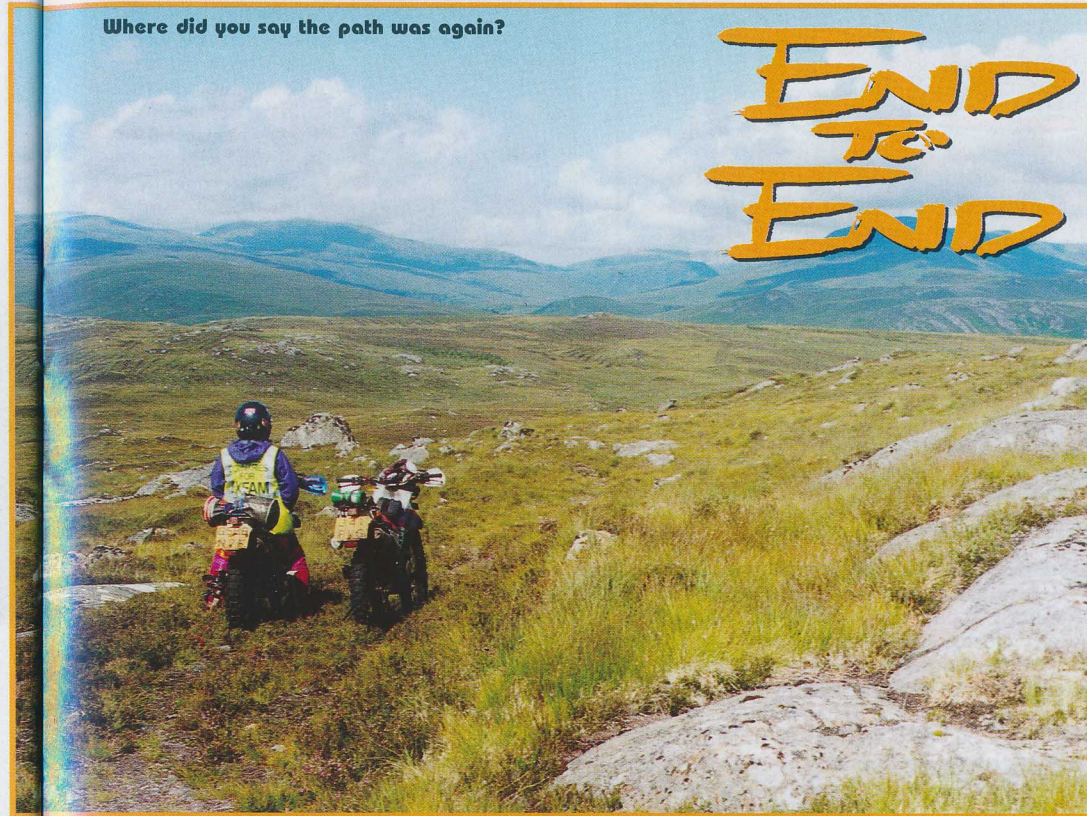
One of Major Caulfield's roads provided a few laughs for Liz as I was not on good form at the beginning of the next day and seemed to spend more time on the ground than the pegs - some days start like that, I find. We could see for miles towards the west, Loch Cluanie glimmering in the distance, framed by spectacular, cloud-lined mountains and the ancient road snaking across the foreground on its journey to the barracks at the old Skye crossing. The drovers used to swim their cattle across the channel there from the Western Isles, tied nose to tail, with amazingly few losses. Today you can still

catch a small ferry at the narrowest point of the sound, which, with the negotiation of an impressive gradient on single track hairpins to get there, provides a much more exciting way of reaching Skye than the depressing new bridge. Though 'the far Cuillins' beckoned, we had to turn our bars from the West and ignore the view, our full attention being demanded for the descent of a clear-felled, branch-strewn fire break.



Don't just stand there taking pictures, help!

Where did you say the path was again?



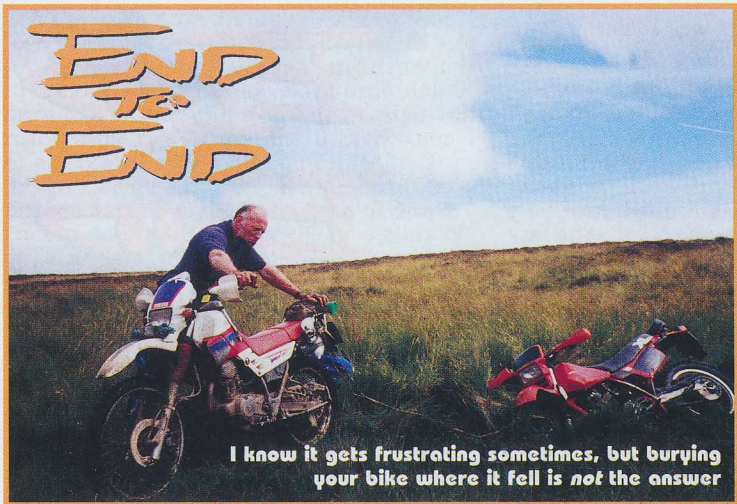
Heading out of the first glen, leaving the military for the drove road north, the problem of a securely barred and padlocked gate in substantial deer-fence seemed insurmountable, but a diligent search along the fenceline revealed a little gate into the woods. Sneaking through we tackled a tough climb up the boulders beneath the towering legs of pylons and finally retrieved the original path. Several of the ancient roads we rode had obviously been utilised for the installation of these unpleasant lines of marching giants which marred the surrounding beauty.

A couple of missing bridges across streams and gullies provided added interest, as did a little detour on foot to the amazing Plodda Falls, well worth the uncomfortable walk in bike kit and soaring temperatures. The place was deserted except for one man, around whom I took a wide berth when I noticed he was wielding a knife! I raced back to the bikes at record speed in my enormous boots - relieved not to find Liz in gruesome pieces. Maybe he was just intending to do a bit of whittling but it seemed a little wierd - we set

off promptly anyway.

The afternoon was spent entirely on the dirt contouring along a fast track which, some 30km later, finally met the tarmac - laid to give access to Loch Orrin, now a reservoir. No access available today though - denied by a well-locked gate, firmly-worded signs and a cunningly constructed kissing gate, far too narrow to accomodate a trail-bike by any stretch of the imagination and complete with hinges sealed with weld both top and bottom to foil any attempt at 'lift-off'. Liz, possessing an accountant's perseverance with numbers, spent some time going through the possibilities on the four-figure combination lock, but even she eventually got bored. There was nothing for it but to retrace our revolutions for some miles to the last junction of glens, where a more historical route crossed, and hope for better luck there.

Though a documented path the alternative route led via some more technical riding to an identical locked deer-gate set-up at a remote farm. All was not lost, though, as Liz detected a way through an adjacent



I know it gets frustrating sometimes, but burying your bike where it fell is not the answer

grassy paddock - which I suppose *could* be described as a lawn. We felt a bit guilty but we left no trace of our passage, honest, discreetly tip-toeing the silent Serows across, quietly closing the gates and coasting down off the mountains undiscovered. It's not often that trail-riders greet the tarmac with a sigh of relief, but a welcome huge meal and a real bed also awaited us in Dingwall, courtesy of the most northerly member of the Women's International Motorcycle Association.

Forcing Fences, Frightening 4x4s And Finding The Fishman Of Lairg...

Day 16 presented a fair few intelligence tests to overcome the obstructions in our way. An easy start through ancient sun-dappled birch forest with glimpses of the sparkling Loch Garve, followed by wide forestry roads (well populated with ramblers who generally greeted our presence very positively), lulled us into a false sense of security. This was shattered on the next lane - improvements to the main road had destroyed the line of the old drove and it took us a while to find it (a further delay being caused by my gear lever escaping from its linkage). Eventually we were confronted by a tall deer fence with a ladder-type stile for access. A pause for thought - and I must say my thoughts turned to the fencing tool a well-prepared fellow TRF member had insisted I carry for emergencies, complete with staples for re-attachment and repair.

However, a lucky bit of exploration made any such thoughts redundant, as some earli-

er traveller had unravelled the joins in the lower squares of the fence nearby, and it was just possible to squeeze a small trail-bike under - with much heavy manoeuvring amidst the bracken, rocks and tree-stumps of the deep forestry trenches. As it was beginning to get warm we removed our conspicuous glowing green bibs and indeed most of our clothes for this delicate and exhausting operation in the sweltering heat.

We finally made it to the track and continued on our way, encountering some very sticky bits and a deep pool with an evil wall of rock invisible within that sent me for a swim and knocked out the electric start for a few hours. We experienced a vicious midge-attack at our much-needed but quickly-curtailed snack break and no less than five more deer-gates, the area having been recently planted with the inevitable conifers. Two of the gates posed no problem and on closer inspection the other three all gave up their secrets quite readily. One had a slice out of a link on the chain, just big enough to force the upright tube of the gate through, sneakily hammered flat at the right point; one lifted off its hinges fairly easily and the last involved some lengthy unwinding of carefully-strung wire that replaced the bottom hinge, thereby allowing a pivotal opening, to the exact height necessary for a Serow to creep under. Our predecessor had certainly done a discreet and excellent job of keeping this ancient drove road open and the landscape we crossed was all you could wish for: nadgery, challenging riding in the most marvellous, remote surroundings. We definitely deserved our lunch at an oasis of an inn when we finally reached the distant ribbon of tarmac that was the main road.

Less than a mile of the black stuff (not Guinness, tarmac), and we were back on the line of the old drove to the north-east. More beautiful mountain scenery, admired safely as the track was wide and easy, interspersed with blue lochs, abandoned farmsteads - relics from the Clearances - and a shooting lodge at the convergence of two glens. What a place!



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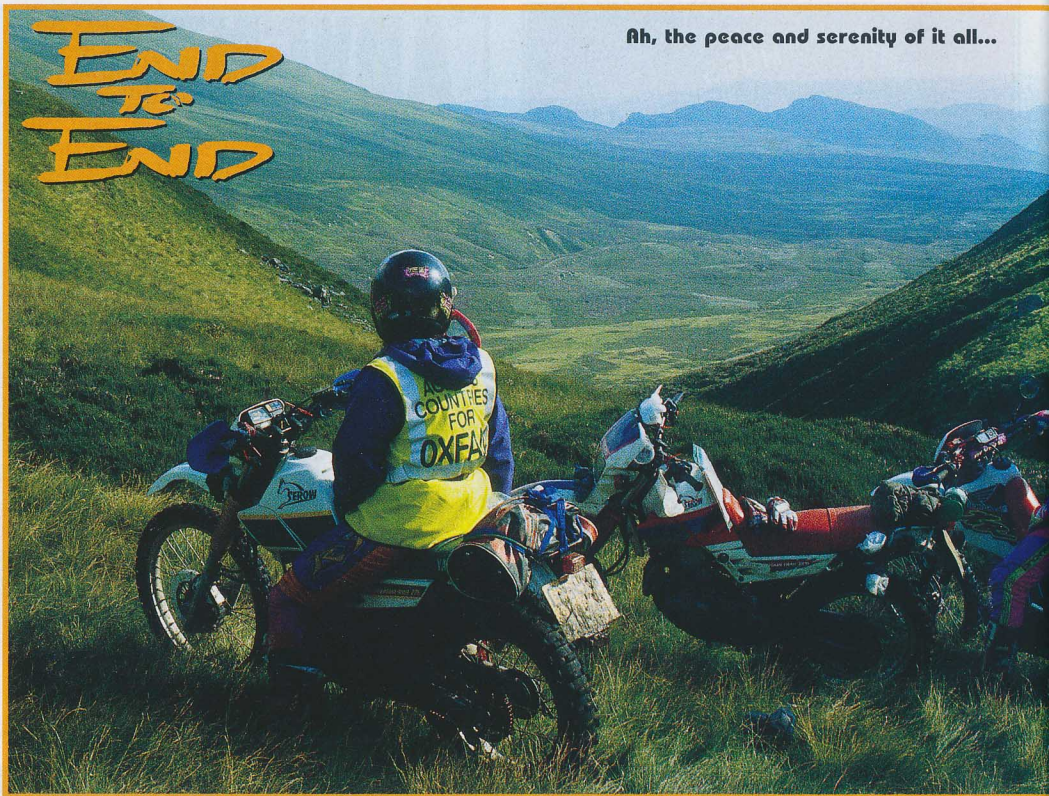
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Ah, the peace and serenity of it all...

A short recreation break was spent bouncing and swaying (on foot) on a narrow suspension bridge spanning the river alongside the track. Our sojourn over the water may actually have done us a favour, as on remounting and rounding the next bend we came across a band of rifle-bearing fellows in four-wheel-drives, obviously bent on the destruction of some unarmed creature or another - hopefully not us! Apparently the timing of our passage had saved us from an untimely death, as according to their leader they'd just finished shooting across the line of the road and they certainly weren't expecting, or sparing, any road-users.

He looked far too fresh-faced and freckled to be blasting hell out of the local deer population. We had seen several herds which watched our approach with interest before departing - as did the bunch of 'sportsmen' - quicker than the deer had - which made us wonder whether they should have been there at all. The innocent-looking young gamekeeper, though unbudgeable on the 'right of way' argument, was actually very helpful and directed us to a certain Mrs Moffat at the farm by the church - the key-

holder for a plethora of locked gates we should expect on our next section. She turned out to be just the kind of storybook character her name suggests, with a delightful, trusting attitude. Not only did she put some money in the Oxfam tin, she willingly lent us the key, with instructions to pass it on to 'the Fishman' in Lairg, our destination that evening, for him to return on his Tuesday round. We dared not ignore her advice to visit the tiny church next door, where interesting historical graffiti had been scratched in the glass of the leaded windows in 1845 by families forced to camp in the graveyard - the residents of the whole Glenalvie area were evicted in the Clearances. Nasty English landowners!

The afternoon's views were stupendous, including a striking glimpse of the unmistakable Sulven mountain in the distance but there were indeed many locked gates ahead. The key made life a lot easier, though some of the kissing gates didn't kiss too passionately to squeeze a determined trailie through, and 'lift-off' looked feasible for all but a couple of hinges. One or two would have definitely stopped us so we were most



glad of our chance meeting with the Gamie and Mrs Moffat's generosity. As she had predicted we had no trouble finding the whereabouts of the aforementioned Fishman ('Och, ye'll ha' nae problem wi'that - ask anyone in Lairg tae tell ye wheer he lives!'), though we did think of making a copy, a key-cutter open late in a place the size of Lairg seemed unlikely and we only had Nikwax to make a mould with, escape-movie style, so we abandoned the 'right of way' cause and dutifully handed it over for later delivery with the fruits of the sea.

Lost In Fog, Buried In Bog: Approaching The North-East Coast...

The penultimate day started badly and continued in the same vein! I spent ages fruitlessly phoning estate offices and Freddy MacKay, a gamekeeper I'd been trying to track down for weeks, to get permission for the last

lane, which if things had gone better we may have reached later that day. As it was we had a very tardy kick-off (or rather 'button-off' - the magic of the electric start was back on form) plus drizzle to contend with, turning to thick fog at higher altitudes.

The road we were following changed from double to single dashes on the map, ie from fast LandRover track to indefinite raised sheep-track on the ground. This was intersected by deep gullies (their bridges long gone), faded to rabbit tracks leading every which way through the heather and disappeared entirely wherever the river had cut too close. A farmer at the start had apologised that it wasn't much of a road these days, 'but these scramblers'll tackle anything, will they not?' Well, actually even if they had the motocross suspension necessary to jump the streams and ditches we encountered, neither Liz nor I had the guts to go for it! There was much tentative getting off to recce the landings on foot, which made for very slow progress, and definitely not enough 'no fear' attitude. Some of the jumps were successful, but getting a Serow airborne isn't the easiest thing to do and on

this day, a million miles from an ambulance and without a signal on the emergency mobile phone, we didn't possess the bottle between the pair of us to hold even a miniature wee dram!

We namby-pamby'd along as the conditions deteriorated, using our initiative to build bridges and utilising the faithful towrope to assist our combined puny strength until I binned it in a hidden bog with more suction than a state-of-the-art Dyson! Tired and dispirited, we allowed a more definite sheep-path to lure us too far west and landed up on a watershed plateau, described on the map with those little blue circles and plant-like symbols that denote pools and 'mire'. It was arduous riding, and incredibly difficult to follow a compass bearing whilst turning in all directions to avoid holes and reed-clumps, peat-hags of awesome proportions and those tell-tale bright green patches that look invitingly solid but are in fact bottomless. Seemingly hours later we finally dropped (literally on countless occasions) below the cloudline and rejoiced at the sight of the loch we were heading for. However, it took a considerable time and much joint effort (extricating the bikes from various angled predicaments) to cross the pathless mountainside and find a place to ford a river without drowning, in order to reach the luxury of a track.

The deserted beauty of the loch with its clean, white sandy shoreline and a beach picnic of dried bananas and chocolate - all we had with us as we had intended to meet the support van for lunch - restored us enough to face some perforated plank bridges ahead. On the other side of the water the track gradually improved until we finally reached tarmac and the east coast before dusk. The mobile phones, which were kindly lent by Advanced Communications of Gloucester, miraculously found a signal at last and proved their worth in retrieving the support team, who had travelled on some way north thinking they'd missed us. A dark clifftop ride on the foggy main road to a campsite rendezvous just about finished us off - but I can't complain at only one difficult day out of the whole 19, and we'd survived it after all.

As Far As You Can Get From Land's End...

We felt we deserved a stroll on the beach at Dunbeath and a slap-up breakfast before checking the bikes over and lubing the chains for the very last time, prior to tackling the last major off-road section to



Westerdale, only a comparative stone's throw from our goal at 'the edge of the world.' I'd finally got the go-ahead from the estate and the elusive Mr MacKay, despite it being the 'Glorious Twelfth', first day of the grouse-shooting season. They'd told me that the gate would be open and that the barriers on the track would allow for the height of bikes. They were wrong: a padlock necessitated lifting the gate off its hinges and we had to negotiate the barriers by balancing gingerly around their pivots without losing it into the drainage ditch alongside.

The rest of it was fast and furious and we had time later to explore a couple of white roads on the map, one of which involved a chase from a farmer, who was initially irate but suitably gobsmacked when we spoke of our 'quest'. Unfortunately there was no longer a way through but we did find a delightful green lane to finish with, leading ever northward with views over our first destination, Dunnet Head, mainland Britain's most northerly point.

A gaggle of Italian bikers on big trailies there were well-impressed with our trip, explaining that women on motorcycles bigger than 50cc are rare in their country. I was well-impressed too - with the beauty of the headland, the performance of the Serows, the generosity of all the sponsors, the kindness of the TRF and WIMA guides and hosts and the successful completion of such an awesome and wonderful journey!

Scotland had proved easier than expected - no bullets fired in a record 266 miles on the dirt (out of 585 altogether on Scottish soil, a far better ratio than England and Wales, which was nevertheless a respectable third off-tarmac.) Later totting up, plus the raffling of some of the kit donated, revealed a brilliant total of over two thousand pounds raised for Oxfam, and as it only takes £50 to create a well for fresh water in some African countries, this should go a long way towards improving lots of people's lives. (My thanks go to all those who helped to make the project a success and especially to 'route advisors' John Rushworth, Owen Sayers, Martin Kirk, Harry Walton and of course the TRF)

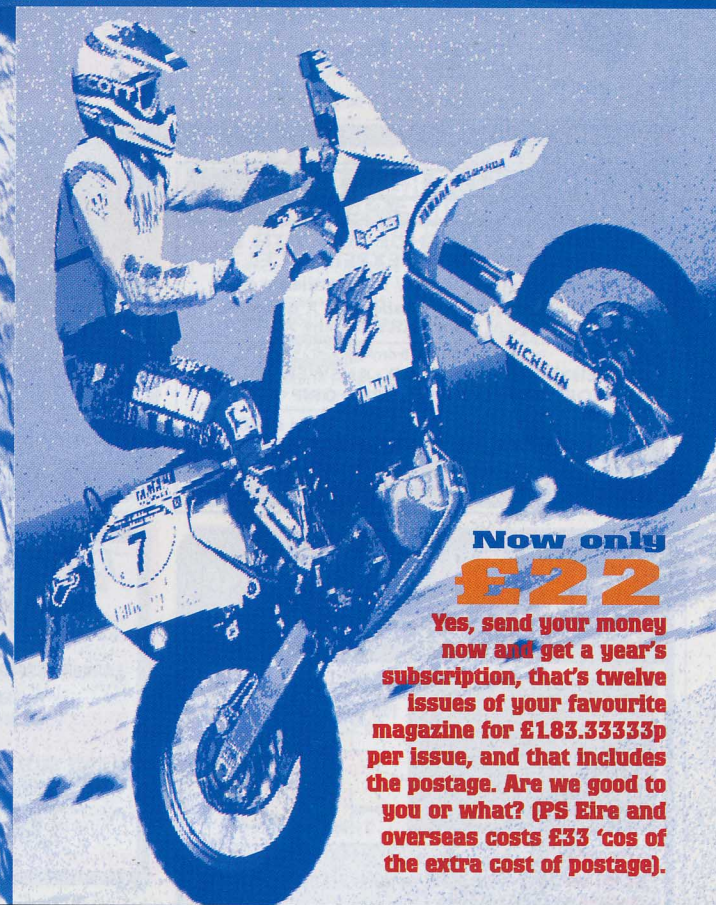
After an adventurous 19 days riding and 1,744 miles from Land's End, I rode to the very end of the harbour and took a million photos to prove our goal achieved, a whole film of which didn't come out - typical! Jubilant phonecalls were necessary - to 'The Golden Fleece', my local pub in faraway Gloucestershire (who'd sponsored my bike's fuel and moved a little motorbike up a map to keep track of my progress), and to the ever-trusting Container Company, before we headed for the nearest hostelry in order to celebrate our adventure's end with a little of the local 'brew'. Finally in the twilight, a jet-wash removed the last of the Great Mud of Britain before we turned the bikes southwards once more, and headed for home.

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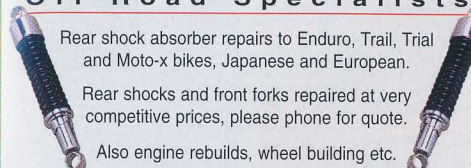
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Yamaha YZ125, Enduro, 1992, vgc, many extras & new parts, £950 or exchange for 4-stroke trailbike. Tel Graham on 01782 504733 (Staffs)

Kawasaki KLR250, 1990 model, T&T, low mileage, £1195 ono. Tel Mark on 01252 623903 (Hants)

Yamaha DT125R, Enduro spec, 1992, Q-Reg, special frame, ported, p/valve, DEP, Renthals, 520 c/s, sub-framed, Boysens, fast, unique, just restored, championship winner, vast amount of spares, no clocks or lights, £875. Tel Stephen (eves) on 01285 821677 (Glos)

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Honda CRM250R, F-reg, T&T, good cond, many new parts & extras, £1550. Tel Paul on 01704 574852 (Lancs)

Kawasaki KDX250 enduro, road reg, 1992, good cond, bike is just too powerful, £1295 ovno. Ian James, Heolddu Drive, Bargoed, Mid Glamorgan, CF81 8UP

Honda XL185S, X-reg, T&T, 9000 miles, new battery, Michelin tyres, SM exhaust, otherwise original, unused since makeover, superb machine, £525. Tel Nigel on (day) 01462 816666 or (eves) 01462 629092 (Beds)

Suzuki PE175X, 1981, last twin shock, MOT, orig cond, low mileage, new clutch, tidy bike, £600 ono. Tel Ian on 01903 745874 (Sussex)

Kawasaki KLX250, 1994, elec start, T&T, 3900 miles, superb cond, Renthals, speedo, new tyres, road legal, green laned only, £2700 ono. Tel Robert (eves or w/e) on 01635 42993 (Berks)

Yamaha XT600E, black, 1997, 1500 miles only, showroom cond, fsh, Datatag, £4100 ono. Tel Paul (eves) on 01793 537423 (Wilts)

Honda XL250 Motorsport, 1974 (M), 24 yrs old, T&T, exc orig cond, low mileage, handbook & toolkit, £1295 or poss p/x for Yamaha DT175 1973-75 Twin shock + cash, why. Tel 01325 461029 (Co Durham)

Kawasaki KLX250G1, trailbike, 1994, L-reg, only 5700 miles, £2600 ono. Tel Peter on 0117 9565474 (Bristol)

Suzuki DR200, 1991, Q-plate, 5000 miles, well maintained, new rear tyre, £995. Tel 01203 461692 (Coventry)

Husaberg FE400, 1997, P-reg, little use, over-40 owner, well maintained, exc cond, may p/x for '97 2-stroke or offers. Tel (eves) 01988 840666 (Galloway)

Honda XR600R, 1995, N-reg, 12,000 km, Acerbis h/guards, f/guards, s/guard, d/guards, exc cond, £3000. Tel Colin after 6 pm on 0171 701 1522 (London)

Suzuki DR350SE, red/white/blue, N-reg, taxed, superb cond, low mileage, recent tyres, just serviced, £2750 ono. Tel Geoff on 0115 963 0940 (Nott'm)

Kawasaki KLX/250/300, 1995, M-reg, fitted with 300cc big bore kit, Renthal bars, hand guards, exc cond, must be seen, £2500 ono. Tel (day) 01845 537465 or (eves) 01845 597451 (N Yorks)

Yamaha XT600E, blue, 1992, K-reg, 11,000 miles, exc cond, £1950 ono. Tel Anthony on 01239 710528 (Cardigan)

Yamaha TT350, R-reg, only 28kms, obviously as brand new, must be seen, £2800 ovno. Tel Peter after 6 pm on 01525 383920 (Beds)

Aprilia Pegaso 650, June 1996, 1800 miles, as new, Datatagged, solo alarm, £3500 or best offer, poss p/x XR600. Tel Gavin on 01952 727401 (Shrops)

Yamaha TW200, taxed, immac, under 500 miles, £2300 ono. Tel Paul (eves) on 01793 537423 (Wilts)

Armstrong MT500, 1985, MOT, tank/mudguards in black, great cond, new Avons, very reliable, new cam belt, rear rack, Akronts, a rugged 'no frills' bike, £1100 ovno. Tel Greg on 01264 332473 (Hants)

Honda CRM250R-3, red & purple, 1997, P-reg, 2000 road kms only, as new cond, £3400 ono. Tel Gary (eves & w/e) on 01634 244183 (Kent)

Honda XR400RV, UK model, 1997, P-reg, 1800 miles, immac cond, green lane use only, £3550 ono. Tel John on 01524 701736 (Lancs)

Honda XR250R, 1993, taxed, only 3750 kms, light trail use, new MT21s, well maintained, £1800 ono. Tel Chris on 0118 941 649 (Berks)

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Gilera 350cc Dakota, D-reg, T&T, ES, WC, 29,900 kms, good all round bike, interest in green laning forces sale for more purpose-made bike, £875 ovno. Tel Steve on 01932 887515 (Surrey)

KTM 620EGS, 1996, 30 ltr rally tank, 10,000 km, screen, Renthals, brush guards, aly sump guard, new Michelin Deserts, purple plastics, Technosel soft padded seat, service history, £4450 includes original tank. Tel Boyd on 01625 573299 (Cheshire)

Honda XR400R, 1996, taxed, only 1400km, purple & white, Honda UK bike, mint cond, road & (little) green lane use, superb bike, £3975. Tel 01803 552583 (Devon)

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Yamaha XT600E, 1991, blue, Acerbis long range tank, electric start, £1850 ono. Tel David on 01522 693957 (Lincoln)

Yamaha TT600L, 1984, A-reg, Californian import, V5, T&T, mph speedo, new Michelin tyres, good clean example, £1600 ono. Tel Alan on 0956 223 183 (London)

Husqvarna 410, 1997, like new, £4150; KTM 125EXC, 1996, mint, £2300; Honda XR200R, vgc, £1850. Sadly at least one bike must be sold, p/x on Husky considered, may deliver. Tel Mark on 01463 794539 (Inverness)

Yamaha XT225 Serow, G-reg, bought from container company for girlfriend, only used twice, elect start, new MT21s, Renthals, tank, wheels, kick-start, lots of spares, bargain, £2000. Tel Laurence on (day) 01784 420554 (Surrey)

Honda XR400, 1996, 360 km, German import, red/white/purple, road reg, as new cond, new road tyres, £4400. Tel Dave on 0181 690 2755 or 0468 642 852 (London)

Yamaha DT175MX, 1983, A-reg, T&T, exc orig cond, new tyres, rack, bash plate, new clutch, two owners from new, £595 ono; also Honda XR650L, 1993, L-reg, MOT, 11,000 miles, elec start, IMS 4 gall tank, IMS bark busters, spare enduro tyres, orig tank & many spares, exc cond, £3250 ono. Tel Nick on 0181 532 3520 (London)

KTM 620EGS, 1995, M-reg, 3500 miles, Eurotek serviced, records kept, green lane use only, £3400. Tel Mark on (home) 01768 866404 or (work) 01768 862935 (Cumbria)

Kawasaki KDX250SR, 1991, H-reg, T&T, 1400 km, vgc, new c&s, Avon Gripsters, £1695. Tel Rob on 0181 367 1473 (London)

Yamaha XT225 Serow, 1995/M-plate, taxed, blue/white, elec start, 23,000km, ultimate trailie, £1800. Tel 01242 687106 (Cheltenham)

Honda XL185, 1980, T&T, Akronts, Renthals, new c&s, brake shoes, enduro lights, seriously light, loads of mods, trail use only, receipts, photo available, £700 ono. Tel 01703 663305 (Southampton)

Honda NX250, K-reg, pearl white with blue seat & details, elec start, pristine, road use only, 7200 miles, high spec, genuine reason for sale, £2100 ono. Tel Alex on 01202 877332 (Dorset)

Jawa ISDT, 1976, type 653-3, 344cc, 38bhp, MOT history, almost unused, road reg, rare survivor of the most successful enduro bike in international competition, some factory spares, £2200. Tel David on 01275 877231 (N Somerset)

Kawasaki KMX200, 1990, G-reg, T&T, green, exc orig cond, well maintained, new KIPS, rings, l/end, c&s, etc, gentle trail use only, ideal all-rounder, £1095 ono. Tel Ian on 0117 956 7509 (Bristol)

Morini Kanguro 350, 1982, 13,750 miles, lovely orig cond, classic ins, totally reliable fun, new c&s, be different, £1100 ono. Tel Pat on 01885 410757 (Worcs)

Yamaha YZ250 enduro, 1990/1, vgc, new c&s, brush guards, some spares, £950 ono. Tel James on 01328 829518 or 0421 437562 (Norfolk)

Yamaha DT175MX, 1984, new Pirelli MT21s, 'O'-ring chain & sprockets, brush guards, commuter & green lane use, £500, no offers. Tel Ian on 01373 454497 (Somerset)

KTM 360EXC enduro, 1996, (1997 colours), green lane use only, absolutely immac, must be seen, £3450. Tel Alan on 01530 222143 or 0585 525760

(Leicester)

Yamaha TT250R, M-reg, fully sorted, every extra, Acerbis, Renthals, alloy bash plate, low mileage, exc cond. Tel Neil on 01788 811919 (Warks)

Honda XR600RT, N-reg, 4,800km, fully serviced, full Acerbis guard kit, sump guard, Renthals, Cobra, Loads of trick titanium bits, c&s, pads, plus all standard parts, exc, £3250 ovno. Tel Paul on 01282 815964 (Lancs)

Yamaha DT125LC, with DTR125YPVS engine, T&T, KTM usd forks, KTM swinging arm, White power shock, alloy rims, Renthals, brush guards, ideal green laner, £600 ono. Tel Matt on 01455 292318 or 0802 961095 (Warks)

Suzuki TS125R, blue/yellow, 1994, L-reg, MOT, 3500 miles, std spec, very smart orig, £1500. Tel 01722 790438 (Salisbury)

Aprilia Pegaso 650, 1996, P-reg, 1300 miles, exc as new cond, black with bronze frame, offers? Tel Nick on 01827 720717 (Warks)

Honda XL250RC, Pro-link model, A-reg, very good orig cond, T&T, £875 ono. Tel 0181 429 1911 (Midxx)

Armstrong MT500, army green, 1985 year, related plate, MOT, Dellorto carb, good starter, pannier racks & bags, trail tyres, workshop manual, tool kit, very tidy, £1000 ono. Tel Nigel on 01268 751171 (Essex)

Yamaha DT175MX, 1984, vgc, std apart from Gianelli pipe, T&T, low miles, £695 ono. Tel Saran (eve) on 01526 322298 (Lincs)

Honda MTX125, white, 17,000 miles, A-reg, MOT, reliable, good nick, £425. Tel Paul on 01751 472178 (N Yorks)

Kawasaki KLX650, 1993, green, MOT, Acerbis hand guards, bash plate, stainless exhaust, exc runner, £2300 ono; also Yamaha YZ490, rolling chassis, rebuilt using new plastics tank etc, road reg, all receipts, good tyres, stoved frame, giving it away at £200. Tel Paul after 6 pm on 0116 243 4304 (Leics)

Honda CRM250R-II, white, usd forks, 1800 miles, rack, road use only, £2200. Tel 01903 246164 (Sussex)

Yamaha YZ250, Enduro, 1993, K-reg, T&T, vgc, fast, 100% reliable, exc green lane bike, just too fast, £1250 ono or swap or p/x for KDX125. Tel Steve on 01202 814257 (Dorset)

Honda XR250 Baja, D-reg, 12,500km recorded, T&T, good cond, recond mono shock, H/D c&s, Renthal bars, single head light, Clymer manual, £1500 ono. Tel Brian on 01229 581291 (Cumbria)

Suzuki DR600, 1987, 25,000km, Italian import, very clean, never seen winter road or off-road, exc mech cond, £1500. Tel Maurizio on (work) 0181 991 0707 or (home) 0181 810 5377 (W London)

Beamish Suzuki 250, trials, 1978, MOT, in brand new cond, not restored but stored for 18 years, 500 miles only from new, road reg, unique opportunity to acquire a rare machine, £1750. Tel Paul on 01937 843635 (Yorks)

Honda XR650L, 1993/K, low mileage only 10,000 miles, e/start, many extras including IMS 4 gallon tank, Acerbis Bark Busters, frame guards, spare knobby tyres, tools and spares, service history, VGC, £2995 ono. Tel 0181 532 2520

Suzuki DR250, 92/J, e/start, seat height variable on the move, Renthals, Supertrapp exhaust, rack, recent C&S, reviewed TBM No. 4, £1800 ono; also Gas Pampera MK1, 96/P, light trail use, recently serviced, new C&S, some spares, reviewed TBM No. 6,

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Yamaha DT125R, full power valve kit, G-Reg, 1990, 10,000 miles, Renthals, DEP, silencer, MT21s, 520 chain conversion, Stan Stephen's porting (enduro tune), also spare wheels with enduro tyres, £1100. Tel 0181 989 7890 (London)

Kawasaki KLR250D5, F-Reg, white, T&T, unmarked, 100% original condition, ultra reliable, not off road-ed, £1095 ono; also Yamaha XT550, T&T, white, easy starter, plastic coated frame, Renthals, recent Micron exhaust and battery, great reliable green laner, in really good condition, £1095 ono. Tel 01444 458594 (Haywards Heath)

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KTM 620EGS, 1995, M-Reg, 3700 miles only, Eurotek service, records kept, tax, brilliant trailbike, bargain price for quick sale, £3100. Tel (Home) 01768 866404 or (Work) 01768 862935 (Cumbria)

Honda Africa Twin, 91, on private plate, under 3500 miles, R/W/B, FSH, as new condition. Tel 01908 378378 (Andy) (Milton Keynes)

Kawasaki KMX125, J-Reg, T&T, 520 chain, vgc, 16,000 miles, very reliable, used daily, two owners from new, last mature owner for four years, new KTM 350 forces sale, £1195. Tel 01793 831104 (Swindon)

Kawasaki KLX250RD2, May 95, M-Reg, full power, 32bhp version, 2000 miles, tax, brush guards, Renthals, O-ring, Datatagged, little light use, £2100 ono. Tel 01706 828154 (Lancs)

ATK 560, 1988, Q plate, good Rotax engine, new carb, two sets of wheels, 18" front, £1180 ono. Tel 01772 612183 (Preston)

Honda CRM250R, MK2, 1992, blue/white, T&T, VGC, £2450 ono. Tel 01270 524315 (Cheshire)

Honda CR250, 1991, H-Reg, good condition, serious bike, T&T, engine guard, frame guards, hand guards, new rear plastics, full lights, £1600 ono. Tel 0114 2509121 (Sheffield)

Agiva WMX500DE, Supermoto, T&T, Akront rims, YZF disk, Ohlins shock, Renthal bars, Acerbis plastic, well maintained toy, 60+bhp = v quick, registered, featured in TBM Sept 95 issue, £1250. Tel 01372 464114 (Surrey)

Kawasaki KDX125, J-Reg, excellent condition, very fast, hand guards, power pipe, good on and off road, must be seen, £995 ono. Tel 01923 445312 (Watford) or 0956 464472

Yamaha TT250R, K-Reg, T&T, alloy bashplate, immaculate, low mileage, £2400 ono. Tel 01737 763176 (Mark)

Suzuki TS250, R-Reg, 1977, T&T, red, excellent runner, been looked after, very reliable, £895 ono; also Yamaha DT100 stood for ten years, motor now seized, 90% c/w log book, £145 ono. Tel 01325 316726 (Durham)

Honda XL600LM, C-Reg, e/start, white, MOT, needs some cosmetic work, £1495; also KTM 600LC4, 1992,

well maintained, good cond, strong leg required, £1595. Tel (Martin) 0956 555666 (Middlesex)

Honda XR600R, 1986, C-Reg, T&T, rebuilt engine and gearbox, hand guards, C&S, easy starter, excellent cond, £1900 ono. Tel 01258 459601 (Dorset)

Yamaha IT175J, excellent cond, C-Reg, T&T, c/w spare road gearing and manual, new KTM forces sale. Tel 01789 294889 (Warks)

Honda NX650, Dominator, 91, H-Reg, blue, only 1400 miles, as new cond, £2900 ono. Tel 01246 272347 (Eves) 01246 541905 (Day) (Chesterfield)

Kawasaki KDX200, Enduro, 1988, E-Reg, T&T, excellent cond, £750. Tel 01865 730013 (Oxford)

Armstrong MT500, 1987, D-Reg, T&T, 5000 miles, £1150 ono, can deliver. Tel (Stewart) 01189 756692 (after 6pm)

Yamaha XTZ750, 1990, T&T, new gripsters, Motad stainless headers, Lazer Pro Duro stainless race pipe, new brake pads, wheel bearings, loads spent, £2500 ono. Tel 01625 614839 (after 6pm)

Honda XR250, 1995, 7000kms, new Renthal C&S, MT21s, Acerbis hand guards, Renthal bars, taxed, VGC, £2600, may swap SuperTen or CRM. Tel 01465 714125 (Eves)

Kawasaki KLX650, 1994, 6000 miles, mean green, laser pipe, new tyres, service history, mint cond, £2695 ono. Tel 01425 619837 (Hants)

Yamaha XT600, Tenere, 1987, e/start, needs silencer for MOT, 22k, £1300 or p/x XTZ750. Tel 01869 810768 (N'hants)

Yamaha TT250R, Nov 95, e/start, new plastics, tyres, chain, excellent trailbike, good condition, £2750. Tel (Allistair) 0191 5193179 (Tyne & Wear)

Honda XR250, 1987, Q-Reg, single Carb, MOT, recent engine rebuild, good condition jacket, jeans, boots available, owner giving up trailing due to dodgy knees, £1295. Tel 01926 854981 (After 6pm)

Suzuki RMX250, 94/L, T&T, £300 recently spent, £1950 ono; also Yamaha DT125R, black, 97/P, as new, not used off road, 1000 miles, £1850. Tel 01476 402447 (Grantham)

Kawasaki KDX200, 1988, MOT, new piston, O-ring, sprox, rear disc, serviced rear shock, unused since Mar 96, good cond, lots of spares, £995 ono. Tel 01772 322378 (Lancs)

Suzuki DR750 desert express, 1990, blue, exc cond, MOT, low mileage, £1800; also Honda XR250R, 1989, well maintained trailbike, MOT, loads of new parts, £1500. Tel 01482 588782 (E Yorks)

Honda XR250R, 1997/R, mint cond, only 450km, wired for indicators, must sell hence £3200 ono. Tel 01943 870721 or 0860 595582 (W Yorks)

PARTS

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Honda XL500 frame, c/w front and rear wheels, bag of spares, £80. Tel 01993843325

Alpinestars Tech-2 boots, size 10, (44.5), unused still boxed (not my size) paid £140, will accept £100. Tel 0836 515071 (Birmingham)

Suzuki DR650 spares for 96 model. Tel 01902 884046 (W Midlands)

Kawasaki 125 Fresco front pipe £30; workshop manual £20. Tel Gareth on 01766 780 853 (Gwynedd)

Breaking Kawasaki KLR600 for spares, all parts available, inc Acerbis long range tank, £50. Tel Tony (after 6 pm) on 01526 832271 (Lincs)

Kawasaki KDX125 clock, zero miles, brand new, no longer reqd, £75 ono. Tel Jon on 01908 225341 (Milton Keynes)

Mikuni flat slide carb for Suzuki DR350S, new in box, White Bros. Tel 01554 775797 (Carmarthenshire)

Suzuki DR350 f & r wheels, discs, Barum ED93 on back, new Metzeler MCE on front, £200; Acerbis 16 ltr tank, £100. Tel Neil on 01983 528642 (IOW)

XR600, 1987, std headers Cobra silencer, airbox, Renthals, f/disc caliper, Acerbis head/tail light unit, speedo complete, barrel piston, new rings, all cheap. Tel Mick on 01279 304966 (Essex)

Honda XR400 parts, Acerbis oversize tank, £125; Acerbis headlight unit, new, £25; MD elec roadbook holder, as new, £225; leather bag for rear mudguard, £30. Tel John on 01705 464045 (Hants)

Yamaha DT175, 1981, new unused spares, front guard, £19; rear, £12; side panels (pair), £35; headlamp, £55; headlamp brackets (pair), £9. Tel Alan on 01642 559368 (Cleveland)

XT600Z, 1985, petrol tank, side panels, seat, f/caliper, f/mudguard, f/rim; XT600E, 1991, b/wheel, r/disc, r/caliper; XL600R, 1985, b/wheel, petrol tank; Honda CR500, forks, f/wheel; XT500, 1978, crankshaft (rebuilt); XTZ750, clocks, f/rim, b/plate, sensible prices. Tel Tim on 01225 311538 (Bath)

Rallye equipment to suit KTM400/620, roadbook reader, ICO, sump guard, 20 ltr tank & seat unit, GPS, flares, fog light etc, everything you need. Tel Clive on 0171 924 4559 (London)

Holiday on Trailbikes, strictly non profit making adventure, on large four stroke trail bikes, in Europe. Owner/riders invited to help arrange and enjoy relaxing touring, definitely not an Enduro. Tel (Simon) 01626 334463 (Devon)

Original Suzuki DR350SES ('96) 9 Litre petrol tank, used one week only, offers. Tel 01162 833376 (Leics)

Yamaha XTZ750 w/shop manual £20, Norton Kider trail boots vgc £25, Polisport rally guards black unused £10, Acerbis rear light new (suit DR/XX etc) £10, front fender white £10. Tel 01252 735827 (Surrey)

KMX barrel bored to 186cc with four re-bore sizes available with modified head. Tel 01785 245922 (Staffs)

WANTED

Wanted s/h MX clothing & protective gear for a (44-46" chest & size 10) fat bloke! Tel Les (work) 01827 260026 or (after 6 pm) 01203 743957 (Warks)

Wanted silencer & chain for XT250, good cond. Tel David on 01793 826408 (Wilts)

Wanted kill switch for Kawasaki KDX125, '91, also performance silencer. Tel Jon on 01908 225341

(Milton Keynes)

Wanted Suzuki DR200, no traders. Tel 01222 862585 (Cardiff)

Wanted wheels for XR200, rear drum brake, front disc brake. Tel Liz on 01506 855633 (W Lothian)

Wanted TY80 or KX80 must be a runner in good cond, will pay up to £300 - £400. Tel Chris (after 4 pm Mon to Fri) 01294 466440 (Ayrshire)

Wanted help to find a carb for my Yamaha XT250, also exhaust and ignition would be useful, will consider any spares for this bike if cheap. Tel Rob (after 6 pm) on 01342 424964 (Devon)

Wanted XR600R Acerbis or IMS large tank, alloy sump guard, Hot Tip pipe insert. Tel Bruce on 01875 852197 (E Lothian)

Wanted Yamaha DT175, 1973-78, twin shock, orig if poss but anything considered, will travel, cash waiting, also wanted early 70s Kawasaki trail-mini bikes; have Raleigh chopper and bomber for sale or p/x. Tel Neil (5.30-6 pm) on 01325 461029 (Co Durham)

Spares

Wanted MX trail or enduro bike or swap for Mountain Bike Diamond Back, V-link, P50, full suspension, MTB, V brakes, XT components, £950. Tel Darren on 01584 877907 (Shrops)

Wanted 4-stroke trail/enduro bike or swap for my CN250, Helix Superscooter, worth £2000; also Suzuki TS185C, 1978, T&T, green lane trim, not immaculate but great runner, £295 ono. Tel Paul on 0831 476839 (Lancs)

Wanted Yamaha DT175, twin shock, 1973-78, in as original condition as poss, as complete as poss, scruffy non runner considered; Also wanted 250 four stroke, XL250s, KL250 1979, XT250 1978/9, WHY, preferably a runner, but not essential as long as all is there. Tel 07970 695606

Wanted carb airbox for 82/83 Yamaha 600TT. Tel Brian 01293 410534 (Sussex)

Wanted 79-80s SWM, KTM Enduro parts, especially original plastics and lights, or hire to make mould. Tel Robin 01243 513243 (Chichester)

Wanted Suzuki TS250K 1973/4 model (low front mudguard with 19" front wheel), wedge waiting; also wanted RL250 Beamish Suzuki c1977, orange/silver model, sensible prices please. Tel 01252 795190

Wanted ex-rally bike, prefer Tenere or Africa Twin, must be complete and original factory or team entry, anything genuine considered. Tel 01483 426418 or 0802 200846

Wanted Suzuki DR350SE 1997 model owners hand-book to buy or copy and return. Tel 01443 693426 or 0976 170120

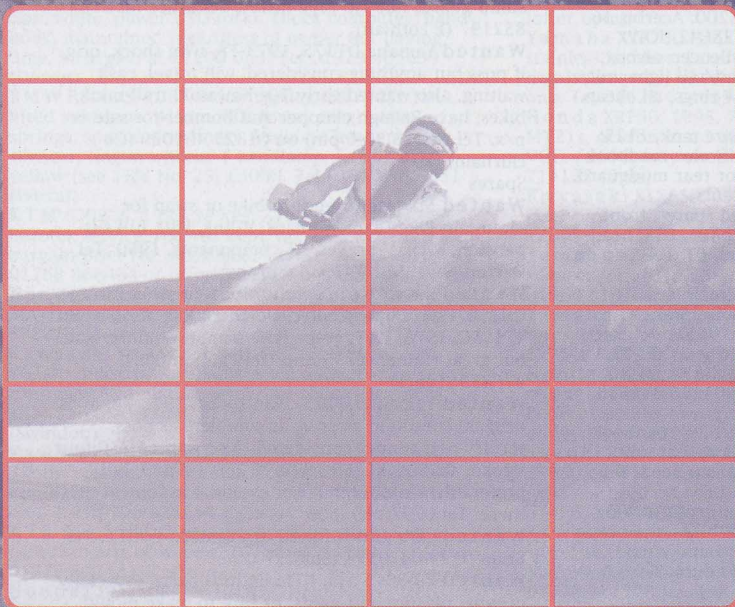
Wanted Suzuki TS250X exhaust or info on what other system might fit eg RM etc; also wanted a power-valve-type manual. Tel 01889 577043 (Staffs)

Wanted CRM, YZ or RMX250, to swap for my F-Reg DT125 plus £1000 cash. Neil Little, 12 Woodroyd, Golcar, Hudds, W Yorks, HD7 4PG

Wanted enduro/trailbike to swap for my Yamaha RD350LC special, thousands spent, mint bike, cash adjust either way. Tel 01529 413894 (Lincs)

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