

MITO UK
(01202) 741580

Please send SAE for free colour brochure & stickers
Dept 1 105 North Road, Parkstone, Poole, Dorset. BH14 0LU

D I G T H E D I R T

TRAIL BIKE

& ENDURO

M A G A Z I N E

SPECIAL BUMPER ISSUE

£1.95

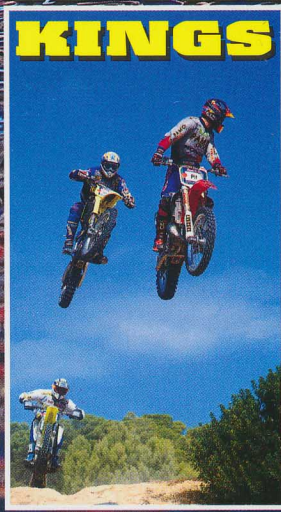
MARCH 1998 ISSUE 32



BATTLE OF THE KINGS

IN TOO DEEP

YAMAHA'S NEW DT230 LANZA
TESTED TO THE LIMIT!



• XRV650 • XR600 • HARLEY 350 • ANDORRA TRAILS •

The world of **KTM** MOTORCYCLES



250 EXC



400/620 EGS/LSE



RALLYE



LC2

Authorised Dealers for KTM Motorcycles

Argyll	Lewisport, Scotstoun, Strontian	01967 402414
Clwyd	Colwyn Bay Motorcycles, Colwyn Bay	01492 535959
Devon	Plymouth Off road Motorcycles, Plymouth	01752 606888
Devon	G.T. Motorcycles, Plymouth	01752 559063
East Sussex	Bikes of Brighton, Brighton	01273 607635
Essex	Jim Aim Motorcycles, Sible Headinham	01787 460671
Hereford	Dual Sport Motorcycles, Ledbury	01531 632745
Hertfordshire	Waltham Cross Motorcycle, Cheshunt	01992 625173
Lancashire	Dave Clark Racing, New Lowston, Preston	01772 612118
Leicestershire	Redline Motorcycles, Sileby	01509 816177
Lothian	Eclipse Motorcycles, Tranent	01875 611400
Powys	E.T. James & Sons, Rhayader	01597 810396
S. Glamorgan	Robert Bevan & Son (M/C) Ltd, Cardiff	01222 227477
Surrey	Motorite Comp Shop, Surbiton	0181 397 4876
Tyne & Wear	The Bike Place, Gateshead	0191 488 3137
Warwickshire	Stowes Motorcycles, Wellesbourne	01789 840328
W. Midlands	Speedaway Motorcycles, Warley	0121 559 1270
Wiltshire	P.R. Taylor & Sons, Chippenham	01249 657575
Worcestershire	Wildmoor Comp Shop, Wildmoor, Nr Bromsgrove	0121 453 3121

IRELAND:		
N. Ireland	Norman Watt Motorcycles, Lisburn	01846 638766

CHANNEL ISLANDS:		
Jersey	G & B Motorama Ltd, St. Helier	01534 22819
Guernsey	Mac's Motorcycles, St. Peter Port	01481 39611
Isle of Man	Road & Track Motorcycles, Douglas	01624 623725

NOTE:
In addition to the above following branches of MOTORCYCLE CITY* will be stocking KTM ROAD MODELS:

Berkshire	Reading	01734 574044
Hampshire	Farnborough	01252 518107
Hampshire	Portsmouth	01705 828425
London W	Greenford	0181 578 3218
London SW4	Clapham	0171 720 6072
London N7	Seven Sisters	0171 561 9500
Manchester	Salford	0161 737 6000
Middlesex	Heathrow	0181 890 2913
Staffordshire	Tamworth	01827 251720
Surrey	Purley	0181 763 5700

KTM (UK) LIMITED

UNIT 3, THERAPIA TRADING ESTATE, THERAPIA LANE, CROYDON CRO 3DH, SURREY, UK
TEL: 0181-665 9994 FAX: 0181-665 9901

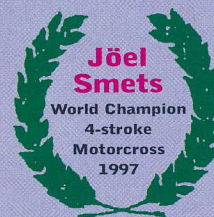
KTM BIKES: will be on display at the following events: The Scottish Motorcycle Show (7 & 8 March 1998); Road Racing & Superbike Show - Alexandra Palace (29 January- 28 February 1998)
LOOK OUT FOR SPECIAL OFFERS AT THESE EVENTS

12 times world champions

.....enough said!

HUSABERG

MOTOR AB · SWEDEN



Jöel Smets
World Champion
4-stroke
Motorcross
1997



Motocross
FC 501



Desert
FX 501E



ELduro
FX 600E



Enduro
FE 501

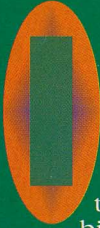
Authorised Dealers for Husaberg

Essex	Jim Aim Motorcycles, Sible Headinham	01787 460671
Lancashire	Dave Clark Racing, New Lowston, Preston	01772 612118
Worcestershire	Wildmoor Comp Shop, Wildmoor, Nr Bromsgrove	0121 453 3121

KTM (UK) LIMITED

UNIT 3, THERAPIA TRADING ESTATE, THERAPIA LANE, CROYDON CRO 3DH, SURREY, UK
TEL: 0181-665 9994 FAX: 0181-665 9901

KTM BIKES: will be on display at the following events: The Scottish Motorcycle Show (7 & 8 March 1998); Road Racing & Superbike Show - Alexandra Palace (29 January- 28 February 1998)
LOOK OUT FOR SPECIAL OFFERS AT THESE EVENTS



can still remember the phone call clearly.

'How many horsepower does the KLX650R make, mate?'

Restraining myself from my usual tirade of 'its not the bhp (bloody horse power) that matters, it's how the thing feels when you ride it' I answered calmly: 'Er... I don't know... about 38hp at a guess?.'

'Cor... is that all' the mystery voice at the other end uttered, 'that's less than my bloody 125 makes.'

Assuming him to be in possession of the latest hot-poop, tuned-to-the-eyeballs, state-of-the-art motocross missile, I enquired what sort of bike he owned which could produce such a serious amount of horsepower from such a small capacity: 'A DT125 mate' came the rather unexpected reply.

Well I began to chuckle - so that I barely heard the caller's slightly pointed addition to the conversation: 'It's got a big bore kit on it - so it has.'

'Oh?' I said, trying to contain my amusement: 'So what cc is it now then?' I asked.

'145cc' came the reply.

Notwithstanding the fact that this guy had completely missed the obvious difference between a KLX-R and a DT in terms of true power output - ie thundering torque - which in dirt riding terms is far more important than hp, his really big mistake was being naive enough to believe the blurb that the manufacturers publish. Really it wasn't his fault at all, it's actually the fault of the manufacturers who are to blame for selling us all a pipe-dream.

You see in the past it hasn't been unknown for the manufacturers to, er... 'enhance' their output figures to make their bikes appear if not more powerful than the opposition, then at least on a par with them. After all they quote theoretical calculated crankshaft figures and (as they cleverly know) you and I have no way of checking whether their claims are correct or not - which means they are at liberty to quote what the hell they like. So what can we do about it?

Well here at the magazine we're rather keen on checking claimed figures when we can. In terms of power, that means running the bike on a properly calibrated rolling road dynamometer which gives a figure recorded at the back wheel where the power actually gets fed into the ground. In other words, after all the drive-train losses have been accounted for (which can vary depending on the condition and type of chain you use and the overall condition of the bike). So when the dyno spits out a number, you can be sure that that's exactly the power you've got to play with when you twist open the throttle. Which is a much more reliable figure than anything printed on the back of a brochure I can assure you.

But it occurred to us that another all important figure that virtually every bar-room statistician loves to quote is the weight of one particular bike over another. You see weight - or rather lack of it - is all too important when it comes to off roading, and spookily this is another area where the manufacturers have been somewhat economical with their truths. I don't know if the air weighs less in Japan, but I do know that I've yet to come across a bike that weighs the 'claimed' poundage.

Of course many of the weights quoted are simply dry weights which is all very well if you're going to take your bike out for a push (without fuel of course), or are planning on running it without any gearbox oil, but we figured that back here in reality the true weight means complete with numberplate, all the necessary fluids in place and with a full tank of fuel - in other words just as you would find it before you loaded up your clobber and set off for the trail.

So for '98 we are planning on weighing all the test bikes we reasonably can and recording the Trail Weight (or Race Weight in the case of enduro bikes) where possible. Next time someone quotes the weight of their bike to you, ask them where they got the figure from? The back of a brochure or a copy of TBM. I guarantee the two won't match up! **Si Melber**

Edited and produced by:

Si Melber.

Contributors:

Paul Blezard, Dave Cornish, Neil Pidduck,

Babs Clough.

Designed by:

Andy Riley

Editorial address:

PO Box 9845,

London W13 9WP.

Tel (office hours only)

0181 840 4760.

Advertising enquiries:

Call: Lisa Doerr

Merricks Publishing

01458 274447

Distributed by:

USM Magazine Distribution Ltd,
0171 396 8000.

Printed in England by:

ROWE THE PRINTERS

TrailBike Magazine

is published on the first day of every month by Extreme Publishing Ltd, Registered in England and Wales,

Company No: 3051747.

All rights reserved.

All material in TrailBike Magazine is copyright to Extreme Publishing Ltd and may not be reproduced in part or in full without the express permission of the publishers.

ISSN 1359-0324

Contents

6 EVENTS

All the events you need to attend this year

6 LETTERS

Your views, in print

10 TALKING DIRTY

Chris Evans on the trials and tribulations of bike shows

12 NEW STUFF

How to keep your hands warm ...and in one piece

14 TRAIL TIPS

Money-saving ideas from you, the readers of TrailBike

16 LANZA: HOPE AND GLORY

Yamaha's newest DT meets an old favourite

28 HIGH TEA

Eat your way across Andorra with Mac McDiarmid

37 ABOUT TURN

Enduro techniques: turning in confined spaces

40 BATTLE OF THE KINGS

The worlds top riders slug it out

48 STAFF BIKES

Crasher Cornish fettles his XR650 Africa Twin whilst Blez tackles his wiring. What's that burning smell?

56 TAKE FIVE

We take a look in Chris Evans' trailbiking wardrobe, lovely longjohns Chris...

60 GI BLUES

Paul Blezard tackles an enduro on a Harley-Davidson 350

66 TRAIL TALES

Dakar or bust! Probably bust...

77 CLASSIFIEDS

More than 100 bikes for sale

MARCH 1998 ISSUE 32

Happenings

Welcome to our brand new events page. So many of you lot have been asking us where you can get information about entering events from, that to stop you pestering us any more we've decided to run an events listing, complete with all the relevant details.

• What you should do: First check to see that you are free for the weekend in question. Then when you're sure you can make it and you're other half isn't going to have a go at you for being selfish and ignoring the kids, and not cutting the lawn, and besides her mother's coming over on that day, and she told you months ago, and the hedge needs trimming plus the cat needs worming, and you never take her shopping anymore, and what happened to romantic weekends away...? Next, contact the name that appears against the appropriate event and ask them to send you a set of regs. Fill in the regs, return them with the appropriate payment and when the time arrives - go play in the dirt.

• What you shouldn't do: Under no circumstances should you ring our office and complain that the number is wrong, the event is full or your other half won't let you out until you've repaired the washing machine, and fixed that leaky radiator...

• If you run a club: This listing page is for you too. If any club wants to promote your RELEVANT event we will be happy to advertise it on this page for free, so if you are involved with a club or event please get your details sent in TO THE ADDRESS BELOW. But

remember, because we are a monthly publication, the earlier you send, fax or phone us with the details, the better chance you've got of being in there.

• If you are a rider: You can help too. When you send

<u>Date</u>	<u>Organiser</u>	<u>Event/Location</u>
8th Feb	Bristol MC	Pheonix
1st Mar	Torbay MC	Torbay Trial
15th Mar	New Era Club	Mallory Park
15th Mar	West Glos & DFMC	Wyegate Trial
29th Mar	Silverton MC	Exe Valley
29th Mar	Cornwall Centre	End to End
29th Mar	Cotswold Cups	Golden Valley
10th Apr	MCC	Lands End Trial
10th/11th Apr	New Era Club	Cadwell Park
12th Apr	WTRA	Cambrian Rally
19th Apr	Ch/ham H/Gd MCC	Sphinx
26th Apr	Ross & Wye	Kyrle Trophy
19th May	Jubilee	Taunton
24th May	Caerleon & M.C.C.	Pencarreg Rally
30th/31st May	New Era Club	Cadwell Park
21st June	Islwyn Club	Tour Of Islwyn
27th/28th June	New Era Club	Pembrey
27th/28th June	Selkirk	World 2 Day Enduro
12th July	New Era Club	Croft
25th July	New Era Club	Pembrey
8th/9th Aug	New Era Club	Pembrey
16th Aug	BSSA	Compton Caper
13th Sept	Holsworthy MC	Taw & Torridge
26th/27th Sept	New Era Club	Pembrey
2nd Oct	MCC	Edinburgh Trial
3rd/4th Oct	New Era Club	Cadwell Park
18th Oct	Minehead MC	Exmoor Clouds
25th Oct	Launceston & NCMC	Tamar Trial
15th Nov	Woolbridge MC	Hardy Trial
29th Nov	Exmoor MC	Neil Westcott
6th Dec	Totnes MC	Ten Tours
26th Dec	New Era Club	Mallory Park

or phone for an event, tell the organiser you saw it in TBM - that will ensure that they inform us of the next event they are running. Many thanks to all the people who helped compile this list especially Yoshi Adams - the mad welshman. **Brian Eland.**

Regs should be sent to Brian Eland, 4 Birch Mews, Burnopfield, Newcastle, NE16 6LL. Phone/Fax (01207) 272228

LDT = Long Distance Trial

3ST = Three Stage Trial

SM = SuperMoto

RY = Rally

(A) Round of the ACTC Championship

(T) Round of 'The All England Supermoto Championship'

<u>Type</u>	<u>Contact</u>
LDT	
LDT (A)	Richard Dawe (01753) 832381
SM	New Era Club (01920) 444205
LDT	R Moor 21 Lark Rise Colleford Glos
LDT (A)	Richard Dawe (01753) 832381
LDT	John Cullum (01872) 276591
LDT	
LDT (A)	Richard Dawe (01753) 832381
SM (T)	New Era Club (01920) 444205
RY	Entries Full
LDT	Debbie Phillips (01242) 604169
LDT (A)	Richard Dawe (01753) 832381
LDT	
RY	Gail Lucas (01989) 769191
SM (T)	New Era Club (01920) 444205
LDT	Trevor Ruck (01495) 2232272
SM (T)	New Era Club (01920) 444205
SM (T)	New Era Club (01920) 444205
SM	New Era Club (01920) 444205
SM	New Era Club (01920) 444205
3 ST	Terry Bunn (01275) 839677
LDT (A)	Richard Dawe (01753) 832381
SM	New Era Club (01920) 444205
LDT (A)	Richard Dawe (01753) 832381
SM (T)	New Era Club (01920) 444205
LDT (A)	Richard Dawe (01753) 832381
LDT (A)	Richard Dawe (01753) 832381
LDT (A)	Richard Dawe (01753) 832381
LDT (A)	Richard Dawe (01753) 832381
LDT	
SM	New Era Club (01920) 444205

SNIPPETS

• Still haven't ordered your new '98 bike yet? What you need is the new DirtBike Guide '98 Magazine which lists all the new trail, trials, motocross and enduro bikes available in the UK complete with colour pics, full specifications and notes on what's new and what's changed for this year. Also inside the Guide is a look at the hottest new riding kit, including boots, helmets and clothing as well as some of the coolest action pics you're likely to see in print anywhere - plus a look at the top ten best off road riders in the world. Available late Jan/early Feb, the A4 sized DBG costs £3.50 and best of all is published by none other than TrailBike Magazine. Go get it now, it's a cracker!

• Riders in the south of the country who fancy having a shot at their first enduro could do worse than contact Gary Warr. His Southern Counties Enduro Club runs four to five events a year, regularly attracting 130 riders on decent length courses - rideable on any kind of machine. With an additional riders briefing dedicated to novices and first timers as well as instructions on how to fill out a timecard, his events may well prove to be your stepping stone into regular competition. More details and regs from Gary Warr on 01929 463660 or <http://members.aol.com/goenduro>.

• Evolution Clothing are launching a new 'Raid Jacket' specifically for use in desert rallies. Designed by rallyist Nick Palmer, the Raid Jacket features removable body armour, multiple pockets, a Camelbak slot, as well as a removable waterproof liner and should cost £169.99 when it goes on sale in late Feb. Details from Evo on 01325 377186

• TBM's own Desert Fox has a limited stock of Australian made B+B bashplates and exhaust inserts designed to fit the XR400R. If you want to get your hands on this quality built Aussie gear, give us a call after Feb 1 on 0181 840 4760 (10.30-4.00, Mon to Fri).

Dear Trail Bike...

Girl Talk

Dear TBM

I've never been one to buy magazines but TrailBike tempted me into a subscription some months ago. Its down to earth approach, interesting articles, informative tests and tips, humorous attitude and refreshing lack of irrelevant advertising have been well worth the outlay.



I usually pass it round, recommending it as a good read and having submitted a piece about my long distance ride (Lands End to John O'Groats) for the last two months I was looking forward to showing it to other riders, friends and colleagues rather than giving them a verbal account of my adventures. What a surprise and a let down when it arrived on my doorstep disguised as a porn mag!

Previous front covers have always involved some poser with a nice bike not a poser who evidently doesn't ride a bike as she has put her gloves on before her shirt and body armour. How

will she do her helmet up or indeed remove it without removing her earlobes? Impossible wearing those earrings - no offence Charmaine. Okay so it's a bit of a girlie issue but one of the reasons I buy TBM is that it is usually free of the run of the mill bike magazine stuff where half naked models adorn the new models - as it were.

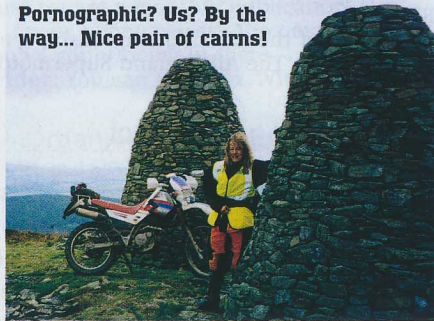
It's great that you wanted to include women in the mag but though you may have wished to make a pun over the coverline 'Dirty Women', wouldn't it have been better to use one of your excellent pictures from the article about top females riders? Top women rather than topless ones please.

Disgusted of Stroud
Jacky German

Hmmm. I trust your tongue was placed rather firmly in your cheek when you wrote this letter Jacky - if not, it certainly should have been. Pornographic? Do you really believe that? The month that issue came out I checked in WHSmiths only to find that more than 100 of the top selling titles featured women on the cover - the vast majority of which were women's magazines (ie aimed at women). A quick flick through any one of these titles will reveal rather more in the way of naked flesh than you can find in any issue of TBM, though just for the record, remember that my butt has appeared on these very letters pages - and I note that you didn't write in to complain about the magazine

being pornographic that time! Lighten up a bit Jacky...

Pornographic? Us? By the way... Nice pair of cairns!



Girl Power

Dear TBM

I read Jacky German's story (Jan & Feb) of her sponsored ride from Lands End to John O'Groats with an increasing sense of admiration as she overcame the challenges of each different stage of her journey with a dogged determination to succeed. I think she has gone to remarkable efforts in her aim to raise funds for Oxfam and have therefore enclosed a cheque in favour of the charity with a hope that other riders may also be tempted to do likewise. Please pass it on to her.

Roger Wood
London

No chance... after what she wrote and said about us in her letter? We're using it to send her a subscription to Penthouse Magazine!

Legs & Co

Dear Porky Blez

In last month's letters pages you wrote in response to a letter from Liz Millet that

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



Event-ful?

Dear TBM

Please, please, please keep the Rough Guide routes going each month as I love exploring them - especially the ones in Wales around Rhayader. I find the local TRF always want to stop off in the pub and not get on and ride. This is okay if time is no object, but not if like me you have to share the pleasures of time on your

Not all gurlays are short claims Coral. That's her on the right (we think)



riders short. I am actually quite tall and like a lot of men find that it is hard to get a bike with a tall enough seat. Unlike tall men we long legged ladies are even longer in the leg due to the lack of, er... dangly bits to get in the way. The real issue is not necessarily how tall the seat is, but in fact how comfortable it is, and of course how big your bum is?

Yours 34" inside leg
Coral Powell
Powys, Wales

PS we ladies like the mag size - it fits in our handbags!

Never mind about your inside leg measurement Coral, what all the readers want to know now, is how big is your bum?

bike with the, er... pleasures of married life!

Also please can you list all future events (relevant to us trailriders) before they happen rather than just giving us a write up and pickies afterwards. That way we can either enter or at least watch the event, and it also saves us the boredom of having to buy TMX just for the regs pages.

Yours enthused
Jeremy Bearson
XR400 owner

As luck would have it Jeremy, this month's issue has all the relevant stuff you require: a complete listing of all the events we know about for coming next few months, and who to contact. Are we good to you or what?

By the way, more Rough Guides on the way...

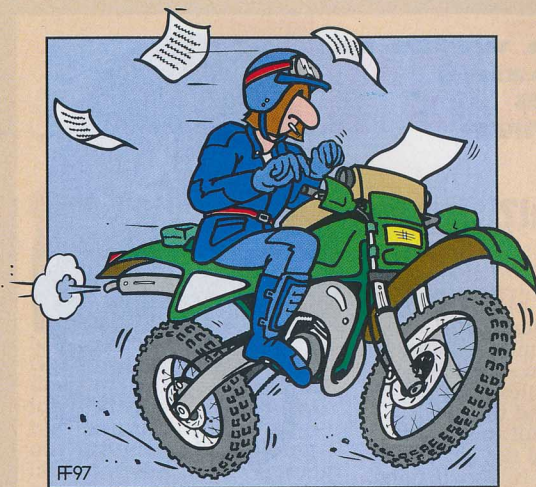
Under Cover

Dear TBM

I enjoy your magazine very much and look forward to reading each issue the day it arrives. On to the point: I used to own an XR250 which sported a nice tank cover which helped to keep the decals intact. Now I own an XR600 I can't find a tank cover for it anywhere and my tank decals are getting a bit scuffed. I know that there are heavier duty graphics on the market, but what I want is just a good old fashioned tank cover to protect the ones I've got. I've tried ringing some of the advertisers within TBM but so far without success. Can you help me please.

Adrian Warren
Middlesex

Try Taylor Racing (who advertise in TBM by the way), they have these items specially made for them to fit the XR250, XR600 and the DR350. They cost between £42.50 and £44.00 and when we called, they had them in stock to fit your bike. Taylors are on 01249 657575.



TALKING *Dirty*

**Chris Evans ponders
the meaning of
showtime...**

As I write this I'm still recovering from my four day stint at the Dirt Bike Show. Boy was it knackered. Doing four Gilles Lallays back to back would have been barely more exhausting. The sheer strain of being nice to so many people for so long, all but did me in - though in fairness, I've never been the sort who enjoys an honest nine-to-five type job of work.

Still commercially, as a means of promoting my parallel life, it was a great success. It proved an excellent opportunity to meet lots of potential customers and also gave me a chance to catch up with some old friends. In fact if anyone in the trade asked me if it was worthwhile taking a stand, I'd have to reply with a resounding 'yes'. The punters seemed to be in the mood to spend money, and most of the other exhibitors I talked to

reported doing plenty of business. If a friend however, especially one not 100% committed to off-roading asked me if it was worth a visit - if it actually constituted a good day out - I'd be forced to be somewhat less positive.

Don't get me wrong, the organisation was efficient and friendly (even if some of the auxiliary charges were a bit steep), and Show organiser Martin Christie and his team obviously knew what they were about. But what seemed lacking however was anything much worth seeing - as opposed to buying. There were good stands from KTM, CCM and Fox, but other than that it all seemed slightly amateurish and down at the heel (and I include my own pathetic contribution to the show in that assessment). In defence of my stand I plead lack of funds and no doubt a lot of the other exhibitors could do the same. Most were dealers flogging off stock at reduced margins for whom investing huge sums of money in fancy stand design was never going to be cost effective - and I have absolutely no problem with that. They provided a useful service and were clearly the reason many visitors had made the trip. It's just a pity that the cheap and cheerful exhibitors weren't balanced by some of the big boys spraying a bit of serious dosh about and upping the glamour quotient a tad.

By the big boys of course I'm primarily referring to the major manufacturers who were conspicuous by their absence. There was admittedly a fairly boring Suzuki Off Road Riders Club stand (officially supported by the importers perhaps) and the odd dealer stand which looked like it had had a bit of corporate wedge tucked in its back pocket, but other than that... nothing. No glitzy, mega-buck stands sporting the giant manufacturers' logos, occupied by leggy glamour-pusses handing out stickers and product brochures. No sir. Apparently they all made an effort at the NEC Bike Show, but hey boys, this is the Dirt Bike Show, and you all sell dirtbikes so where were you?

No doubt any one of the marketing managers or assorted number crunchers could produce reams of computer print-out showing that the off road sector is statistically insignificant in the UK (and presumably will stay that way until the manufacturers understand the value of promotion to help build an image and ultimately sales). And I'm sure that compared to FireBlade sales, the numbers of XRs and YZs sold in this country are but a drop in the ocean, but I'm

afraid that's missing the point. Sales are not going to pick up of their own accord, and anyway if you're going to do something - do it right. Show the people that part with their hard-earned cash to buy your products that you appreciate their business and value their custom. In a word (or three) show you care.

Of course, short of actually paying the Japanese bike importers to exhibit, the show organisers are powerless to do much about their absence, but they could tackle the 'lack of anything much to see' problem by organising some sort of event or spectacle to run alongside the show. I'm not talking about an outdoor trial either. The show takes place in December for gawds sake and the idea of a few shivering riders tackling some slippery logs and an empty cable drum in the freezing rain or thick snow (as it has been in past years) is hardly an attractive proposition.

No the time has come for the importers to take a leaf out of the NEC organiser's book and stage a bigger show with an indoor attraction which doesn't draw people outside and away from the stands, but merely moves them into another part of the hall. Forget feet up artists - they're great, but lets be honest - they're unlikely to get the casual, semi-interested punter hot under the collar for more than a couple of minutes. No, to turn them on what you need is something fast and furious with lots of thrills and spills. What you need is indoor Supermoto.

Okay, I know there'd be problems with space, insurance and all the rest of the killjoy rules, but hey you only need a small track (the size of an indoor go-kart track will do), three or four bikes per heat, and suddenly you've got a handlebar-banging, slick-sliding, two-wheel-drifting spectacle on your hands. In my time I've been to all manner of indoor supercross and arena trials and enjoyed them all, but... nothing, absolutely nothing compares to the thrill and sheer spectacle of even the most amateur supermoto race. In France (where there's a national series) even hick little events with virtually no promotion achieve attendance figures upwards of 10,000 people.

So what do you say Mr Dirt Bike Show organiser? Put on a show that will keep the regulars entertained, and with any luck bring in a whole new raft of visitors for whom a collection of static displays will never be sufficiently tempting in itself (however glamorous they are). And what do you know? You might get so popular that the Big Four simply can't afford to stay away. That'd be a thing, eh?



**LONG DISTANCE OFF-ROADING
IN FRANCE - 1998**

RAID BURGUNDY 12/13/14 MAR

The area where the country's top enduro riders train. 360km of tight, technical trails over the wooded hills of Burgundy - this has got to be off road heaven. £240***

RAID NORMANDIE 24/25/26 APR

Takes in the best trails in what is a spectacularly beautiful area. Lots of woodland, lots of sunken tracks and a fair splattering of mud! "Enjoyed every minute of it" - TrailBike Magazine. £240**

RAID MORVAN 22/23/24 MAY

Deep in rural France - just south of Auxerre the Raid Morvan is ideal for those wishing to cover large off road distances. 180km per day combined with hilly, wooded country guarantees a challenging ride. 240***

* easy ** average *** difficult

Navigated by road book, prices include half-board accommodation, full back-up, great food and an absolute minimum of road work. For further information contact:

Chris Evans, Sport Adventure
14 rue de la Chapelle, 75018 Paris.
Tel: (00 33) 1 42 09 97 73
Fax: (00 33) 1 46 07 30 54

new stuff

Hand in Glove

Alpinestars GX-1 Gore-Tex Glove
£89.95

The result of over a year's worth of design and testing, Alpinestars describe their GX-1 touring glove as fully tuneable! That's because this three piece glove has a separate removable soft fleece inner liner, as well as a Gore-Tex membrane mid layer, plus the glove's cordura shell with kevlar outer padding for protection and strength. Result? A glove you can tailor to your own needs and demands depending on the conditions.

At this time of year when Spring seems a long way off, a warm, water-



proof and yup, I guess... tuneable glove seems to make a lot of sense. Plus as any touring rider knows, even in summer, high alpine passes can see temperatures just above freezing, and when you're on a bike for long periods at a time, the last thing you need is cold hands.

Pricy they may be, but the idea is sound, and with Alpinestars reputation for quality, you can be sure you're getting a product that looks and lasts better than most. We'll reserve our final judgement until we've had a chance to test them properly in all sorts of conditions, but for now suffice to say they look the biz! Available in three different colours: blue, red and black, details of stockists from CI Sport on 01372 378000. SM

Protect & Survive

Polisport Universal Hand Protectors
£10.89

Due to be launched by Polisport at the beginning of February, these full width enduro hand protectors, are similar to the type of items favoured by most of the top enduro riders. Less protective than a full wraparound handguard they nevertheless offer decent strong hand protection from flying stones and branches, without compromising either the width of the bars or the throttle action. Far, far stronger than most original equipment items, they are made from a tough nylon with a cantilever design to resist flex, and a sturdy mounting system. Designed to fit virtually any trail or enduro bike they come in a full range of colours and are available through your usual Polisport stockists or by calling Bike Alert on 0181 297 7970. SM



SUPER MOTO WHEELS EXCEL AND AKRONT

SPROCKETS, HUBS, DISCS, WHEELS, CLUTCH BASKETS ETC. .

- AS USED BY MANY TOP GRAND PRIX RIDERS
- SOLE UK EXCEL RIM IMPORTER
- WHEEL BUILDING SERVICES
- AKRONT RIMS SUPPLIED

FULL CNC MACHINE SHOP
SUB-CONTRACT FACILITY

TALON ENGINEERING LTD

44 LYNX TRADING ESTATE, YEOVIL,
SOMERSET BA20 2NZ

TEL: (01935) 471508

FAX: (01935) 431825

MOTO ~ BROX

30-31 FRIARGATE, DERBY, DE1 1BX

For all your Moto X,
Enduro & Trail needs

DON'T WASTE
YOUR TIME
ANYWHERE
ELSE!

phone

01332 365913

30-31 Friargate, Derby DE1 1BX

MD
RACING PRODUCTS



Tel: 01935 429646
Fax: 01935 431271

PRICE LIST

FMF	SILENCER	£74.95	
FMF	ISDE SILENCER	£99.95	
FMF	FRONT PIPE UP TO 125	£175.00	
FMF	FRONT PIPE 250 TO 600	£185.00	
FMF	MEGAMAX COMPLETE SILENCER	£199.95	
FMF	MUFFLER XR, DR, KLX	£174.95	
FMF	MUFFLER END CAPS	£45.95	
FMF	KTM FOUR STROKE COMPLETE EXHAUST	£349.95	
FMF	PIPE CLEANER	£6.50	
FMF	GEAR BAG	£45.95	
CEET	STANDARD SEAT COVER	£32.95	
CEET	GRIPPER SEAT COVER	£39.95	
CEET	SEAT FOAM	£35.00	
CEET	RAD/TANK DECALS	£32.95	
FINNA	FOAM AIR FILTERS	£8.35	
FINNA	FILTER BOX WASHING COVER	£11.95	
RALLEY	BUSH GUARD (PLASTIC)	£18.95	
RALLEY	BUSH GUARD (ALLOY)	£27.50	
MD	ALLOY HANDLEBARS CR BEND	£19.95	
MD	STEEL BAR WITH ALLOY CROSS BAR	£14.95	
WULF	F E JACKET	£79.95	
WULF	JEAN 28" TO 40"	£74.95	
WULF	SHIRT	£24.95	
WULF	BOOTS 48 TO 48	£74.95	
PRO	CLEAN	1 LITRE BIKE WASH	£4.50
XR	FIBRE CLUTCH PLATE	£4.00	
XR	STEEL CLUTCH PLATE	£3.50	
	EXHAUST PROTECTOR WITH CLIPS	£17.00	
	MUDGUARD STAY	£8.50	
	WIRE TWISTING PLIERS	£22.95	
	CABLE OILER	£4.50	
UFO	UNIVERSAL HEADLIGHT	£39.95	
UFO	REAR MUDGUARD WITH LIGHT	£45.00	
ISDE	TOOL BAG	£23.50	
PRO	TIMER BAR PAD WITH CLOCK	£19.95	
	TIME CARD HOLDER	£19.95	

CRM / FMF PIPES & SILENCERS IN STOCK



FREE FULL COLOUR CATALOGUE FOR
MD RACING, FMF & CEET

MD RACING PRODUCTS

UNIT 3-6 ARMOURY ROAD
LUFTON TRADING ESTATE
YEOVIL, SOMERSET
BA22 8RL

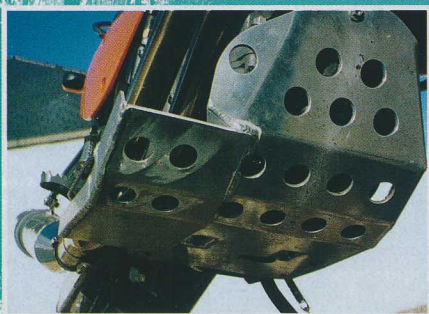
TEL: 01935 429646
FAX: 01935 431271

TRAIL

Tips

Tim Marquis from St Peters in Guernsey is one of several readers who have written in recently with a few tips which we will be sharing with you over the coming months. Tim's lucky enough to own a new KTM Adventure and he offers this advice: - Some standard bashplates don't provide enough protection. So track down a friendly local welder and get your standard bashplate modified for a fraction of the price of a new aftermarket replacement (if available). I had the standard sump-guard modified to protect the exhaust from damage, and the whole job only cost a few quid. The beauty of doing it this way is that you know that the bashplate will fit because it came off the

This month our trail tips concern bash plate mods, cheap fender bags, tips on how to protect your headlight and a free way to help keep your socks dry...



bike, whereas with some universal aftermarket ones, the fit can be pretty ropey.

Cheers Tim, now here's a brilliant idea from Andy Horsman from Bristol:- Rather than spend a small

fortune on a fancy expensive specialist fender bag, visit your local fishing tackle shop. They should stock a selection of reel bags, usually made from proofed nylon or thick cordura type material. They are usually 'D'-shaped with a chunky zip running round the curved side, and cost from £5 upwards. I've had one on the back of my KDX200 for nine months, it swallows a rear tube, compressed air canister, puncture repair kit, towing strap and most of my tools, and

it looks like it will last much longer than most of the aftermarket ones I've seen.

Great idea Andy, so here's another one of your tips:- However dry the weather might be, at this time of year you can guarantee that on any trail ride you will encounter water. If it's deep for sure some will end up over the top of your boots, even if like me you are wearing overtrousers. You could opt for some waterproof socks but I prefer the budget route. Visit your friendly local car tyre fitters and blag yourself an old punctured 13" car innertube. Next cut strips approximately 4cm wide across the tube to make some nice big (free) rubber bands. Then use these to secure your overtrousers or even just to wrap around the top of your boots to prevent water from going in over the top. I find that two per leg do the trick nicely and if I'm wearing overtrousers this has the added advantage of stopping them from flapping around and ending up in the chain.

Thanks Andy, now here's a note from Ian Baxter in Cleveland who has written in regarding the headlight protector tip we published in issue 29:- Strangely consequential to the tip offered in the December TBM, our local TRF group were subsequently issued with similar headlamp protectors by one of our group with the instructions to use double-sided tape to affix the acrylic to the headlamp glass as this saves drilling or tying etc. However as my headlamp glass has a degree of curvature to it I have used four large sticky pads (one in each corner) purchased from the local hardware store. These have the effect of standing the protector away from the lens with a certain amount of bounce which should help in the event of it being hit by a large stone. So far - no problem. Cheers for that Ian, and your excellent tip for carrying and measuring two stroke oil will be in next month's issue okay? Keep those tips coming in and we'll keep publishing them.



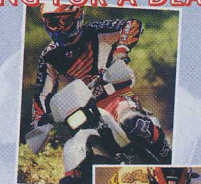
Paul Branson
MOTORCYCLES

WE STOCK THE FULL RANGE OF NEW HONDAS

ON/OFF ROAD SELECTION

98 XR600, 400, 250 FROM STOCK PLEASE RING FOR A DEAL

98 XR600 RW	£3,995
98 XR400 RW	£4,295
98 XR250 RW	£3,695
Africa Twin	£5,995
Transalp	£4,995
Dominator	£4,495
SLR650	£3,495
98 XR650 L	£4,895
R KTM620 DUKE	£4,995
L Norwest 600	£2,595
K Dominator	£2,695
R TT600	£3,795
P XT600 E	£2,995
K Transalp	£2,995
R XT350	£2,995
N XT350	£2,595
L XR600 MX	£2,695
N XR250 T	£2,395
M KLX250	£2,295
K DR250 e/s	£2,695
J DR250	£1,995
R XR200R	£2,595
R TLR200	£2,295
R CRM125	£2,595
G Husky 250	£995
KDX 200	£995
IT175	£995



STOCK CHANGING DAILY, CALL FOR LATEST DETAILS

All new XR's are official imports with Honda U.K. warranty. HRC Power-up kits available for XR600 & XR400, lowering kits for XR600. Ring for details.

7 Oxford Road, Pen Mill Trading Est., Yeovil
Tel: 01935 474998/424107

Fax: 01935 427335
After Hours sales call 0860 287938

THE ITALIAN JOB

'TOP NOTCH USED MACHINES FROM ITALY'

We generally have a selection of the following bikes in stock please phone for details

Honda XL600R/LM/RM 84+	£1400 - 1700
Kawa KLR600/650 85+	£1400 - 1800
Yam XT/Tenere 600 all models	£1400 - 2300
Yam XTZ 660 90+	£2000 - 3000
Yam TT350/600 (Disc)	£1700 - 2500
Suzuki DR600/650/750	From £1600
Cajiva 750 Elefant	£2300+
Honda Dominator / transalp / Africa Twin	£2000 - £4000

All bikes are hand picked in Italy. Condition is exceptional and mileage low. All bikes are sold fully workshop prepared and serviced with new MoT and tax, age related plates and 3 months full warranty

Come for a test ride
(01892) 668280 & 0850 921570

Guy Milner & David Lambeth
Crowborough - East Sussex

AIR COOLED FOUR VALVE

XT . TT

• Repairs • Parts • Tuning
David Lambeth Engineering

Tel/Fax (01892) 668280

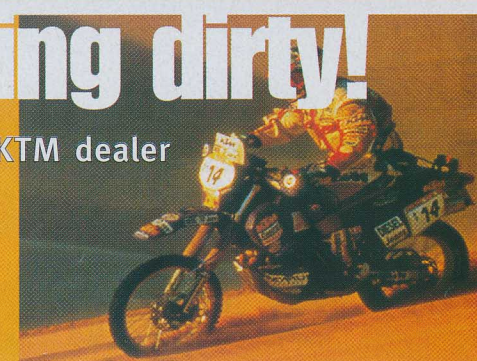
to advertise in the trail bike and enduro magazine display section call 01458 274447 now

Windy's getting dirty!

Windy Corner - the UK's newest KTM dealer

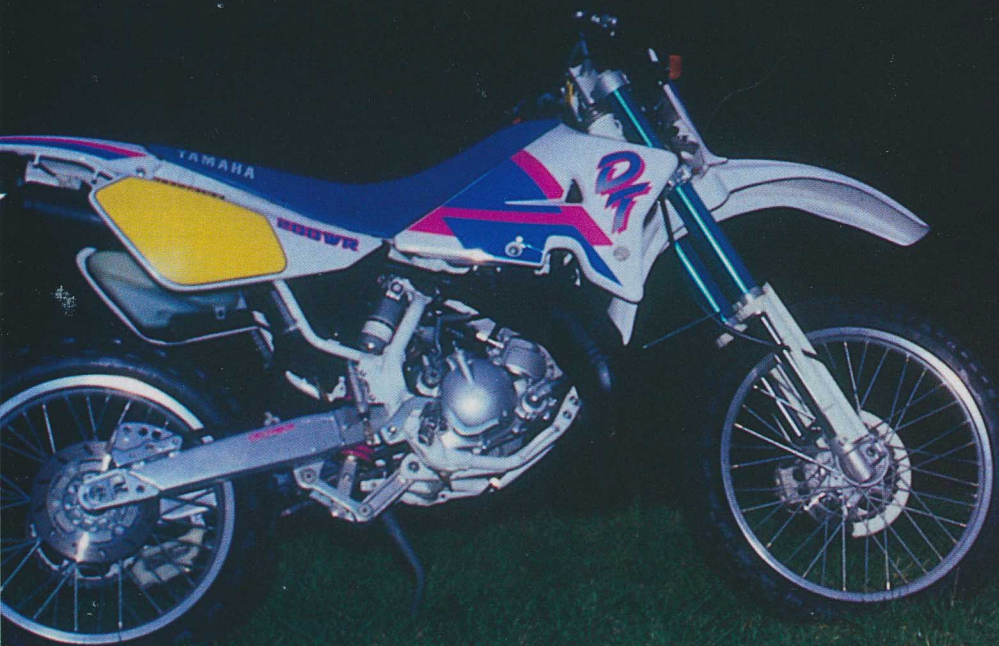
WINDY CORNER **KTM**
MOTORCYCLES
100% DEDICATED

7/8 Moat Way, Barwell, Leicester LE9 8EY
Telephone Sales 01455 842922 Spares 01455 844067
Service 01455 850206 Fax 01455 841503



LANZA

Hope & Glory?



YAMAHA DT230 LANZA
▼
YAMAHA DT200WR

Yamaha's new DT230 Lanza is the latest in a long line of practical trailies from the DT stable which may well prove to be just what the traditional green laner is looking for. We took the well-proven DT200WR along for comparison to see just how well the Lanza stacked up against a class opposition

Words & photos: Si Melber



You've got to hand it to Yamaha; they sure know how to make a great trail-bike. Mind you they ought to by now - they've been doing it for the past 30 years. Right from the earliest incarnation of their DT250 through the classic DT175MX and XT500 up to the present TT250, DT200 and XT225 Serow, virtually all their trailies have been winners. And where other manufacturers have slavishly followed fashion taking their styling cues from motocross and enduro machines, Yamaha have always realised that at the top of any list of useful trailbike features, versatility, practicality and useability come way ahead of fashion, and flashy graphics any day.

Which I suppose is another way of saying that the new grey import Yamaha DT230 Lanza is a pug to look at, but great fun to ride on the trail. Sure the muted blue metallic paintwork matched to white and black plastics makes a nice change from the majority of the run of the mill paint schemes we see these days, but if you're looking for techno features and state of the art components you're



Lanza
Hope & Glory?



DT200WR engine has good top end but lacks the mid-range torque of the Lanza

going to be disappointed. What you will find is good old fashioned tried and tested technology on this bike: conventional forks, steel swing-arm, practical if rather ugly head-lamp, and a nice wide and low seat which bucks the trend for the hard and narrow pews you'll find on most trailies these days.

So the Lanza is aimed at the sensible green laner rather than the hotshot enduro wannabes; its restrained looks shout practical rather than playful, but that's only part of the picture. With a DT200WR along by way of a comparison, we headed off into the Suffolk countryside to see exactly how good the latest DT really is.

Looks aren't everything

Having decided to keep well away from conventional rugged looks, Yamaha deliberately set about endowing the Lanza with a sort of non-threatening, soft-focus feel about it; the fenders are wide and efficient rather than thin and sporty, and the rest of the bike mates a sort of lived in practicality with sensible if unexciting design.

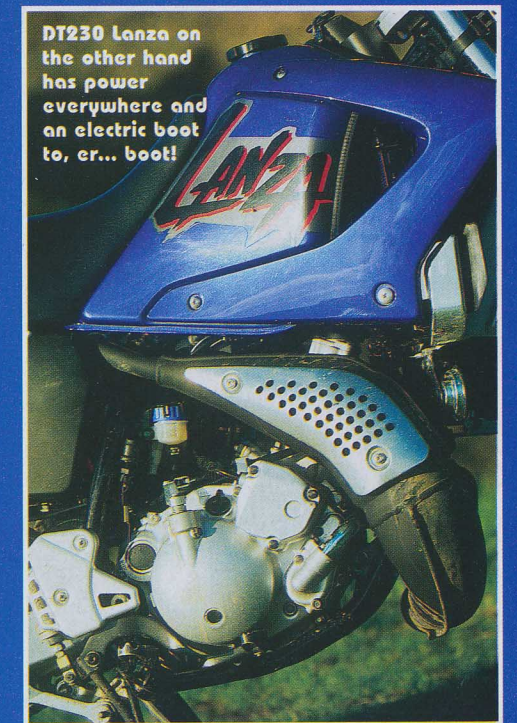
The wide and comfy seat blends neatly into the tank and rad panels which sit behind a set of unbraced bars. These are attached to a weird looking large alloy top

yoke which also mounts the ignition switch (behind the headstock), while up front the view is dominated by a neat set of digital instruments with twin trip meters. Turn the key and the electronic power valve performs an audible pre-start operation, click on the choke (carb mounted), and thereafter a touch of the starter button fires up the motor which ticks over virtually silently.

That's right this bike is electric start and much more civilised for it. One press of the starter is all it takes to put life into the motor and then you're ready to go. Which is more than can be said for the DT-WR.

Much more sporty in design, the DT-WR (hereafter just called the WR because I can't be bothered to type DT-WR each time), is a direct copy of the enduro model WR200. That means convention dictates a taller seat height, thinner, harder perch, stiffer suspension and road going niceties limited to the barest minimum such as indicators. Of course there's a weight advantage too; fully gassed up and ready to hit the trail the WR snuck in at 120kg compared to the Lanza's lardier 127kg. But starting the WR was almost always trickier than the DT's simple push button.

It's not that the WR is particularly difficult to start, it's just the fact that it's fitted with



DT230 Lanza on the other hand has power everywhere and an electric boot to, er... boot!

Latest electronic dials look neat and help save weight too



one of the smallest and least practical kick-starts ever to have found its way onto a trailbike. Period. Making up for this obvious shortfall however was a much cooler looking set of components than found on the Lanza: beefy USD forks, alloy swinging arm and disc guard as well as a number of other nice touches revealed the WR's competition heritage and helped keep the bike's overall (as well as unsprung) weight down to a minimum.

Traction Control?

With both bikes ready to go to work, a short but enjoyable blast along a few country roads lead us to the first of the day's trails. Not surprisingly both bikes felt at home on the road, the WR in particular cornered nicely, felt incredibly stable at all speeds and seemed as much at home bimbbling along on tarmac as it was to feel hooning along the trail later in the day. What it lacked in the way of midrange (which it certainly did), it made up for with decent top end, though despite being fairly new it hadn't the urgency of other WR trailies we've tried in the past.

Not so the Lanza. It too felt nicely planted on the road, but its engine was eager and willing and it could quickly show a clean pair of heels to the breathless WR. In fact so impressive was its midrange that the Lanza never failed to raise a smile the second you

snapped open the throttle and prepared to make up time. The carburetion in particular was spot on so that it never hesitated nor felt like it was trying to play catch up with the throttle. Twist your right wrist and the Lanza spurred forwards with an urgency quite out of keeping with its demure looks.

Turning off the tarmac and onto the first green lane simply confirmed what we'd felt on the road. Crisp, rapid carburetion and a motor with plenty of zing. But what happened to the traction control? The DT230 Lanza was supposed to come fitted with some form of traction control... well if it was, we couldn't find it. The Lanza would happily spin its tyre if you let the revs soar, and without security bolts in the wheels, spinning tyres meant the distinct possibility of punctures from tube creep.

Show us the mud

A mixture of slippery grass, slimy mud and deep, deep puddles greeted us on our first lane. Dave was up front on the Lanza while I was sat right in his wheeltracks on the WR200. I'd figured that this was where the WR was going to shine over the shiny Lanza.

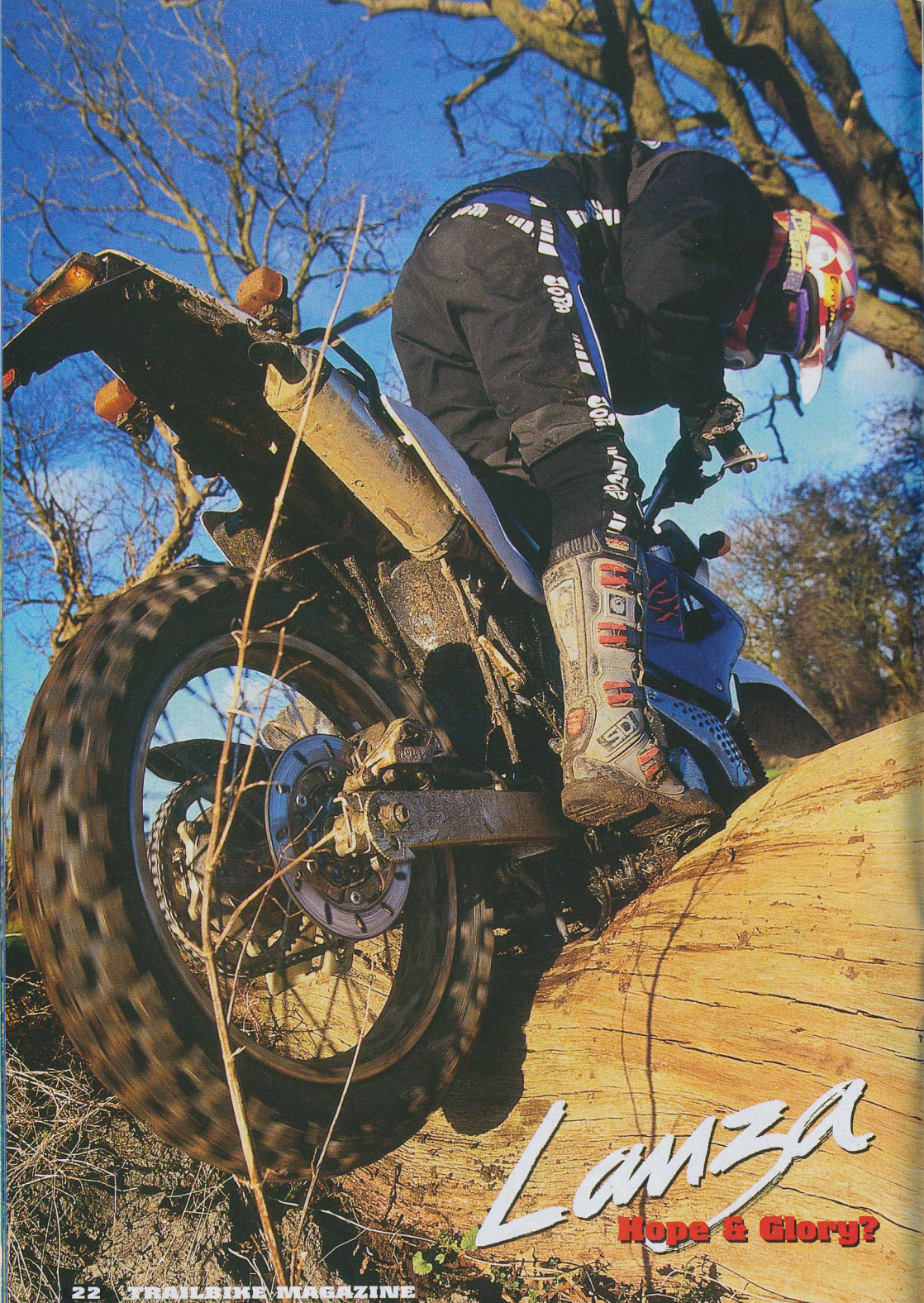
As the first of the deep puddles approached Dave twisted the Lanza's happy cable and hoisted the front end clear of the water. Right behind him I tried the same on the WR but it was clear that the WR was going to need more than just throttle. With

WR happiest in barking frog mode

Lanza

Hope & Glory?



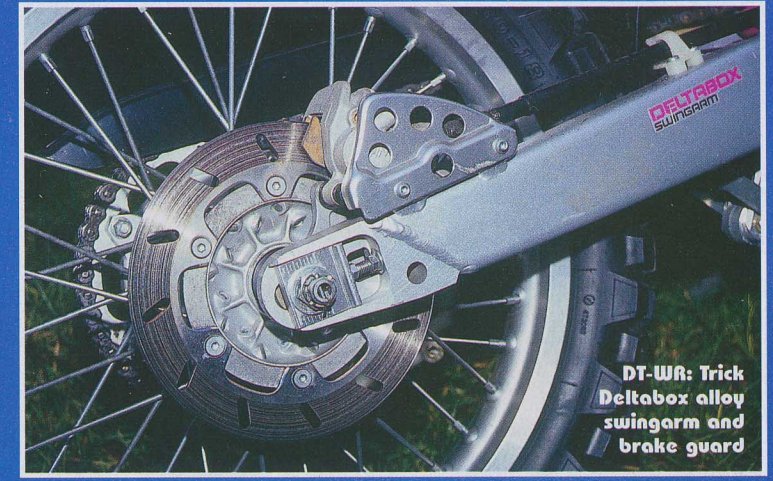


Lanza
Hope & Glory?

a quick tug on the bars I lofted the front end clear of the puddle without too much effort, though I was disappointed not to be able to do it on throttle alone. In many ways this episode was the story of the whole day: Though the Lanza was heavier and slightly less capable of being chucked around at speed, it had an engine that was not only able, but more importantly all too ready and willing to do it for you - whenever you wanted.

As the trail became muddier and harder the Lanza revelled in the conditions, in fact the slower you were forced to go the better it became. It soon dawned on us that what we were dealing with here was a new Serow, albeit one with probably twice the power of the four-banger. Slowed down to walking pace the Lanza impressed with its trials like manoeuvrability, its supple suspension and its easy manner - it felt just like the Serow, but whereas the Serow can sometimes suffer from a lack of performance, with the Lanza there's no such problem.

Torque of the devil, the Lanza had so much in the way of smooth, creamy grunt that there was no need to rev the nuts off the thing when you could short-shift and ride the progressive pull of the torquey mid-range all day. Sure, once the trail opened up and if you threw in a few decent sized bumps the WR200 could begin to open up a lead, but only if you screamed the thing through the gears first. In fairness the Lanza wasn't half bad on the faster trails either, though thanks to more radical steering geometry, it had a tendency to shake its head occasionally as the

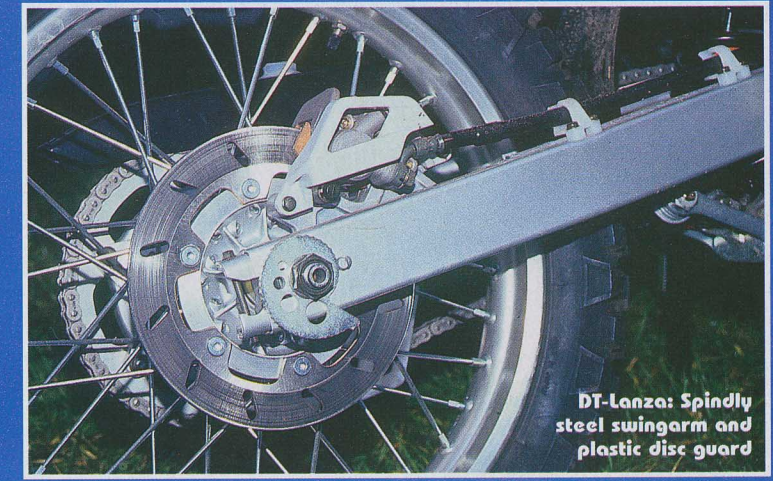


DT-WR: Trick Deltabox alloy swingarm and brake guard

odd big bump bottomed out the rear suspension. Given a fast trail and a determined rider, the WR would certainly make progress where the Lanza pilot would be forced to shut off, but in most trail riding situations the Lanza had it covered.

Bouncy bits

Of course it was in the suspension league where the WR200 was determined to make up ground on its newest sibling, and sure enough the WR's suspension was both well damped yet capable of taking the bigger hits generated by higher speeds. That's not to say it felt choppy at lower speeds, in fact its suspension remained plush and compliant whatever rate of knots you dialled in - though not quite as plush as the Lanza's did



DT-Lanza: Spindly steel swingarm and plastic disc guard

WR's design shows its competition heritage



at modest speeds. In fairness we felt that while the Lanza's suspension was great for 90% of the time, the WR always had something in reserve. Coming unexpectedly upon a series of cross-trail-ruts where one track bisected the other, I was glad that I was aboard the WR rather than on the Lanza which felt less composed in those kind of situations.

The Lanza's front suspension in particular never felt as good as that of the WR, which benefited from a solid looking set of upside-downies. Just occasionally the DT230 would take a hit which would send a shimmy up through the fork legs and into the bars, which reminded you to throttle back from time to time, whereas the WR pilot could keep the thing nailed no matter what the conditions.

Top marks then for the WR200, and a 'pretty good' in the DT230's report book, which was beginning to fill up with promising comments.

More riding

The more we rode these two bikes back to back the more we kept coming to the same conclusion: in isolation the WR200 would probably feel as nice a trailbike as you could ask for. It felt light and responsive, handled

precisely and with the exception of a bit of midrange, did the job perfectly well. Thraped through the gears it had a sweet top end which certainly felt good for 'only' 200cc, and it was the bike of choice when the trail opened out and a bit of speed was called for.

The Lanza on the other hand looked far more benign, but had a wicked streak of evil that erupted from the motor every time you yanked the bravery cable. That it remained so well mannered at lower speeds, soaked up ruts and roots impressively well, and could easily mix it with the most competent and least intrusive green laners we know, yet show a cracking turn of speed when you wanted it, gave it a sort of Jekyll and Hyde character that never failed to elicit a smile from the rider. In short it was a two stroke Serow with balls.

In feet up, nadgery sections the Lanza displayed all the attributes of a good green laner. A tight turning circle, low centre of gravity and high pegs allowed it to literally run rings around the taller enduro-biased bike. In fact so impressed were we by this Serow on steroids that we took it to play on the sort of stuff we know the Serow works well at - big logs, muddy ruts and tight turns - the Lanza was just as good, though apt to stall at an inopportune moment if you

didn't keep the revs up.

Having said all that, the Lanza won't suit everyone. Taller riders may feel a bit cramped by the 'knees up' type riding position mated to rather forward mounted tall-ish bars, and the lack of bashplate and handguards as well as a badly designed gearlever made from some sort of Japanese pasta are all areas that a prospective owner would want to address.

Conclusion

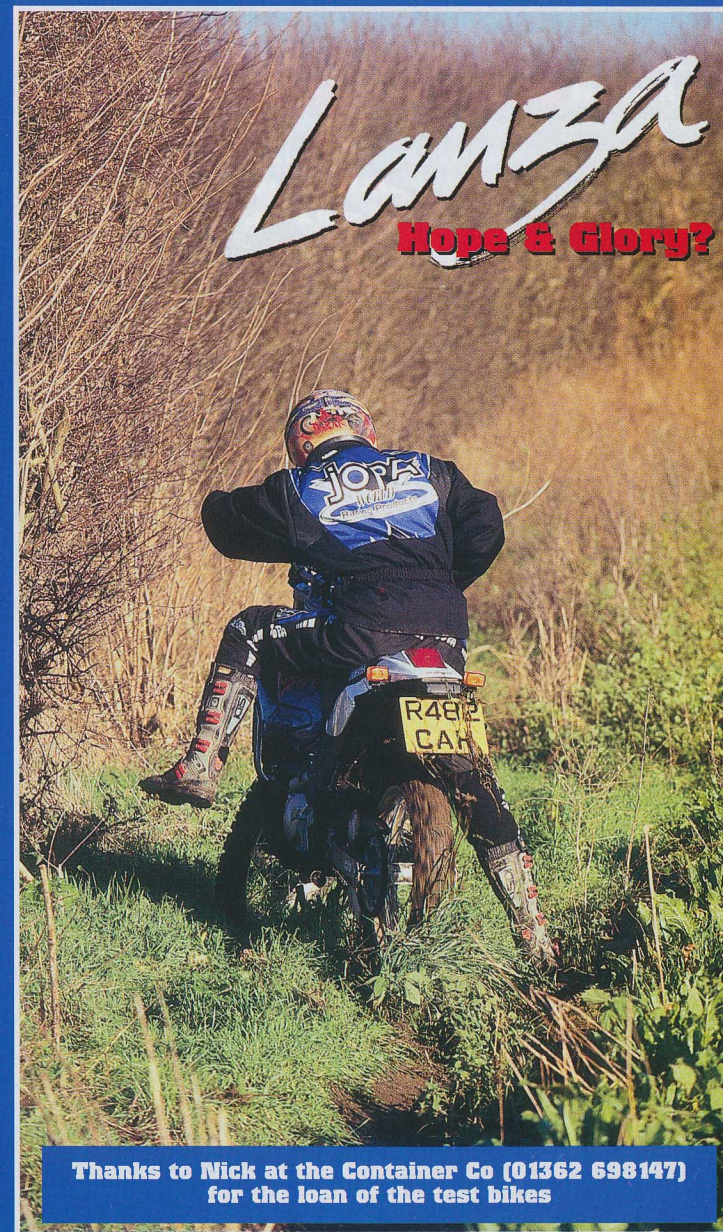
It's hard to escape the conclusion that perhaps the Lanza might well have been better tested against a Serow, but then again the Serow is not in the same league as the DT230 when it comes to performance. We figured the trusty DT200WR would match it on performance, but even that couldn't stay with it through the really snotty stuff - although at higher velocities the WR came into its own. Perhaps a CRM250R might be a suitable opponent - it too has lots of usable torque and a forgiving chassis. But that test will have to wait until we can get them both together at the same time.

Suffice to say then that the DT230 Lanza has a little bit of all these bikes in its make up: the manoeuvrability of the Serow, the sure footed handling of the WR, and the torque of the CRM, though I don't think it can touch any of them on looks.

If you've just ordered yourself a DT200WR and are wondering about that decision, don't worry. The WR remains one of the best small

capacity trailbikes we've tried. Yours might well perform a little better than the one we had on test, but if not, get yourself an after-market pipe and prepare to be amazed.

If on the other hand you're thinking about a replacement for your Serow, go try a Lanza before you do anything else - you won't believe how good it is, considering how ordinary it looks.



Thanks to Nick at the Container Co (01362 698147) for the loan of the test bikes

Yamaha
Price: £3895 + road tax
Engine: Liquid cooled single with
 powervalve, oil pump
 lubrication and electric starter
Capacity: 224cc
Length: 2140mm
Wheelbase: 1410mm
Seat height: 875mm
Transmission: 6-speed
Fuel capacity: 10.5L
Trail weight: 127kg

Yamaha
Price: (used bikes from £1900-2300)
Engine: Liquid cooled single with
 powervalve, oil
 pump
Capacity: 197cc
Length: 2190mm
Wheelbase: 1450mm
Seat height: 895mm
Transmission: 6-speed
Fuel capacity: 10.0L

LANZA
Hope & Glory?



THE CONTAINER COMPANY LTD

THE UK'S LEADING TRIAL & ENDURO SPECIALISTS

HONDA CRM250AR £4500 on the road



Probably Norfolk's best kept secret. Where else in the Country can you ride the very latest models on or off road, including the CRM 250 AR. All of our staff are fully trained in the art of tea and coffee manufacturing and should you require overnight accommodation they will be pleased to arrange this for you!

OUR BABY SUPERMOTO



FROM £4,500 - UPWARDS

PHONE US NOW
 FOR A FREE
 CUSTOMER INFO PACK

YAMAHA LANZA 230 £3,850



We always have a large selection of quality used bikes. You can chose from prepared and registered bikes or as they arrive. The following are just some of the models we hold in stock:
HONDA XR250, XLR250 BAJA, XLR250RS, XL 250 DEGRE, SL230,
CRM 250 MK 1, 2 & 3,
YAMAHA TW200, SERROW 225 MK 1, 2, WR WE, DT200WR, TTR250, TTR250 RAID,
KAWASAKI KDX200SR, KDX220SR, KLX250SR, KLX250ES, KLX300R, KLX650R
SUZUKI TS200, RMX 250ST, DR250

FINANCE FACILITIES AVAILABLE



SPARES We do not hold all the spares on the shelf but we have direct access to one of the LARGEST spares wholesalers in JAPAN. So do not panic we can help you. Just phone and ask for ALASTAIR
DELIVERY Delivery can be arranged anywhere in the UK at very competitive prices.

PHONE 01362 698147 FAX 01362 695554

12/13 Bertie Ward Way • Rash's Green Industrial Estate • Dereham • Norfolk • NR19 1TE

OPEN 8.30AM to 5.30PM MON-SAT

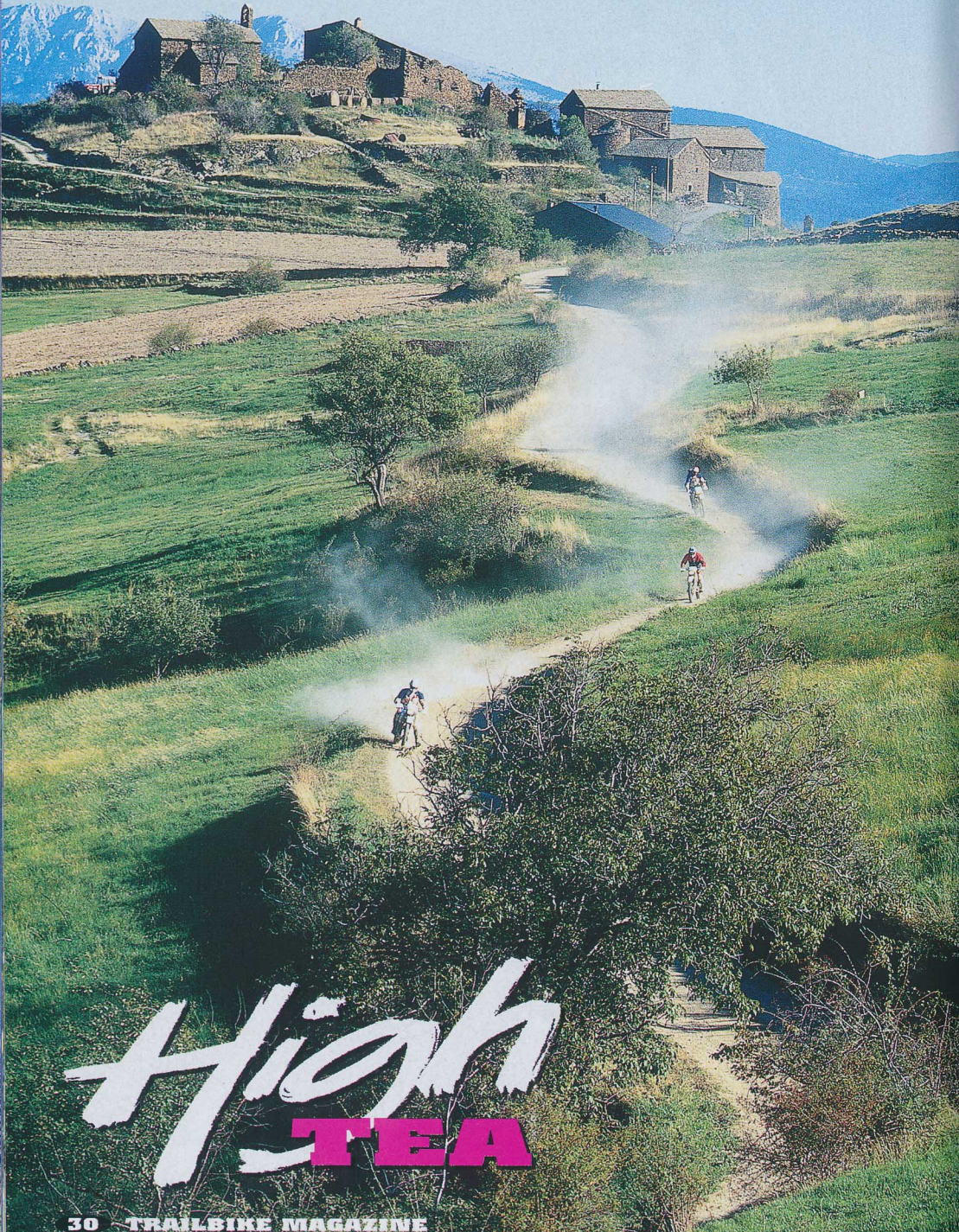
High TEA

Mac McDiarmid discovers a trailriding holiday where the only thing that dwarfs the scenery... is the food

Words & photos: Mac McDiarmid



Who'd want to go to Andorra anyway?



'Angola? Why ya goin' to Africa?' asked my geographically-challenged mate when I told him I couldn't go to the pub that night because I was going trailriding in Andorra the next day. Europe's fourth-smallest principality arouses reactions like that. Except for the growing band of salopetted wasters who traipse there each winter for the skiing, no-one seems to know where it is.

Yet nowhere, it seems, is safe from Jobsworths. The buggers are taking over the globe. Show me a wilderness and I'll show you a prat in a hat with a rule-book. 'You can't ride that there' commanded the forest rangers as John wrestled his bike along the rock-strewn slopes of La Rabassa back towards the track from whence he came. (Of course I don't speak Catalan, but you could tell; jobsworth-ese is the same the world over.) 'Stay on the piste or there will be some sort of hell to pay.'

Fair cop, you might think. Except that John was an accidental delinquent with every reason to feel fitted up. It was the rut wot done it mister - the rut that threw him into the rock which launched him over the edge. For an instant the Wild Man of the Mountains soared like an eagle, then brick-like he landed in a boulder field tilted at an entertaining 45 degrees, accelerated downhill and was still crapping himself when the 4x4 full of fascist jobsworths drew up.

This was Day Four of our trek with Moto Aventures, who specialise in Andorran trail-riding tours. It had begun with unseasonal early snow and dazzling blue skies over chocolate-box mountains. There are 60 miles of paved road in 75 square kilometres of the tiny rocky enclave of Andorra, mostly snarled up. We weren't there for those. We were there for the dirt, the rough stuff, which outnumbers the asphalt 20 to one. Being told off by forestales (the Andorran rangers) is actually a rarity; getting assaulted by lunch is not.

Maz, in particular, was having a



tough time of it. 'I'm a broken man, I can't take no more', groaned the survivor of the notorious Saddleworth beer wars. Normally when you hear trailriders' say this, it's because they're in their fifth ditch in as many minutes, the clutch lever's snapped and the rear tyre's flat. Out here in Andorra, it's different. Maz was pleading for relief from yet another mountainous lunch.

Dirt riding demands many special skills: throttle finesse, body English, power slides, but rarely a black belt in handling a knife and fork. Not until now. Not until our Epicurean Andorran adventure. We were riding for fun, but troughing for England. On day two we'd descended from the high alpine meadows above Bescaran to meet our toughest test yet at the Cal Caborreu. It began with a vino tinto fuel stop, warmed-up through assorted cold meats, local cheeses, salad, terrine and bread, wheeled through paella, lamb chops and rabbit before landing with a gut-wrenching thud in crema Catalan (a sort of high-octane creme brouille) and coffee. Then we roared up another mountain for a post-prandial snooze in the sunshine. Gruelling stuff, dirt riding.

Our gastronomic guide was John Griffiths, who came to Andorra by way of Tanzania, Giggleswick School ('horrible, I detested it') and the Dogger Bank. If you'd spent most of your working life in a decompression chamber for four weeks at a stretch, breathing helium and oxygen and talking like Donald Duck, you'd probably choose a life in the mountains, too. John was a North Sea saturation diver, or 'underwater manual

labourer', as he prefers. We christened him Grizzly Griffiths, the Wild Man of the Mountains. Only once did his sense of direction desert him, which was what the forestales were brassed off about...

Moto Aventures had put us through it. They'd picked us up from the airport five days before, dumped us in a comfy mountain hotel, plied us with food and new off-road kit. Then they'd had the gall to expect us to ride dirtbikes all day long and enjoy it. The itinerary is 100-odd miles per day over the bewildering ribbons of dirt tracks that winkle through the high Pyrenees. The bikes

are new Honda XR400s and XR250s - perfect for this type of terrain.

On day one we'd almost overshot it - er... lunch that is! We hadn't seen a soul for hours when Grizzly suddenly slewed to halt in an alpine meadow. 'Lunch' he said, nodding at what looked like an abandoned barn. Suddenly, people appeared, and a bunch of blue-eyed huskies tethered outside began to get excited. Food was spirited in from God knows

where. Tables filled up with mountain stew and bread and meat sizzling on chunks of hot slate. Without doubt, the Casa Forestale de Rubio puts on the best spread in wherever we were. John admitted to suffering 'loads of crap restaurants' to find the good ones - beats

working for a living I s'pose.

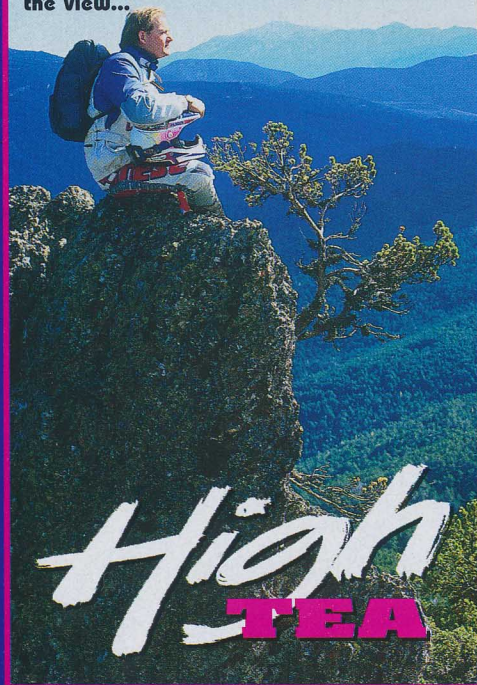
The trails flit between Andorra and the Spanish Pyrenees, and later we found ourselves near Tor, playing Paris-Dakar on one of the favourite smugglers' routes between the tax-free

Uh-oh, my brakes feel a bit spongy...

High TEA



Sometimes you just gotta' stop and admire the view...



High
TEA

principality and the rest of the world. A month or so earlier a policeman had been killed trying to halt one consignment of contraband (moral: don't try to stop a 4x4 with a Vespa), so the guardia were a little bit twitchy. Every now and then we'd come across a spiked stinger across the track and a couple of goons hiding in the bushes. There was no hassle. They seemed to twig that you can't really carry that many fags on an XR250.

The other thing the Pyrenees is big on, not surprisingly, is climbs. Only one thing beats pointing a dirt bike skywards, nailing it hard and feeling the rear tyre roost as the front hops and aviates over bumps and roots. And that thing is gaining something like a kilometre of height in the process. Day three brought the climb to end them all, the beast, 3km of flying pine cones through rev-crazy forests before bursting out into sunshine at the top. Big grins all round; cameras out; recollections logged

and polished. Wow. Worth the trip just for that one alone.

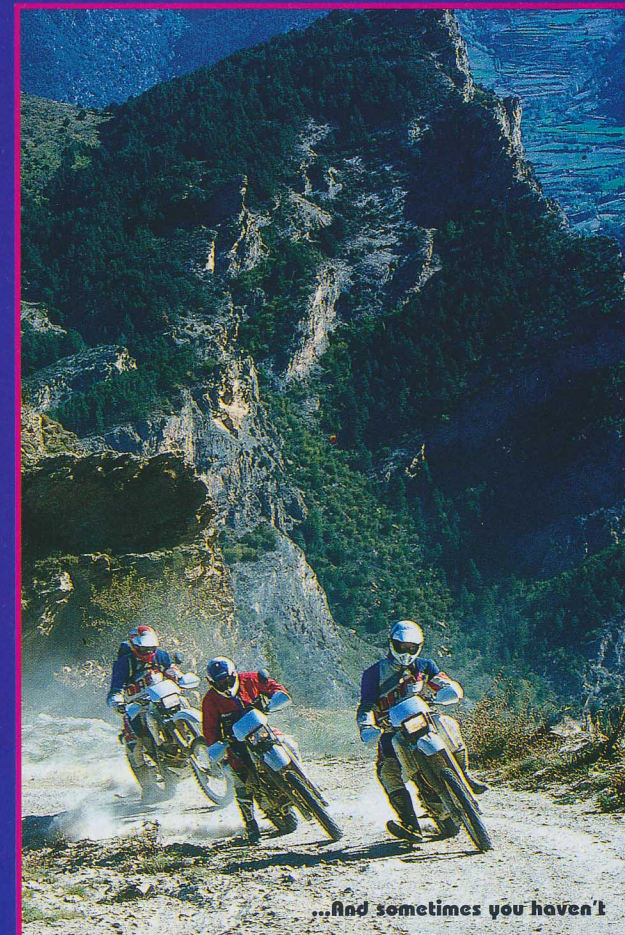
Then we had lunch and rubbed shoulders with a less secular mission. Down the ages men before us have come to Castellbo fixated on another sacred quest. For according to legend, this is where the Knights Templar brought the Holy Grail after a spot of bother in France, and it hasn't been seen since. Call us plebeian, but we were on a quest, too. The lamb chops and chips in the Calbuchaca restaurant are famous for miles around, although they didn't stop Merrick eating a bush shortly after. He emerged looking sheepish and muttering something about hallucinogenic chips. If you

fancy yourself as a bit of a gastronomic Indiana Jones, you'll love this place.

Day three was relentless. Not content with the best climb anywhere, ever, the afternoon threw in miles of glorious watersplashes through a remote valley before striking for the peaks yet again over another switchback climb. On the descent our old friend La Rabbasa stood old gold in the setting sun, a full moon hovering overhead like a silver dollar. In winter Andorra is probably a crawling mess of overpriced humanity; in summer it's empty and wild, ski-lifts silent sentries as the XRs hustle past - the perfect adventure playground. Go on, take your stomach for a spin in the mountains.

MOTO AVENTURES

Moto Aventures offer trail tours from one day/two nights (£153) to six days/seven nights (£799; £825 from mid July to mid-Sept). Included in the price is the use of a late model Honda XR400 or XR250, Dainese off-road kit, helmet, boots and body armour, hotels, guide, back-up, petrol, all meals and a guaranteed inch on your waistline. Tours of over four days include a two-day expedition through the Cadi ranges, plus optional white water rafting and other madness. Using your own bike knocks £204 to £230 off the six-day price. Bookings and further info from Shaun Merrick: tel: 0161 483 7575; mobile: 0973 741335; fax: 0161 872 4440.



...And sometimes you haven't

COUPE DU MONDE
FIA RALLYE EVENT

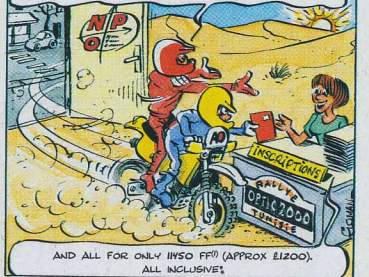
2-12 APRIL 98

RALLYE OPTIC 2000 TUNISIE

FASTER ! WE CAN'T MISS THE RALLYE OPTIC 2000 TUNISIE WITH THE 2.000 FF A.O. SPONSORSHIP* CHEQUE, 2.000 FF FINISHING BONUS* AND MY 2.000 FF REDUCTION* FOR BRINGING ALONG A NEWCOMER.



STOP ! WE'RE THERE ! LOOK AT THAT ! IT REALLY IS THE REALISABLE DREAM !



AND ALL FOR ONLY 1150 FF* (APPROX £1200). ALL INCLUSIVE!

Licence d'Etat n° 1623



O.N.I.T office national du tourisme tunisien
N.A.C.T national automobile club M.C.T moto club

Chris EVANS-SPORT ADVENTURE
14 rue de la Chapelle 75018 PARIS - FRANCE
TEL : (0033-1) 42.09.97.73 - FAX : (0033-1) 46.07.30.54

Definition of an amateur : • Does not feature on the FIM's list of notoriety
• Vehicle ownership papers in name of driver • Never finished in the top 5 of the Rallye OPTIC 2000 Tunisie.
Partner a rookie : Ex-compétitor of the Rallye (amateur), partner a new amateur rider (1st participation in the Rallye) • A motorcycle can only be partnered by another motorcycle - only one partner per person.
Sponsorship : 2.000 FF for the first 110 amateur* motorcycles, who accept to race under the colours of AO.
NPO finishing bonus : 2.000 FF for each motorcycle classed as a finisher of the rallye.
CONDITIONS TO BE FULFILLED (for amateurs* only) : • Send from today a pre-entry cheque for 2.000 FF (non refundable) • Be among the first 40 pre-entries on motorcycles • Pay the entry fee in full before 1/2/98 • Partner a rookie • Accept the AO sponsoring • Finish classified in the final results.
ALL INCLUSIVE : Boat there and back vehicle and passenger - 2 nights in hotels, 6 bivouacs, meals in Tunisia (breakfast, ration, dinner), repatriation health insurance and organisers liability insurance.
The "Assurance Moto Verte" truck : free transport of spares for the first 30 amateur riders to sign up without assistance who specifically request it.

DOUBLE VISION DOUBLE VISION



Detour light developments for conversion to most machines, from desert racing and the toughest Enduros to the lighter use of green lanes and the road.

Light units available in bulb, sealed beam or halogen options to achieve maximum penetration and spread of light.

Light weight, robust and the highest quality UV Plastic for low maintenance and long life.



Detour, Product Concept, Design and development specialists.

Simpson
DETOUR

Telephone: 01243 811873 or Phone/Fax 01243 781162

TOKYO TRAIL 7 DAYS IMPORTS AND EVES. TRAIL BIKES ONLY

NR JUNCTION 17 M6 SANDBACH CHESHIRE

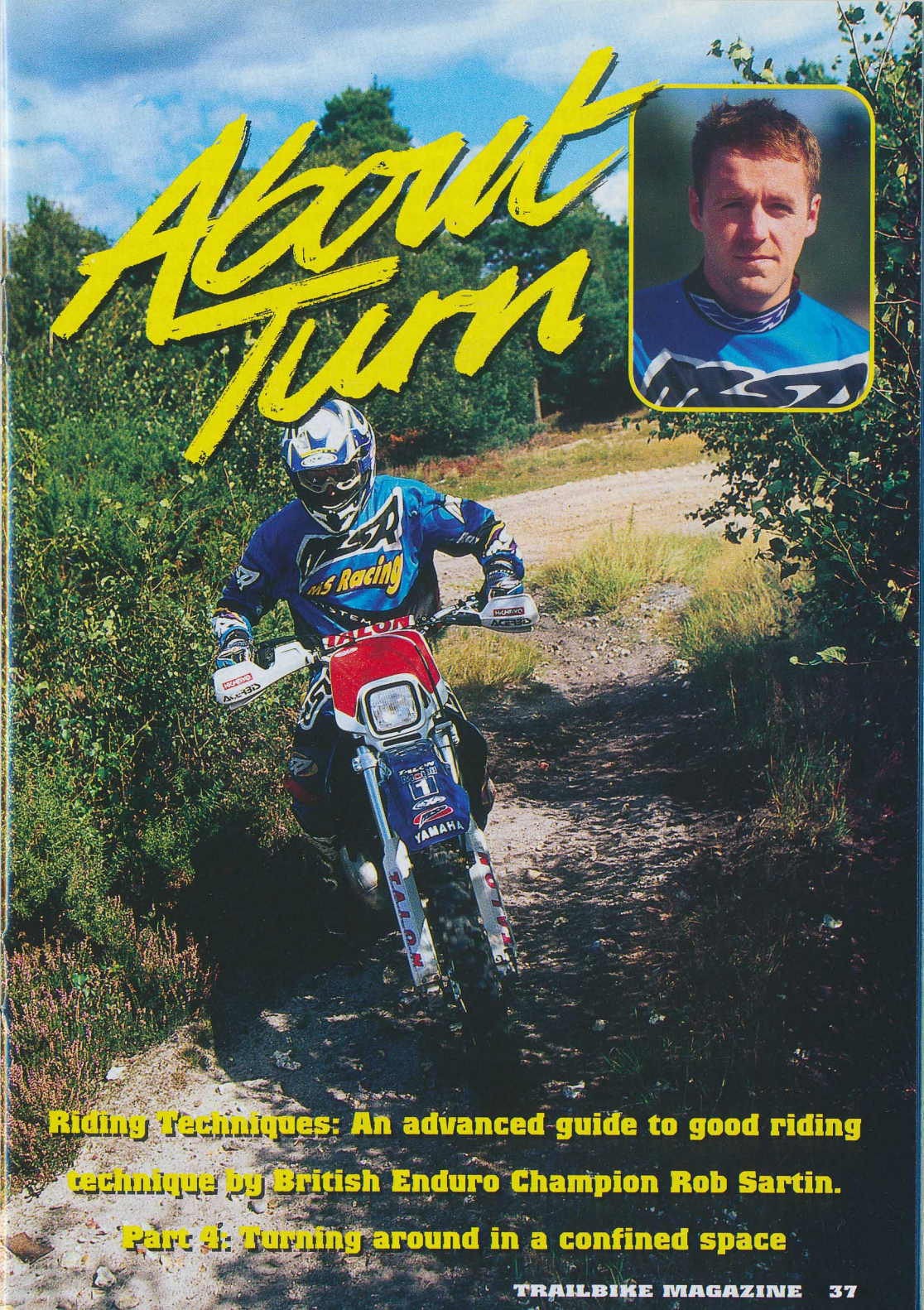
YAMAHA TTR250's electric start	..... from	£2300
YAMAHA DT200WR 1992 v.l.miles, vgc	.....	£2400
YAMAHA XT225 SEROW 1994 v.l.miles, vgc, e/start	.....	£2400
SUZUKI DR250S (31bhp) 1994 e/start, as new	.....	£2800
SUZUKI RMX250 TRAIL 1993 low miles tidy	.....	£2200
SUZUKI DR200 TRAIL as new '94, e/start	.....	£2200
HONDA CRM 250 MKII 1991	.....	£2200
HONDA NX 250 DOMINATOR e/start, v.quick '94	.....	£1995
KAWASAKI KLX 250SR e/start, 1994, vgc, v.l. miles	.....	£2500
KAWASAKI KLX 250SR M reg FSH, Datatag, mint	.....	£2600

NEW BIKES TO ORDER

CRM 250 Active Radical Honda	.....	£4500
KAWASAKI KDX 220 SR	.....	£3795
YAMAHA DT 200 WR	.....	£3850
CRM250 MKIII Honda	.....	£4000

SEE YOUR CHOICE ON THE WEB HEAR IT RUNNING ON
www.visitweb.com/tokyotrail

TYRES AND SERVICE - OFF-ROAD TEST RIDES 7 DAYS + EVENINGS
01477 500713 9-5pm Mike/Sue Jones
01270 760517 6pm onwards Paul/Rachael



About Turn

Riding Techniques: An advanced guide to good riding technique by British Enduro Champion Rob Sartin.
Part 4: Turning around in a confined space

It's impossible to ride a dirtbike without at some stage having to turn the thing around in a restricted space. Such is the nature of off roading that there are always trees, banks, hedges or even bikes in the way when you need to turn your bike around quickly, but there is a neat little trick that can help you save yourself time and effort. This technique can be used in all sorts of situations, from turning round quickly and easily whilst trail riding in the lanes, to missing a corner on a special test in a world championship enduro. Either way, it's the same technique you need to use...

1



To practise this, start by positioning yourself in a narrow track as far over to one side or the other as possible. You're going to turn the bike around in less length than the bike itself, so give yourself the best possible chance by allowing yourself maximum space to turn in. Sit down and move as far forward on the bike as you can. The aim is to unweight the rear wheel, so get right up the front of the seat and turn the handlebars onto full lock into the turn.



2

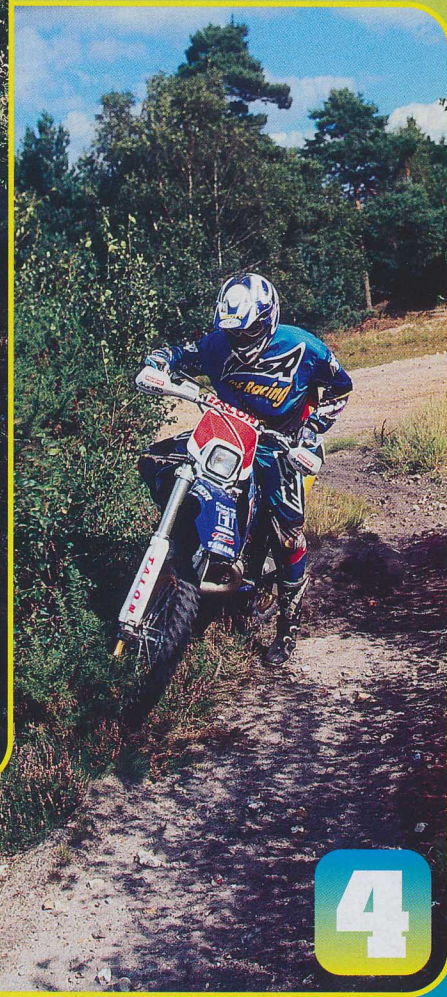
You should be in first gear with two fingers holding in the clutch lever and the same just covering the front brake. Place your inside leg out (into the turning area) and use it to steady the weight of the bike as you lean the bike onto your leg at about 30-40°. Using about a quarter throttle slowly release the clutch and drag the front brake a little so that the rear wheel begins to spin.

3



It's a delicate balance but if you've got it right you should find the rear end spinning around in a neat controllable arc, while the front tyre stays more or less rooted to the same spot. As the bike completes the turn begin to stand it fully upright again before heading off in the opposite direction.

4



This technique requires a degree of practise to master it, and at first you may well find yourself disappearing into hedges if the rear tyre hooks up unexpectedly or the front tyre slips away. But persevere, because not only is it a neat trick which will impress your mates, it'll almost certainly come in handy the next time you ride your bike.



KINGS

BATTLE OF THE

What happens when ten of the world's best off roaders get together to do battle in a series of nine special events? Answer? You get the battle of the Kings...

Take ten of the world's top off road racers (who between them sport 33 world championship titles), mix with a series of special events, add a touch of glamour, a few slices of fun and then sit back and let it slowly simmer in the late season sun.

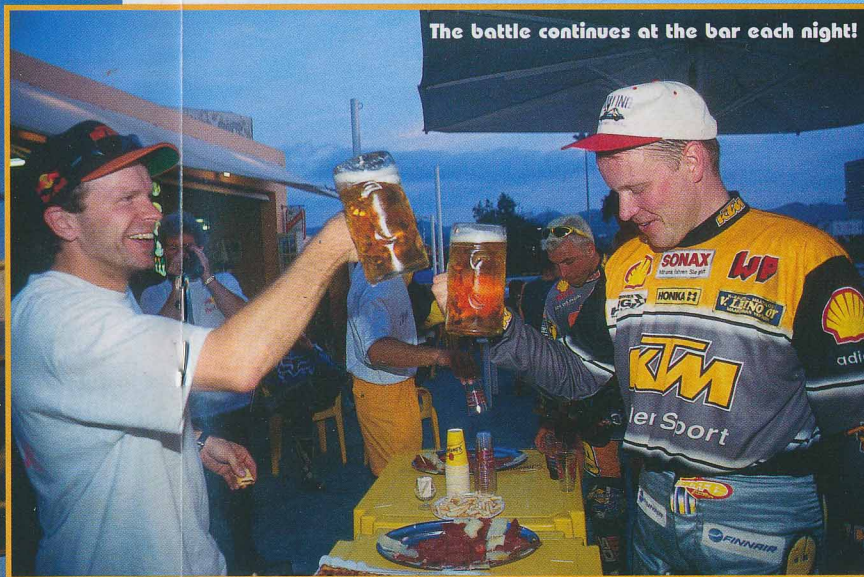
Despite being an end of season get together with the chance to let their hair down, this year's Battle Of The Kings sponsored by Red Bull energy drink turned out to be a real humdinger. The event began several years ago organised by ex-world MX champion turned desert racer Heinz Kinigadner, and is held on the beautiful Spanish island of Ibiza (Kini's adopted home). With more world champions than you could shake a stick at, the BOTKs comprises of a number of disciplines, with the aim

of finding out who is the best all rounder in the world.

Giovanni Sala, Fabio Farioli, Mario Rinaldi, Kari Tiainen, Shayne King, Jacky Martens, Georges Jobe, Pit Beirer, Joel Smets and Jordi Arcarons were this year's competitors from the disciplines of motocross, enduro and desert rallying, all eager to do battle. But like all good events, this one started



BATTLE OF THE KINGS



KTM riders Fabio Farioli and Mario Rinaldi.

Sala, happy with his opening result and pleased to get a win under his belt, was well aware of the challenges that lay ahead; 'I am not a good motocross rider' he said 'and the Supermotard event will be very difficult for me, but I am happy so far' remarked the jovial Italian.

Next up was another tough but short enduro event called the Cala Aubarca, which included a series of tight and

with a party. This saw the competitors, plus girlfriends, friends, hangers on, as well as what appeared to be a number of 'spare' scantily clad women, dancing on the beach to the throb of pumping techno music. Just to make things interesting there was a foam cannon on hand and periodically the dancefloor was obliterated by flying bubbles - beats a bit of dry ice any day!

The next morning the serious competition got underway with riders getting the chance to blast off their hangovers with a mini enduro. Dubbed the Roof of Ibiza enduro, this one-off special-test took competitors along rocky goat tracks and up the side of a mountain, over the sort of terrain that was difficult to walk on let alone ride over. Not surprisingly it was the specialist enduro men who dominated the event, Giovanni Sala taking first blood with a scintillating ride just ahead of fellow



Supermoto took place on a specially converted Kart track



BATTLE OF THE KINGS

technical short rocky climbs often with no run up. For Sala there was a problem; a defective rear suspension unit slowed him down on the first part of the course which relegated him to sixth place, and which, as it turned out, would prove to be crucial in the long run. In the end it was Fabio Farioli who stormed his way to the chequered flag ahead of Rinaldi, Smets, King, Tiainen and Sala, with Beirer Martens and Arcarons bringing up the last three places.

With the heat of the Spanish sunshine sapping energy from all the riders at least there was always plenty to drink in the form of Red Bull energy drink, which was handed out at the end of each round. Meantime Sala who is used to competing in the heat of the day came back from his mechanical problems with a win in the third event the Isla Blanca hill climb. This stage was a 2.5 mile blast up a mixture of pot-holed tarmac, and gravelly road. Most figured it would favour the power of the thundering four strokes, but Sala proved them all wrong, clinching

victory on his 250cc two stroke enduro bike: 'It goes good for me' he said afterwards, 'another win and I'm not finishing last in any races'. Behind Sala came Jobe, Smets and Farioli.

Round four was the Supermoto event at the San Antonio karting track. This was a discipline Smets obviously knew something about, having spent the previous few weeks racing the best Supermoto riders in the world in order to get in a bit of practise.

A series of nine heats began with all the riders on the grid, with the last rider dropping out as each heat was completed. Since all the competitors were required to use the same tyres throughout the event, there was fun and games as the riders struggled for grip on the super smooth tarmac with knobblies spinning everywhere. With the back end of his bike drifting wide on every corner, Smets took victory from Farioli, King,

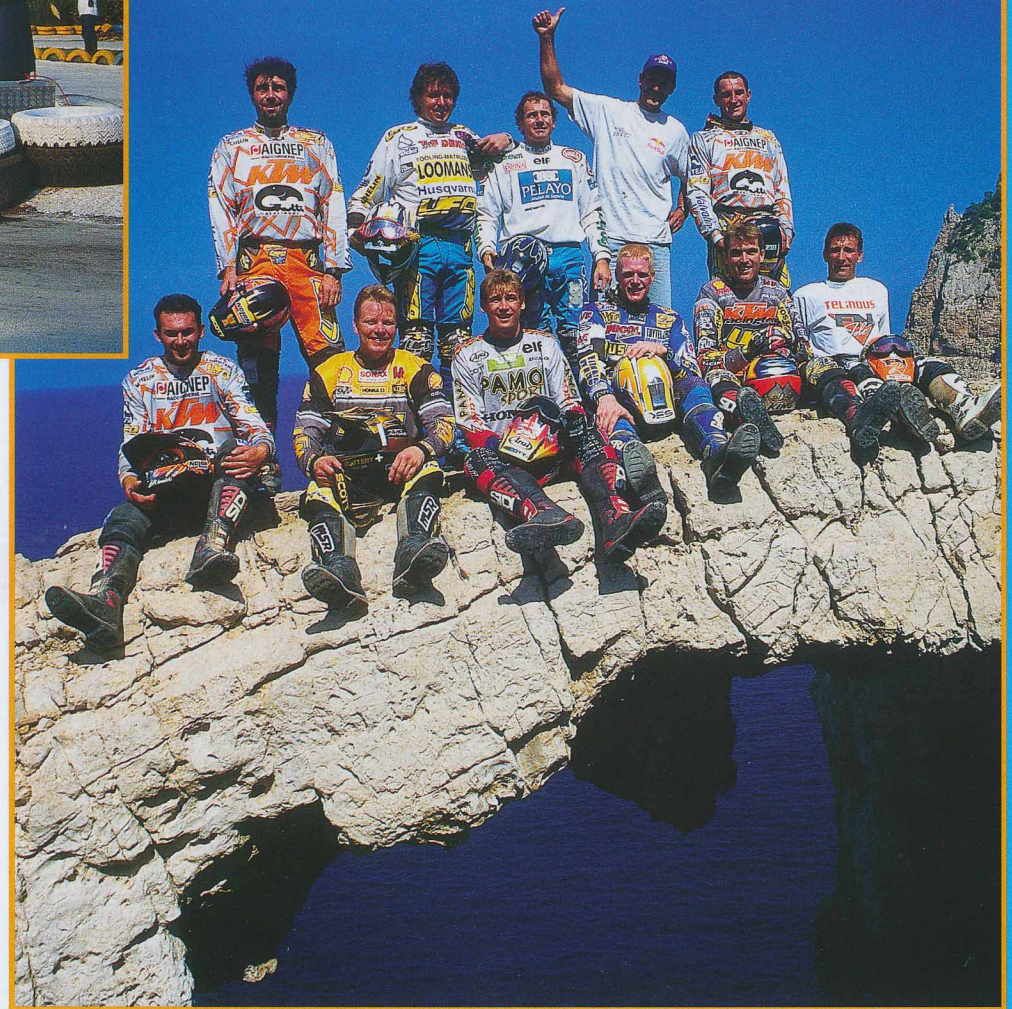
Arcarons and Martens.

Next up came some four wheeled action as the competitors took to the racing Karts, with a series of heats then a final deciding the outcome of the last discipline of the day. A sprinkling of water on the track added to the confusion, but in the end it was Beirer who, got a decent result, just ahead of Smets and Tiainen.

Day two dawned bright and sunny with the competitors

taking a short ferry ride over to the small island of Formentera for the first of the two motocross events: the MX Formentera. This consisted of a short (15 mins plus two laps) moto over the twisty and sandy terrain of the island's hills, and gave MX expert Beirer the chance to shine in front of his fellow competitors. Not surprisingly motocrossers dominated the event with Beirer leading the way home from Smets, Martens and King. Sala posted a useful fifth ahead of Jobe, Rinaldi, Farioli, Arcarons and Tiainen - who used to be a good MXer way back in his early years.

Eleven of the world's best riders (including Kini) who between them hold 33 world championship titles





Jetboat racing was the next item on the agenda, and provided a chance for the competitors to cool down despite the heat of the sun. A simple course marked out by a series of buoys laid out across the harbour saw Pit Beirer take the win (he loves it in the wet), ahead of Sala, Smets and Rinaldi.

The final day was going to be crucial. With

the sandy horse-racing circuit, Smets had done enough to secure victory overall.

'Winning has been a great thing' said Smets afterwards from the dance floor as he celebrated victory in fine party style, adding: 'It was a lot of fun and also a good event - of course I'll be back next year to defend my title' and with that he was gone.

Sala, Smets and Farioli all in the running for victory, the final two events would establish a winner. The second of the MX events began with a Le Mans start (with riders running to their machines), and was more like a sandy enduro special test than a traditional motocross. Nevertheless MX rider Beirer again came up trumps with an easy victory ahead of Smets, King and Sala. With only one event remaining, Sala needed a miracle. In order to take the title he not only had to beat Smets, but also finish three places ahead of him. It was all down to the final discipline.

Flat track racing was the event, and as the kings of slide-ways lined up at the start of the final on the Hippodrome track there was a lot of nervous tension about. Sala made a good start but was quickly overhauled by Jacky Martens who went on to take the win. Crucially however, Smets stuck right behind Sala throughout the race never backing off even in the choking dust. And although Martens proved he had the best technique on

KLIPONOFF



Quality, Safety, Style

TRAILERS FOR 1, 2 or 3 BIKES, QUADS OR ROAD BIKES

RACKS FOR CARS 4x4's VANS & MOTORHOMES

To suit Off Road or Road Bikes of all shapes and sizes
Also available self fit towbars and full range of accessories

CONTACT GILES WALKER

WALKER ENGINEERING

P.O. BOX 100, HALIFAX, WEST YORKSHIRE
TEL: FACTORY 01422 345568
OUT OF HOURS: 0973 885815 FAX: 01422 348212



Eurotek



MOOSE OFF-ROAD

GORE-TEX CLOTHING



WET! WET! WET!

NOT IF YOU WEAR OUR RANGE OF GORE-TEX JACKETS AND PANTS FOR ENDURO, TRAIL AND RALLY.
(SOLE UK IMPORTER) SEND £1 P+P FOR YOUR '97 CATALOGUE.
HELMETS, BOOTS, SPARES, ACCESSORIES
THE ALADDIN'S CAVE FOR OFF ROAD BIKING

ALL ACTION SPORTS LTD
16 CAMP HILL CLOSE, DALLAMIRES LANE
RIPON HG4 1QY 01765 608209



THE MOTORCYCLE SPECIALISTS

23-25 Station Hill, Chippenham,
Wiltshire SN15 1EG

Telephone 01249 657575

SUZUKI & KTM MAIN DEALERS

DR350 SPECIALISTS



Some 1997 Models left - ring for details

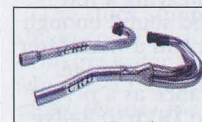
NEW ALLOY FRAME
GUARDS ONLY £37.75



Polished Alloy
Bash Plates for
XR250/400/600
DR350/650
KTM400/620
NOW ONLY £74.75



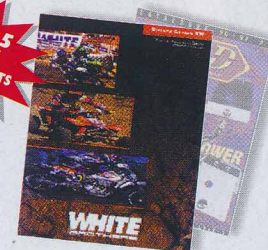
All Stainless
competition
Silencers - No
rust, more
power
GREAT PRICE £179.95



Stainless Steel
Front Pipes
most modern
Trail Bikes
FROM £89.95

SUPERTRAPP EXHAUSTS FROM £199.95

**DR385 & 441
BIG BORE KITS
INSTOCK**



**IMPORTERS
OF THE BEST IN
4 STROKE
POWER**

**XR400
BIG BORE
KITS IN STOCK**

NEW '97-'98 WHITE BROTHERS USA
446 PAGE CATALOGUE ONLY £12.50 INC.

STAFF BIKES



Dave just can't resist Dakar-styled big trailies

Africa Cor!

Dave Crasher Cornish
Honda France XRV650

It was with a heavy heart that I handed over the 900 Ele's keys to it's new owner. Since placing the ad in the classifieds section of TBM the phone had been buzzing with curious readers enquiring about purchasing my pride and joy, in fact I was beginning to think that I had seriously under priced the big Cagiva and it was only when a wad of notes were waved under my nose that I convinced myself I had made the right decision to part with my Italian beauty and buy an altogether more serious piece of off-road kit.

The bike I had in mind as a replacement for the Ele was a KTM620 Adventure but by late August there was still no confirmation on price let alone a delivery date. And then just by luck whilst scanning the classifieds in TBM there seemed to be the answer to my problem. The ad read: Honda HRC Africa Twin, built by Honda France, little used, £3000. After a quick phone call to confirm exactly what the bike was, I hopped onto the BMW GS1100 we had on test and shot off up to sunny Huddersfield. And bingo, there it was, an ex-Dakar bike which despite wearing a few battle scars, appeared sound enough so a deal was struck and a week later the bike was sitting in my garage.

Built by Honda France as a privateers' Dakar bike the XRV650 Rallye

was only produced in limited numbers (25 to be exact) and was available to anyone who could stump up the requisite 10 grand asking price, which back in 1990 was a lot of money to pay for any bike let alone a trailie.

So what's so special about the French built 650 A/T? Well to be honest, to the untrained eye the bike looks just like any other late Eighties or early Nineties mega trailie, but zoom in a bit and the trick features that make this bike so special become obvious. The huge front tank is based on the stock item but has been modified and strengthened (using special foam-backed Kevlar protectors) to survive the rigors of being raced (not to mention crashed) in the vastness of the Sahara desert. Extra fuel capacity is available from the aluminium rear pannier tanks which fit either side of the beefed up sub frame and are protected by heavy duty fibreglass panels. A total of five fuel taps link the various fuel cells to the large electrical pump (which wouldn't look out of place on a Boeing 747) and endow the bike with a wallet-groaning capacity of 58 litres!

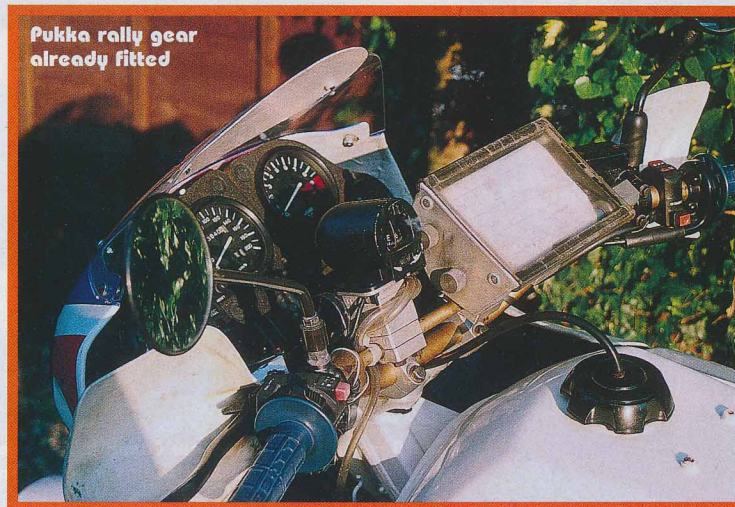
The stock sumpshield contains a drinking water tank which is a required safety feature for all



Tasty but tatty was how the new staffbike looked before Dave set to work

Dakar bikes, and fixed to the handlebars are an MD roadbook holder and a floating marine compass, while the cut-down seat features storage space for an emergency distress beacon.

Less obvious is the heavy duty, fully adjustable desert spec Showa suspension unit and matching forks designed to take the strain out of high speed fully tanked up desert action. A neat luggage rack and an oversize air filter are fitted together with an additional cooling fan to keep the stock motor from overheating in the dunes.



Pukka rally gear already fitted

STAFF BIKES

This bike had found its way into Britain thanks to ex-rally driver Tony Fawkes who entered the 1990 and 91 Dakars aboard the big A/T and actually made it to Dakar but not as an official finisher. The bike was then raced by Tony and another ex-Dakarist Neil Bruce in the Spanish Baja rally before being sold on and ridden from Huddersfield to Morocco and back to compete in a semi-competitive raid. Apart from these marathon trips the bike seemed to be suffering from a lack of TLC more than anything else. Faded and damaged bodywork, rusty fasteners and a pair of ancient bald Michelins hinted at the bike's lack of use in more recent times.

Due to work commitments I only managed to clock up a couple of hundred miles

before I had the chance to strip the bike and find out exactly what I'd let myself in for. Within a day I had boxes of dirty and worn parts stacked to the rafters in my garage. Then came the task of deciding what to replace and what parts could clean up and be used again. As I delved deeper it became apparent that although the motor ran as sweet as a nut, much of the running gear was going to need some serious attention.

First problem was to try and locate a source of genuine



Proof positive that the Crasher sports a couple of spare tyres around his middle!



Resplendant in it's new Camel livery, viewed from above the XRV seems an odd shape

Honda spares. This proved to be more difficult than I imagined due to the fact that the donor bike (XRV650) was never a UK model. But as luck would have it, Lings the largest holder of Honda spares in Britain, are almost on my doorstep, and Richard the parts manager saw to it personally that parts could be ordered from Europe or failing that, direct from Japan. In fact Lings are only too happy to supply parts for any unusual Honda both ancient and modern, try giving them a ring on 01379 853213 and tell 'em we sent you.

Both main tank fuel taps were leaking and the left side wouldn't even switch off so these were ordered alongside tank and sumpguard mounts, air/oil filters, a pair of brake caliper overhaul kits, choke cable and various fasteners that couldn't be sourced at the local nut and bolt stockist. To my surprise all of these parts arrived within a week, the only shock being the price of a choke cable at almost 30 quid.

Encouraged by the ease of obtaining parts, I set off to my local bearing supplier (BRT Bearings 01493 442913) with a Sainsbury's bag full of knackered bearings and seals. Both wheels were treated to a fresh set of bearings as was the somewhat notchy steering head. The swingarm and linkage needle rollers didn't appear to be too bad but whilst they were out they too found their way into the dustbin - which with hindsight turned out to be a bad move.

The reason being that BRT rang me the next day and told me that the seven linkage bearings were a Honda only part. A quick call to Lings had the parts on back order and the rapidly depleting 'Crasher' wallet was stung for another 110 quid for seven poxy little needle rollers! As you can imagine the suspension was also looking a little tired so the forks and specially built Showa shock were despatched to suspension gurus Pro-Racing (01327 301322) for a thorough overhaul. Amazingly both fork and shock were in pretty good shape considering the bike's history and I figured I got off pretty lightly with a bill for just £130 which included various bushes, a piston kit, a split

bump stop rubber and of course the relevant seals and Denicol synthetic oil.

With the bodywork in the safe hands of an unusually talented mate of mine, Steve (who has painted several of my previous bikes), progress came to a bit of halt for a month while it received a glossy coat of emulsion (ha, ha... only joking Steve - your secret's safe with me), in which time some sexy looking Venhill (01306 885111) plastic coated, stainless steel brake hoses and a full set of stainless, nylon-lined control cables landed on my doorstep. Nice.

So these were fitted onto the overhauled calipers together with a set of the latest ceramic-backed sintered pads from DP (previously known as Dunlopad on 01203 343741). I've used these pads before and they helped cure the Ele's terrible brake fade at Cadwell Park track day. A pair of Michelin Deserts with heavy duty tubes were sourced from our own Desert Fox (0181 840 4760) and after several hours of blood, sweat and tears (not to mention skinned knuckles) I gave up and took them to my local ATS tyre fitters (cheers Ji), who made it all look really simple.

By now things were really starting to come together. The previous old, knackered and dirty pile of scrap that had been littering the garage had been replaced by a similar sized pile of nice new shiny and reconditioned parts. This was where the fun started, with no workshop manual available for this model (only available in German and French - cheers Honda) the fact that the bike had been stripped for almost two months meant that the re-assembly was taking rather longer than I had bargained for.

Even a simple task such as routing the new Venhill cables took all Saturday afternoon; but piece by piece the bike was beginning to take shape. A pair of gold Dakar-rise Renthals fitted with foam grips and Acerbis 750 Africa Twin handguards (which needed cutting to fit) replaced the old stock items, and the under-tank wiring, fuel pipes and radiator plumbing all benefited from a protective covering of armoured plastic spiral binding.

With the bike laid bare, I carefully stripped and cleaned the carbs fitting new 'O' rings and choke plungers in the process. A new in-line fuel filter slipped on easily enough but then I came upon the first real problem. The stock air filter element that Lings had sent me didn't match the much larger desert filter that Honda France had fitted to the extended air-box.

The desert filter looked very similar to a stock item but was at least 30% longer, and

after making a few careful measurements I managed to fit the new stock filter by removing the extension to the air-box and fabricating a neoprene seal to prevent dust ingress. I fired off a fax to Honda France trying to find out what filter was actually fitted but as of yet I haven't heard from them. The ever helpful Richard at Lings is working on it so hopefully I can keep the bike in full Dakar trim once the correct part has been identified.

As with most TBM projects the Africa Twin seems to be taking much longer to finish than planned (nobody mention the project XL alright), but to be fair I'm not too sure exactly which parts are standard XRV650 and which have been modified by Honda France and the previous two owners. And in fairness, only odd items like the air filter are causing a problem at this moment.

In the meantime (during the new year's break) I've rebuilt the bike, raided my piggy bank for the dosh to fuel it up and am in the process of trying it out for the first time with all the new components fitted, though you'll have to wait for the next gripping instalment of Staffbikes to read about that! Happy New Year. D'C'C

Out to Stud!

Paul Bodger Blezard
Honda XR600R

Regular readers will recall last reading about my trusty XR600 in the October issue when it received a major facelift - and not before time. All the photos and the work described were done in a single day, the bike looked lovely and the ed's witty write-up put a rosy-spectacled, feel-good glow on the whole proceedings. But of course that wasn't the whole story, oh no. There was still an awful lot of work to be done before the bike was ready for the road; some of it planned, much of it unplanned...

Anyone who's ever done any serious spannering will know that it's the little fiddly jobs that take most time - the stuff that makes the biggest difference to a bike's outward appearance, like changing the tank, seat side-panels and mudguards is all pretty straightforward. But it's no good having a new set of lights if they don't work, so.... The first job was to wire up the new Acerbis stop and tail light unit.

As a US-spec import, the bike only comes with single-filament head and tail lights and

STAFF BIKES

I'd previously run the horn and stop light off a total-loss circuit, powered by an alarm battery in the fender bag. I wanted to take this opportunity to wire everything off the alternator but that proved problematic, to say the least. For a start, the Acerbis rear light comes without any bulbs and they're unusual - it takes two single filament sausage-shaped bulbs which you won't find down your local Halfords. Acerbis importer Bert Harkins obliged with the requisite items but the brighter of the two is only about 10watts, instead of the normal 21.

With the tax about to run out, the MoT started to loom large in my considerations and it dawned on me that neither of the smart-looking lights procured by TBM were actually fully street legal. The rear light has no transparent section to light the number-plate and no reflector, while the front DHH doesn't strictly conform to the DoTs Construction and Use regs (even though it comes fitted with one dipped beam and one high beam)... ho, hum.

If you're lucky enough to own a new bike it's no problem fitting a dinky little twin-halogen headlight unit because you don't have to worry about passing an MoT for three years, but I'd advise anyone who fits one to an older machine to keep the original for MoT time if no other. So anyway, I decided to re-fit my original US-spec headlight for the time being which, ironically, isn't designed to be road legal either, but I had modified it to take a 60/55watt Halogen bulb dip beam, which I reckoned would give it a better chance of getting through an MoT than the twin dinky halogens, and I found a tiny but legal reflec-

Nunc est Blezendum! It took three burly blokes and a set of tyre levers to fit those knobblies - the ones on the bike were much easier!



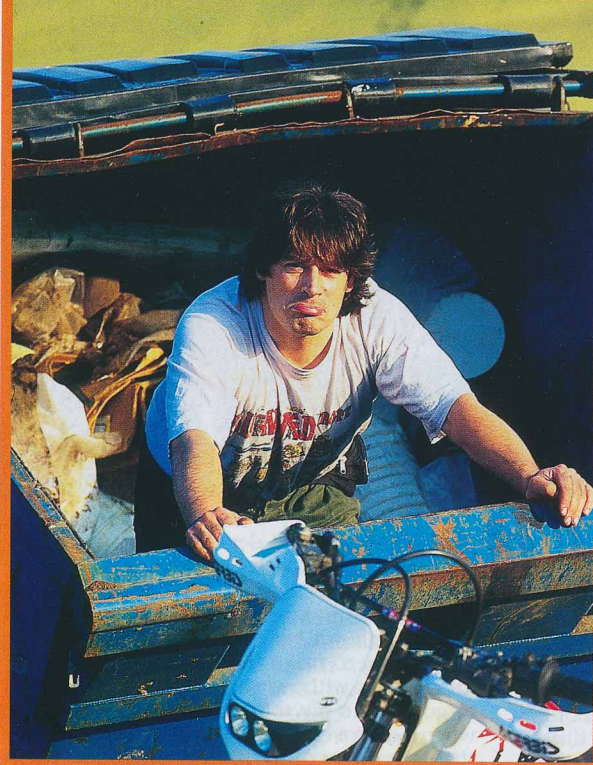
tor for the rear and decided to keep my fingers crossed on the number plate light.

Quite unexpectedly the bike passed its Mot at the first attempt (*is this a record? - ed*), though not before I'd spent hours, literally, trying to make the horn work off the XR electrics without success. I was just about to go back to my total-loss battery system when I discovered that it worked so long as the lights were off! With a total alternator

output of only 80-odd watts, the 55/60 watt halogen was just taking too much juice from the system but I couldn't fit a lower wattage bulb because 35 or 45watt units are much more 'bulbous' and won't fit through the hole in the back of the light. (The original 25watt unit is only a single filament remember).

I was astonished to discover that the Australian-spec XR600 rally bike described in the December issue (TBM29) had exactly the same problem, because they come complete with indicators, but I've since discovered that even the latest Dutch-spec XR400s, which also have indicators, still don't produce enough juice to power a

Chuck the rubbish in the skip Blez!



Exhaust needed a thorough strip down and clean up with a wire brush before applying three coats of high temperature paint. What it got was a quick spray job (in situ)!

60watt Halogen. Anyway, at least all the lights and horn now worked, even if not at the same time and besides, my electrical travails soon paled into insignificance alongside other more pressing problems....

The more observant among you might have noticed that the 'after' photo of my XR back in the October issue was taken from the left hand side since the exhaust system still looked as ratty as ever. We did attempt to remove it during the face-lift but the studs proved stubborn so we decided to leave well alone. Somewhere along the way I had acquired a big-bore set of pipes and was quite keen to see what affect they might have on the performance and besides, I also wanted to paint the original system properly. Either way, those pipes had to come off. I soaked the head studs in penetrating oil for several days and was rewarded with movement where before there had been none. Lulled me into a false sense of security it did. Yup, you've guessed it, in less time than it

STAFF BIKES

takes to say 'Bodger Blezard' I'd snapped off the outside studs on both sides before I came to my senses. Oh dear.

My friendly local welder welded a sodding-great nut onto the remains of the stud, but it just broke again. There was nothing for it but to get the tap and threading kit out. On the right hand side the operation was reasonably successful - I drilled out the stud

and re-tapped the hole to 8mm (standard is 6mm). This requires a massive 17mm nut, but Big Bob at my local dealer, Blay's of Twickenham, cut me a special stud with an 8mm thread into the head and a 6mm coming out of it, so it could still look standard.

However, when it came to drilling out the

stud on the left hand side, things went horribly pear-shaped. I got the stud out okay but then I managed to snap off the re-tapping tool in the hole. These little darlings are near diamond-hard so getting that sucker out provided plenty of fun and games. Then I got impatient and simply bored out the hole too big so there wasn't enough meat left to take even a massive 8mm hole - the 8mm stud flopped about like a flaccid member dans le trou d'un putain. Complete catastrophe.

The only answer was to weld up the stud hole and start all over again. On asking around I was regaled with tales of Japanese 'monkey metal' that would melt at the first sign of an alloy welder and everyone agreed that the engine would have to come out and the head off to do the job properly. Great.

Everyone except Bob at Blay's that is. He put me on to John Clift, former drag bike builder and consummate engineer. John was completely un-fazed by the appalling result of my impatient incompetence and fixed the whole thing in situ in a quarter of the time I'd taken to bugger it up and for half the

price of a genuine Honda kick-start (that's a whole story in itself). I took him the whole bike and when I picked it up a couple of days later it was as good as new - welded up and tapped back to the standard 6mm stud size. Superb. The man's a genius! Now why can't I do that? P'B'B

The results of Blez's bodging on the header stud can be clearly seen. Bearing in mind his inability to use something as simple as a pencil sharpener, an electric drill was always going to cause problems



TAKE FIVE

Finally it's the turn of TBM's resident hoary old columnist Chris Evans to list his five favourite pieces of riding kit (or essentials), that he never hits the trail without taking along with him...



Acerbis Gear Bag £89.95

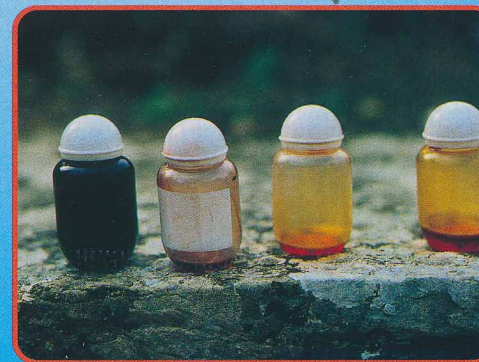
As anyone who knows me will happily testify, I'm the world champion at putting things down and walking off and losing them. But since I bought this humungous Acerbis kit bag I've lost virtually nothing. Whereas before I'd leave a trail of small tatty looking holdalls and plastic bags between bike, van and hotel; now, with just the one bag, all my stuff stays in one place. With four different size and shaped compartments (one that's boot shaped, one that's helmet shaped etc) I can organise myself before I leave and pretty much stay that way throughout a weekend. In one fell swoop I can accommodate all my riding kit, casual clothes, documents and maps etc, and I'm left with just one bag to heave around. Quite literally this bag has revolutionised my life and I couldn't live without it. Incredibly strong and with no rips, tears or broken zips despite more than a year's hard use, its initial high asking price now seems a bargain to me!

Dainese Safety Jacket £159.99

I used to own a plastic MX-style chest protector, but never wore the thing as it was so bloody uncomfortable. In hot weather it was unbearable and I was forever getting the thing tangled up with my back pack. When I first got the Dainese stuff people used to laugh and say it was a bit over the top for trailriding but now quite a lot of riders wear them so I guess they've come to realise just how versatile it is. Comfortable enough to forget you're wearing it (which means you wear it all the time), I particularly like the way it protects the entire length of the back and the fact that as an all in one you can't leave bits of it at home. Downsides include looking like you've just walked out of some dodgy S&M movie and the fact that the fishnet part covering the arms tends to get ripped by bushes if you ride without a jacket. Sadly no longer available with the 'articulated block' chest protector section, newer versions compensate with a broader and more heavily padded spine protector. Top marks.

Boots refillable Travel Bottles 20p each

One of the things that always put me off owning a two-stroke was all that messing around with pre-mix. But when Kent rider Ian Firmin (stand up and take a bow), introduced me to Boots refill bottles I promptly rushed out and bought a WR200. Designed for anal retentives who like to go on holiday with just the right amount of shampoo' the naff label (which soon wears off) informs you they have a 75cl capacity, but fill them right up to the brim however and you get exactly 100cc, or just the right dose of oil for four litres of pre-mix at 25:1. Not perfectly designed - the tops can be a bugger to get off with wet hands and they'll leak if you don't screw them down properly - they nevertheless make life much easier and cost next to nothing. Carry four and you've got enough for a full day's riding and as an added bonus you can laugh at all your mates as they walk around holding bulky litre bottles of oil up to the light trying to work out how much they've already put in. Just the job.





TAKE FIVE



Lycra Exercise Long-Johns £12

I'm not sure if that's what they are really called but I'm sure you get the picture. The latest addition to my wardrobe, they have become absolutely indispensable. Previously I used to hesitate between boxers (which had a nasty habit of 'riding up') or Y-fronts that quickly cut off the blood supply to the family jewels. With these things, apart from proving a major boon to my sex life, the Kajagoogoo syndrome is entirely eliminated. In addition they seem to genuinely support tired legs (now at last I understand those ads for support tights) and also eliminate chafing caused by the elastic straps on knee protectors. To be really perfect they should feature foot straps so they don't ruck up when you put long woolly socks on. But hey? For twelve quid, who's complaining?

Zip-Lock Freezer Bags £1.00 a box

Trail riding and rain go together like cheese and pickle. Unfortunately water and bits of paper don't get on so well - which is where these nifty little re-sealable plastic bags come in. Available in different sizes and strengths I tend to buy the strongest I can find, in a range of sizes. Coming out of Sainsbury's with these as your only purchase will have you quickly marked down as the local drugs dealer, but if you can live with the stigma you'll find a million and one uses for them out on the trail. I tend to use a medium size one for maps, oiling air filters, a small one for my wallet, driving licence etc, and a big one for tools, wire, split links and all my duty free fags. If you want to get really obsessive about it, on the strip where you're supposed to mark the date of freezing, you can instead, list the contents of each bag. Truly nerdy.



Wish List

I've recently forked out a sizeable wedge of my hard earned dosh on an MSR Gore-Tex riding suit. Although undoubtedly excellently made and drier than anything I've ever tried before, they've failed to live up to their claim of being 100% waterproof. It says on the blurb that should leaks occur you can return them under guarantee, but if I do this after every time I go riding, I can see me, the UK importer and the postman getting a tad brassed off with each other. So first on the wish list is a set of genuinely waterproof (and breathable) riding gear which works first time out. My other fervent wish is for equipment that doesn't wear out quite so quickly. I probably do more miles than the average off-road rider but still I seem to be getting through boots, gloves, goggles, rucksacks - you name it - at an alarming rate - and it's costing me a small fortune. Finally if somebody could come up with a helmet-mounted intercom system that operated over a reasonable range (ie more than the one mile that the systems currently on the market offer), I'd be the first in the queue. Any suggestions?

GI Blues

**THE BRITISH ARMY HAS
ALWAYS BEEN KNOWN AS
THE BEST TRAINED
AND WORST EQUIPPED
ARMY IN THE WORLD.
RECENTLY THEIR
ARMSTRONG MT500
TRAILBIKES HAVE BEEN
REPLACED BY HARLEY
DAVIDSON 350S.
EARLY LAST YEAR
SAUL BLEZARD FACED
AN ENDURO ON ONE TO
DISCOVER WHETHER
THE CHANGE IS REALLY
FOR THE BETTER**

I have to admit that I left London filled with foreboding. After all, the last time I'd been to a party the night before an enduro I ended up distinctly the worse for wear, yet here I was in a similar situation and this time I was making life even harder for myself by choosing a heavy-duty 'Hardley' Davidson 350 army bike as my race mount. Masochist? Moi?

On the plus side, the regs for the Corinium Enduro clearly stated that the event would be a relatively easy ride for clubman riders and the weather forecast was excellent. As for the Harley, anyone who's seen the likes of Gwyn Barroclough, Sean Skinner or Katrina Price charging through the forests in the Cambrian Rally would be hard pushed to argue that these khaki contraptions are completely useless off-road. And rather than the old drum-braked, kick-start MT500, I'd managed to secure myself a go on one of the army's latest weapons... the Harley 350!!

I was a characteristic couple of hours late for the party on the Saturday night which at least helped to moderate my intake of alcohol and by some miracle of miscalculation I actually arrived early (and sober) at Lord Bathurst's Cirencester Park the next morning. My steed for the day arrived shortly afterwards courtesy of a serving officer who unfortunately has to remain nameless - we'll call him 'Captain Scarlet' (though he actually looks more like Joe 90!). The Cap'n gave me a run-down on the squaddy bike and in exchange I ran through the foibles of my

'immaculate' XR600 which he was using for the day. But when he saw the state it was in he almost looked disappointed to have swapped! The H-D was bog standard except for a slight modification to the airbox and the removal of the military racks and it came with a motocross front tyre and the compulsory trials hoop at the rear.

The very first time I rode the bike was at the start of the enduro - we set off three per minute from a dead engine start, so the electric foot gave me an instant advantage over my two fellow competitors. As a 'cooking' 350 four-stroke, the Harley didn't exactly zip away from the start like a bullet from a gun though within a couple of hundred metres the course dived into the woods and started zig-zagging in and out of the trees in a seemingly endless series of twists and turns.

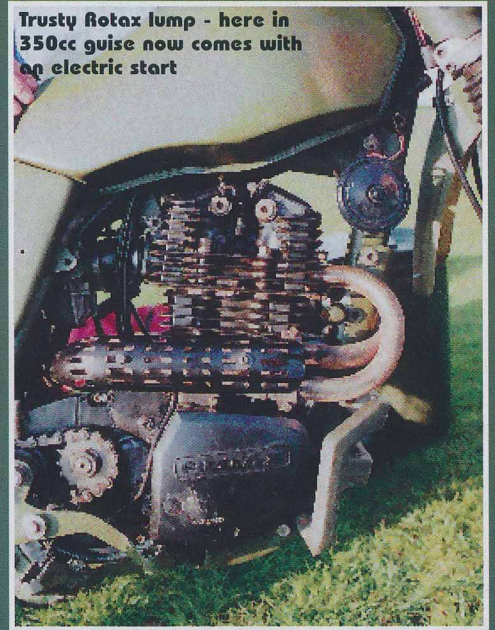
The lack of oomph wasn't really a problem here, it was the weight and geometry of the H-D that made it hard work. Nevertheless I was pleased to catch up with 'Captain Scarlet' within a few hundred yards - he'd started a minute ahead and was frantically kicking my old XR600 in that familiar way, having stalled it on a tricky little diagonal climb up a bank between trees.

As I scrambled past him the trusty XR burst back into life and the Cap'n stuck to me like glue for the next three miles of almost uninterrupted nadgeriness. The schedule for the first lap allowed us in the trailbike class over an hour and since we'd been assured at the briefing that an average clubman could get around the 19 mile course in about 45 minutes, I took it steady and tried to avoid making any unforced errors as I gradually became more familiar with the bike.

One of the squaddy bike's most endearing features is its nice wide comfy seat, but unfortunately the relative lack of suspension means that you can't afford to spend a lot of time with your bum on it - it's 'stand up city' if you want to stay in control. I was soon wishing that I'd spent more time adjusting the foot controls - I like a good bit of travel on my rear brake and the Harley had almost none at all which made it very hard to avoid dragging it inadvertently and I'd already been warned that it was easy to boil the rear brake fluid. The gear lever was even worse because it was set up much too close to the peg for me and I kept changing gear (in both directions) by mistake.

Despite these minor irritations I was delighted to find myself gaining on a lad on a DR350 and as we came out onto a firebreak I gave the H-D full throttle and went

Trusty Rotax lump - here in 350cc guise now comes with an electric start



for it. Unfortunately (*for him - Ed*) I was paying too much attention to my overtaking line and not enough to the course marking - just as I'd committed myself to passing him, matey slammed on the anchors and turned right across my path following the arrows back into the woods. Yikes! I couldn't avoid clipping his front wheel as I overshot the turn and continued up the firebreak. Fortunately I managed to stay on and turned around in time to see my unfortunate victim picking himself up off the floor. I apologised profusely and he took it incredibly well. Still, no harm done, and at least I now had a clear track ahead!

At the next firebreak the Cap'n powered past on the XR600 and gradually pulled away out of sight in the next section through the woods. I could see that the big Honda's suspension was making life easier for him than the H-D's was for me, plus it was at least 50lbs lighter of course. I had no such excuses when the next rider came by though because he was on an identical machine! Sean Skinner came past like a man possessed - I just couldn't believe the way he made the Harley duck and dive like a lightweight, which just goes to prove that it ain't what you ride, it's the way that you ride it...

Although the dry conditions meant that the going was pretty easy all the way round, there were plenty of 'traps' and obstacles to catch out the unwary. Bombholes with blind drains, offside and rear practical ditches, trap



roots, fallen logs, ruts and some really narrow squeezes between trees where you had to jiggle the bars to avoid contact. The standard army mount actually comes with hand protectors, but they add six inches to the overall width so they're always taken off for enduros leaving me without hand protection.

By now I felt really at home on the bike and as I started to go for it a bit more I was impressed by the Harley's stability, especially over ruts. Several times I got cross-threaded and thought 'oh no, here we go over the bars again' only to find that the bike just sorted itself out and carried on regardless. There were a few nice jumps on the



course as well, one of which had a photographer strategically placed to catch us in mid-flight. The Harley was very stable in the air, but you had to watch it on landing. On several occasions it bottomed out with a sort of 'boooing' sound and I could feel the back end kick right up off the ground, - and it was all I could do to keep the bike pointing in a straight line.

On the other hand I was pleasantly surprised to discover that it was possible to get the front end up to avoid the worst potholes, provided you planned your hoist in advance and gave it a hefty tug. There were two long (four mile) special tests on the course, both of which formed part of the 19 mile lap with a mixture of really fast going and serious nadgriness. The last special test finished just before the end of the lap and I was surprised to catch up with a stationary Cap'n Scarlet half way through it. Back in the refuelling area I discovered that the Mysterons had thrown him over the handlebars in spectacular fashion, but fortunately with no harm done to him or the bike.

I'd completed the opening lap in less than 50 minutes - a full 15 minutes under the trailbike schedule, but it was the second lap that was the most important for everybody because that was when the special tests were timed. My aim for lap two was to get a good rhythm going early on whilst conserving energy for the special test in the second part. By now the Harley felt like a part of me but ironically I stalled it for the first time on a tricky little climb out of a bombhole and thanks to the electric button, hardly lost any time at all.

I passed two riders before I got to the first special test and overtook a third half way through it. A couple of times when I couldn't avoid potholes the back of the bike got fired back up against my backside and on the spectacular 'photographer's jump' I was trying so hard that I overshot the turn straight afterwards. On the faster sections the metric speedo was showing well over 80kmh and I was starting to hang the back end out on the grassy turns onto the firebreaks. The H-D is very 'slideable' into corners although the on/off rear brake made it easy to lock up the back end by mistake and I had a bit of a moment when I went completely sideways into one and only just managed to save it with a frantic dab. Both brakes actually worked pretty well - the front disc is much better than the Armstrong's drum yet you can pull hard on it without fear of locking up - perfect for these conditions.

I was delighted to catch and pass a Husqvarna mounted rider, only to be humbled by an old boy going like the clappers on a KMX shortly afterwards! Still, I completed lap two well under the clubman pace of 45 minutes. Back in the pits I tried to put the bike on the sidestand but couldn't. On one of my heavy landings it had been forced right past the centrestand and was now completely jammed. With some help from another rider I pulled it back down because it was in danger of rubbing on the disc. That explained why the centre stand had suddenly stopped clattering.

Lap three was an action replay of lap two and if anything even faster as I really had the hang of the Harley by now and didn't have to wait for the 'off' at the start of the special sections. As with the previous two laps I caught several riders and was only overtaken by Sean Skinner and a couple of other fast boys.

It was a different story on lap four though - I'd rather shot my bolt by being so gung ho on laps two and three and started to feel tired within the first few minutes. The first five or six miles of the course were definitely the most physically demanding because they were just so nadgery and the weight of the H-D certainly wasn't helping matters. My ageing thighs and knees in particular started to creak and complain from all the standing up. For the first time the two guys that started on the same minute as me caught and passed me, along with a couple of other riders that I hadn't seen all day. I started to worry about keeping to the schedule since it actually required us to go faster every lap and I was now going much slower! However,

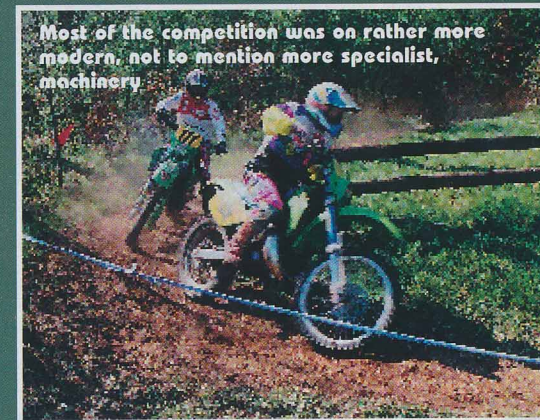
I got a second wind when a guy on a DR350 came past me - I managed to get him back and then see him off as the course opened out.

About a mile from the finish I nearly came off when a hefty branch which I hadn't noticed before tried to brain me, leaving a graze which made me look as if Dr Frankenstein had just sewn my head back on, but in the end I managed to complete the last lap with five minutes to spare and only dropped a couple of minutes on my best times. I was glad that the trailbike schedule was only four laps though (compared to the clubman's five), because by the end of four I was knackered.

Still, can't complain, I had a thoroughly enjoyable day out on the Harley and when the results came through I felt I had nothing to be ashamed of. I was eighth out of 15 in the trailbike class but was only beaten by one other H-D 350. My special stage times were actually faster than 14 riders in the up to 250 (two-stroke) class and 13 riders in the four-stroke class (many of whom retired before the finish) so I was faster than quite a few people riding DRs, KTM LC4s, XRs, CCMs and even an ATK not to mention a few 250 two-strokes. And to cap it all the H-D did the whole 80 mile day on a single tankful.

Then again, to put things back in perspective, Sean Skinner came fourth in the clubman four-stroke class on his H-D 350 despite boiling his brakes and riding half the fifth lap with a flat rear tyre! Just goes to show these Harleys aren't as bad as you might think. Now where's my leather bandana...?

Many thanks to Captain Scarlet for arranging the ride and I hope your leg has now recovered (he crocked himself falling off my XR on lap four)



Most of the competition was on rather more modern, not to mention more specialist, machinery

GP Blues

The Dirtbike Guide 98



All the new
bikes for
1998

Prices
Specifications
Colour Pictures

MX Bikes
Enduro Bikes
Trial Bikes
Trail Bikes
Kids Bikes

PLUS

THE WORLDS TOP TEN
DIRTBIKE RIDERS

SHEFFIELD ARENA
SUPERCROSS

PAUL EDMONDSON

Price £3.50



On sale now
from all good
newsagents

MOTO-WARD LTD

Motorcycle parts and accessories
117 Brighton Road, Surbiton, Surrey KT6 5NJ
TEL: 0181 399 0630 FAX: 0181 296 0704
e-mail: motoward@compuserve.com

YAMAHA

SPARE PARTS SERVICE - ALL MODELS
PLUS
TOP BRAND NAME OFF-ROAD GEAR

- ALPINESTARS • ANSWER
- SBS • IZUMI • PREMIER
- ACERBIS • RENTHAL
- EVOLUTION
- MIKUNI • RICKY CROSS

Specialist supplier of enduro & overland equipment



ADVENTURE in store....

WE NOW STOCK A RANGE OF KTM ROAD AND OFF ROAD BIKES

NEW HONDA SPECIAL PRICES		620 DUKE AWESOME	£6,880 OTR
XR250 1 reg, 2014 miles, ex cond.	£2,150 OTR	125 STING 2-STROKE DUKE	£3,800 OTR
XR250 1 reg, 1883 miles, superb example	£2,780 OTR	400 SUPER COMPETITION	£5,200 OTR
XR250R	98 MODEL DUC SOON		
XR600RV	£4,500 OTR	BMW CAGIVA	
XR600RV	£4,150 OTR	F650 STRADA ONE ONLY	
XR750 AFRICA TWIN 1 reg, only 200miles, UK	£6,400 OTR	F650 ALSO IN STOCK FUNDURO	
AFRICA TWIN	£6,495 OTR	CANYON 600, GORGEOUS SPORTS	
TRANSALP	£4,799 OTR	TRAILY LIKE DUKE BUT AT	
WE ALSO STOCK HONDA ATV's -		R1100 GS order now '98 model	
2 WHEEL & 4 WHEEL DRIVE		£4,500 OTR	
NEW KTM IN STOCK		£9,885 OTR	
400 SUPER COMPETITION	£5,200 OTR	96 KTM ENDURO LARGE TANK	
		£4,495	
		BMW F650 FUNDURO 1 reg, 11 reg, V reg	
		£3,950	
		F650 FUNDURO, 1 reg, White, 7,285 miles, V reg	
		£3,980	
		BMW R1100GS, E reg, GC, 2,500 miles, White	
		£3,500	

USED SELECTION

4 GROES ROAD, COLWYN BAY
01492 535959

FOR SALE

An opportunity has arisen to own one of only two remould m/x machine set ups in the world. Know throughout Europe for producing quality remould m/x tyres for race winners such as MICK ANDREWS or for your CLUBMAN RIDER

For more details please contact:
JAMES HOLLAND SERVICES C/O RACE-ON-RETRREADS
Unit 32 & 33 Red Lion Works, Greenleaze, Knowle, Bristol BS4 2TJ
0117 971 2966

Rieju
(say it Ree-Ay-Who?)
Major Spanish producer for more than 60 years with long history of competition successes

50cc and 125cc ranges
GAS GAS and Minarelli powered
Showa suspension
Road/Enduro at sensible prices

RR50 £1850
RR125 £2250

Full spec and dealer list from
HARGLO Rieju
BUSHFIELD LTD., 70 NORTHWICK BUSINESS CENTRE
BLOCKLEY, MORETON-IN-MARSH, GLOS. GL56 9RF. ENGLAND
Tel: 01386 701162 Fax: 01386 700738

TRAIL TALES

The Paris -Dakar is not all sand and sunshine. Paul Blezard relates the strange tale of an obsessive Australian, a half-baked project and a dastardly DR600...

The 1987 Paris-Dakar rally will always be remembered for the scintillating duel between Cyril Neveu and Hubert Auriol which ended just two days from the finish when Auriol broke both ankles while leading Neveu by only two minutes. But for me the 87 Dakar conjures up memories of an altogether different drama which took place before the event even started.

In the spring of 1986 I made the acquaintance of a young 'Ocker' by the name of Malcolm with a fatal fascination for the Paris-Dakar. He'd already completed the Australian Safari in a near-standard Citroen GS saloon car (no mean achievement) and was obsessed with the idea of doing the Dakar on a bike. But not just any old bike, oh no. Malcolm wanted to do the Dakar on a rear-engined fully-enclosed, centre-hub steered, feet-first device - a two-wheeled rally car if you like. I'll spare you the arguments for and against such a design - all you need to know is that he was a long way out of his depth, both technically and financially, but he did have an unbelievable amount of chutzpah and determination.

He blagged tools, workspace, technical assistance and a GSXR750 engine and persuaded a designer to draw an impressive-looking (and very unrealistic) 'artist's impression' of his fully enclosed demon desert machine. Most impressive of all, he conned, sorry, persuaded, the publicity department of Swan Lager to front up five grand towards the project (although Malc

was disappointed because he'd asked for £100,000). The Dakar organisers were a long way short of being convinced that his revolutionary machine had any hope of passing scrutineering, but misguided Malc paid his £1700 entry fee anyway and pressed on with building his 'special'.

By December 18th 1986 (ie less than two weeks before the Dakar was due to start), Malcolm was a long way behind schedule. He'd had a special frame and wheels made to go with his GSXR engine, but he hadn't actually got much else. No steering, wiring, controls, bodywork, suspension, tyres, lights, or, er... anything else. He was supposed to sign on in Brussels on December 27th but he

was still insisting that he could finish the bike in a week! He finally came to his senses and abandoned the feet first idea (temporarily) on December 23rd, leaving precious little time to organise an alternative mount, or indeed anything else. But organise it he did. Well, kind of.....

In fact what happened was that Malcolm persuaded Suzuki GB to part with a well-thrashed DR600 ex-press bike for the knock-down price of £600 and then spent what little time was left before Christmas rushing around like the maniac he was, blagging gear left, right and centre. Yours Truly provided helmet and goggles, a mate of mine sold him some boots for £20 and Belstaff unknowingly donated a sturdy nylon over-suit through the good offices of a magazine that I'd recently been working for.

Minor details like insurance and an ACU competition licence were successfully acquired on Christmas Eve but with all the specialist shops already shut for the festive season, most of Malcolm's tools and desert equipment (such as extra fuel tanks) came from those well-known purveyors of rally and enduro ware, Messrs Halfords. (I swear I'm not making this up!)

The bike, meanwhile, was still languishing at Suzuki's Golding Barn off-road HQ near Brighton. Malcolm persuaded me to ride it back to London for him on Boxing Day, in the rain, still shod with the Barum knobblies that it had worn for the Weston Beach Race a couple of months earlier (since when it had not been touched). It was an entertaining ride, as I recall, because when the tyres weren't slipping on the greasy roads, the clutch was slipping due to worn-out plates.

Malcolm was up all night in my parents' greenhouse rigging up a roll-map and some support for his Halfords five litre petrol cans, plus fitting a handlebar screen that I'd rashly given him and the compulsory rear fog light. He obviously wasn't going to make it to Brussels in time for the morning check-in so I phoned TSO, (the Dakar organisers) and persuaded them that there was really no need for him to go to Belgium at all. This gave him a vital 36 more hours to get organised before scrutineering started in Rouen on December 29th.

He spent a large part of that time finding and fitting a new chain and clutch plates but not, unfortunately, the trail tyres which would have been handy for the thousand miles of tarmac to Barcelona and beyond before the serious off-road stuff began.

It would also have been helpful if Malcolm had been able to start the bike on his own, but unfortunately he couldn't. I vividly remember popping out to see a friend and returning to find him sweating and swearing, still trying to start the bike - exactly as I'd left him two hours earlier!

The road to rack and Rouen we followed the next day was paved with memorable incidents. On the night-time ride down the A3 my bike's lights went out at 80mph whereupon I mounted the kerb and grass-tracked along for about a hundred metres - scary. We missed two Channel ferries; (too late for Portsmouth, Frogs on strike at Newhaven). Best of all was the sublime moment when I saw the DR's kick-start describe a perfect arc as it flew right across the forecourt of an all night petrol station on the A27 when the recalcitrant beast back-fired. (We just managed to find it in the dark).

By that time though Malcolm had sprained his ankle from failing to start the thing and so was completely reliant on me to start it for him. We finally caught the

Folkestone-Boulogne ferry at 10am on December 29th, having ridden well over two hundred miles from London to get there. Just about the only piece of good luck was bumping into some Dakar fans from the All Wheel Drive Club who agreed to take the four spare tyres that we'd been carrying between us, plus Malcolm's back pack. It was blowing a gale across the plains of the Pas de Calais that day but we got to Abbeville in time for Malc to change no less than £1275 in cash into French francs, which was almost all

Dakar or Bust



Peter Flynn '97



he had got for the whole rally, and most of it was spent by the time he'd got out of 'administrative scrutineering' at 6pm. In addition to that, I had to write out a 'forfeit' cheque for £889 on Malcolm's behalf because he'd conveniently run out of cheques of his own.

Malc's Dakar nearly ended right there in Rouen when the organisers discovered that he didn't have so much as a photocopy of the DR's log book with him. I can't recall exactly how we got out of that one, but I seem to remember that crude forgery was involved. Underneath Malc's idiosyncratic add-ons, the DR600 was absolutely bog standard, so it sailed through the machine check with no problems - once I'd started it for the noise check. The French mag Moto Journal used to print a photo of every competitor and their bike going through scrutineering, with their name, rank and number underneath - needless to say, Malc's machine was the only one with two people in the picture - Monsieur Malc himself and me - his unofficial starter!

In the end Malc was the very last entrant to leave scrutineering at about 10pm and we didn't reach the parc fermé in front of the Palace of Versailles, just west of Paris, until about 2am. Malc spent what was left of the night in the van of the only two Brit contestants that year, and despite the uncomfortable conditions he overslept by two hours. Next morning he left in such a panic that he forgot his motocross boots - yet somehow survived the four-mile off-road prologue at Cergy-Pontoise, despite stalling the bike four times. (He must be the only rider in the history of the event who's had to ask a spectator to start his bike for him!).

Things actually started to go better for Malcolm after that. His French girlfriend

Isabelle blagged him a free place on a truck for his tyres (people used to pay up to £500 in those days) and the works Suzuki squad gave him some lessons on starting DR600s. He even got away on time at the grand start on New Year's day after getting a bump start from the crowd. Better still, he got all the way to Barcelona without any time penalty despite losing his Road Book directions and doing an unscheduled lap of the Paris Peripherique.

By the time he reached the start of the first special stage, 400 miles into Algeria at Ghardaia, Malcolm had actually learnt to start the bike without outside assistance but then his luck ran out. To cut a painful (and very expensive) story short, he overslept again, had no time to change that by-now knackered Barum or even adjust his chain before the start. The chain soon came off, at which point Malc discovered that most of his tools had already bounced off the back of the bike and were strewn across the desert so it took him hours to get it on again. He fell off repeatedly in the next 120 miles of rock and soft sand and was nearly flattened by Zanirolli storming past in the works Range Rover. Later on in that same first special stage he was rammed by a support vehicle when he tried to overtake them on the wrong side (being still used to driving on the left), and was lucky not to break his leg.

His new-found starting technique was no good to him now because he could barely stand up and besides, the DR's oil-cooler was holed. It was the end of the Cobber's desert campaign which in truth, had barely begun, although given the state of his mind, body and finances at the time, I think it was probably a merciful relief.

It wasn't the end of Malc's road to recovery though. He spent 12 hours in the medical tent before making his way the 1000kms back to Algiers in a succession of ancient Peugeot taxis. Malc was already skint so he had to borrow £134 quid from the Aussie embassy to pay for a flight home and a night in an Algerian hotel. On January 6th I went to see him at his girlfriend's flat and he was still in a state of shock. He'd thought about it long and hard and reckoned that it was his inability to speak French which was his biggest handicap. But in truth, everyone who knew him realised Malc's main problem was undoubtedly his inability to keep a firm grip on reality!

Dakar or Bust

SUBSCRIBE!

TO YOUR FAVOURITE TRAILBIKE MAGAZINE

Subscribe to TBM now
and be sure never to
miss a single issue.

Simply send your £22
and we in return will
send you twelve

monthly issues packed
full with all the best
features and road tests

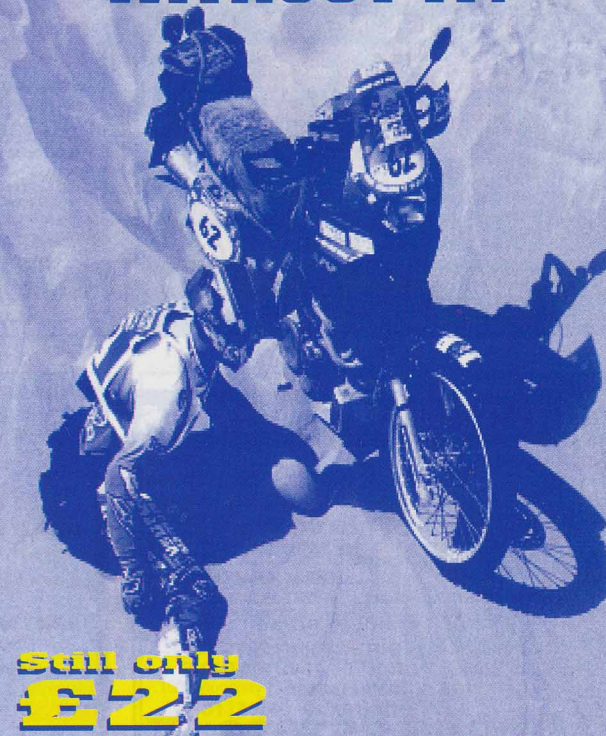
from the world of
Trailbikes and enduros.

Straight through your
letter box, you don't
even have to get out of
your chair.

Send your subscription to:
TRAILBIKE MAGAZINE

PO BOX 9845
LONDON W13 9WP

DON'T GET STUCK
WITHOUT IT!



Still only
£22

Please make cheques payable to TrailBike magazine

PLEASE START MY SUBSCRIPTION FROM ISSUE NUMBER ()

NAME.....

ADDRESS

POST CODE BIKE OWNED

classified

bike sales

TREVOR POPE MOTORCYCLES

THE SOUTHS LEADING CRM DEALER

CRM 250	MK 1 1989 4,315km, nice	£1900.00
	MK 2 1991 13,863km, sound bike	£2100.00
	MK 2 1992 11,216km, good motor	£2100.00
	MK 2 1992 11,824km, clean	£2100.00
	MK 2 1992 3,740km, clean	£2200.00
	MK 2 1991 8,580km, Excel rims	£2500.00
	MK 3 1994 300km, mint	£2995.00
	MK 3 1995 3,454km, nice bike	£3100.00
	XR250 e/start, 2,000km (1995) mint, £3100.00	
	NEW XR250 e/start	£3699.00

All prices inc. Registration fees
98 PROGRIP IN STOCK NOW. PHONE FOR A DEAL

01705 521111 57-59 FORTON ROAD, GOSPORT, HANTS. PO12 4TD
 9.00 - 6.00pm

JIM AIM MOTORCYCLES

NEW 1998 KTM & HUSABERGS NOW AVAILABLE

NEW 1998 KTM 400 EC	EPOA
NEW 1998 KTM 380 SX	EPOA
R reg KTM 360 EXC	£3795
P reg KTM 400 SC	£3795
N reg KTM 400 SC	£3795
N reg Kawasaki KLX 250	£2695
N reg '95 Kawasaki KLX 250	£2495
L reg KTM 300SX	£1750

HUGE STOCK OF KTM SPARES ETC
 147 Swan Street, Sible Hedingham, Nr. Halstead, Essex
TEL: 01787 460671

ALLENS PERFORMANCE R & D

MOTION-PRO M/X TOOLS
 IMPORTER OF KEIHIN & MIKUNI CARBURETTORS
 AKTIVE REEDS

BIG BORE STAINLESS FRONT PIPES · SUPER TRAP EXHAUSTS
 POWER UP KITS XR250, XR400, XR600, XR650, DR350, KLX250
 PLUS HUSABERG KLX650, KTM
 CARBURETTORS FROM 22mm - 45mm
 AIR FILTERS: WHITE BROS., K&N, RAM AIR
 THROTTLES: OVER 15 TYPES IN STOCK
 FITTING SERVICE AVAILABLE
 FULL SPARES BACKUP

WHITE BROTHERS DISTRIBUTOR KEEN PRICES

TEL 01949 836733 FAX 01949 836734

BAVINS OF DISS

PW
 RT
 YZ
 TT

MODELS ALL IN STOCK

TTR250 SPECIAL PRICE
 RING FOR DETAILS

YZ 80
 YZ125
 YZ250
 YZF400
 YZF250WR
 YZF400WR (MAR)

Finance P/ex Cash Deals
YAMAHA UK PARTS
01379 642631
 101 Victoria Rd, Diss, Norfolk IP22 3JG

MERLIN MOTORCYCLES

HONDA XR400R	£3750
KAWASAKI KLX650R	£3750
KAWASAKI KLX300R	£3650
SUZUKI DR350R Enduro	£3399
SUZUKI DR350SE	£3399
YAMAHA XT350 '97 model	£2899
YAMAHA TT600R	New Model £3999
YAMAHA TT600E el/start	£3450

Phone for latest prices
 NEW BIKES • DIRECT IMPORTS
 • PRICES INCLUDE VAT • 1998 MODELS
 FREE CATALOGUE
 Phone/fax:
01403 257626

DAVE CLARKE RACING HUSABERG

MAIN AGENT

LARGEST STOCK OF HUSABERG SPARES IN THE COUNTRY
 TEST RIDES ALWAYS AVAILABLE
 1998 MOTOCROSS & ENDURO HUSABERGS NOW IN STOCK

LARGE SELECTION OF USED ROAD REGISTERED ENDURO MACHINES IN STOCK - RING FOR DETAILS
TEL: 01772 612118
 FAX: 01772 454633

ride OFF ROAD SPECIALISTS

- USED MX / ENDURO BIKES
- SPARES FOR YAMAHA, KAWASAKI, SUZUKI, HONDA
- ACCESSORIES **ALFA** **DUNLOP** **ACE** AND MUCH MORE..
- CLOTHING **FOX** **AXO** **WULF** **ALPINESTAR** AND MUCH MORE..
- FULL WORKSHOP FACILITIES

ALL AT
 UNIT 13, WESTERN ROAD IND. ESTATE, STRATFORD-UPON-AVON, WARCS. CV37 0AH
 TELEPHONE: **01789 292931** FAX: **01789 292956**

WYLDE TRAILS

Always a good selection of Trail Bikes

XR, XL, CRM, SERROW 225, TTR, DT, DR, RMX, KDX etc

CLOTHING, SPARES, TYRES, PLASTICS & SPROCKETS

C. WYLDE & SON LTD
 EST 1937
 103 Roundhay Rd, Leeds 8
 Tel: 0113 249 1856
 Fax: 0113 248 5639

LONDON
 WHEELPOWER BIKE CENTRE
 LONDON SW20
 TEL 0181 543 0321

SCOTLAND
 ECLIPSE RACING
 TRANENT
 Stockists of Silkolene, Renthal & Alpine Stars
 TEL 01875 611400

WALES (SOUTH)
 MOTORCYCLE WORLD
 MID GLAMORGAN
 TEL 01443 227903

WORKSHOP MANUALS

HONDA 100-350 OHC 1989-78	£11.99
XL125, XL250, TL125, 250	£16.99
HONDA CR125/250R 1978-80	£16.99
HONDA CR250-500 1981-87	£16.99
HONDA CR250R '88-91+CR500R '88-95	£16.99
HONDA XLXR175R 125-200 '79-87	£16.99
HONDA XLXR250/350 '79-89+	£16.99
YAMAHA XT125-400 '76-86	£16.99
HONDA XLXR 500-650 '79-93	£16.99
KAWA KDX200 '83-88	£16.99
KAWA KX125/250 '82-91+	£16.99
KX500 '83-93	£16.99
NEW SUZUKI RM125/250	£16.99
1989-95 + RMX 250 '95	£16.99
SUZU DR250/350 '80-93	£16.99
SUZUKI RM125-500 '81-88	£16.99
YAM DT100-400 '77-83	£16.99
YAM TT125-400 '76-86	£16.99
YAM YZWR 125-250 '88-93	£16.99
YAM XT125-250 '80-84	£16.99
YAM XT/TT350 '85-91	£16.99
YAM XT/TT500 '76-81	£16.99
YAM XT/TT500 '83-89	£16.99
Adventure Motorbiking Handbook (Scott) Post £2	£13.99
Motorcross & Off Road Motorcycle Performance Handbook (Gair)	£6.99
(post £2.50)	£15.95
Pro Motorcross & Off Road riding techniques (post £2.50)	£15.95
Honda CR 250/500R '86/87	£11.99
NEW Honda XR650LR, XR400R	

MERLIN BOOKS (TBM)
 PO Box 153, Horsham, W. Sussex RH12 2YG
 Phone/fax: 01403 257626
 E-mail: merlinbooks@dial.pipex.com
 Web Site: http://daispace.dial.pipex.com/merlinbooks/

MAYHEM Moto

NEW & USED TRAIL & ENDUROS
 HONDA, KAWASAKI, YAMAHA, SUZUKI & KTM

IN STOCK NEW '98s

HONDA XR400WR	£3,999
KAWASAKI KLX 300R	£3,750
KTM 620EGSE	£4,883
HONDA XR250	£3,299
YAMAHA BREEZE Quad 125	£2,650

01225 751377

ALSO IN STOCK, A SELECTION OF USED ENDURO & TRAIL BIKES
 ALL ABOVE PRICES ARE ON THE ROAD INC. TAX, PLATES, PDI ETC

HAVEN TRIALSPORT

HUMBERSIDE'S **tm** DEALERSHIP

ENDURO IN STOCK

98 TM 125E 98 TM 250E
 SPARES POSTAL SERVICE

HAVEN TRAIL SPORT
 WEST MARSH LANE BARROW HAVEN NORTH LINCOLNSHIRE
TEL: 01469 532600

SPiRiT

TRAIL & ENDURO IN CENTRAL LONDON

XT350 4,000 kms	£1900
XT550 21,000 kms	£1350
XT600	£1000-£1950
XL600R x2	£1400-£1875
GILERA RC600	£1650
DR600 x3	£1400-£1875
Dominator 95	£2750

ALL ABOVE ARE TAXED, TESTED AND FULLY SERVICED
 MORE AVAILABLE SOON

0171 402 9053 0973 746833

ELGYMN DIRECT
 EAST YORKSHIRE'S OFF ROAD SPECIALISTS

WANTED!!
 YOUR BIKE CASH TODAY!!
 P/X AVAILABLE
 ANY MAKE OF NEW BIKE SUPPLIED AT MASSIVE DISCOUNTED PRICES
 BRAND NEW 1997 MODELS STILL AVAILABLE

TRIALS
 MOTO CROSS/ENDURO CLOTHING & BOOTS

GARIBALDI & HERO CLOTHES
 GARIBALDI SHIRT & TROUSERS ONLY £49.99
 HERO & GARIBALDI BOOTS FROM ONLY £129.99
 S/H CLOTHES & BOOTS FROM 69.99

TEL 01723 863649
FAX 01723 865692
MOBILE 0850 729318



classified

sales

SURREY OFF ROAD SPORT & MINI BIKE CENTRE

A TOTALLY NEW SHOP BUT WITH 25 YEARS OFF ROAD EXPERIENCE!!

1998 Vertemati Enduro MX available now

We specialise in KTM, Husaberg, RTX & Tokoya, plus a range of Honda XR's, Yamaha XT, TT.

Clothing from

- CLOVER • WÜLF • SINISALO
- ANSWER • SCOTT SPORTEX
- TECNOSEL • PRO GRIP • ETC

Used Enduro / Trail / MX bikes from £900 up.

TEL & FAX 0181 660 3728

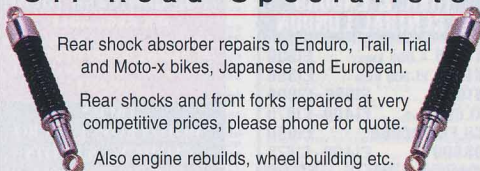
197 GODSTONE ROAD, KENLEY, SURREY CR8 5BN

EASY ACCESS FROM JUNCTION 6, M25

specialists

Neil Hudson Motorcycles

Off-Road Specialists



Rear shock absorber repairs to Enduro, Trail, Trial and Moto-x bikes, Japanese and European.

Rear shocks and front forks repaired at very competitive prices, please phone for quote.

Also engine rebuilds, wheel building etc.

Emlett Farm Itchington, Alveston, BRISTOL BS35 3TA

Tel/Fax 01454 413185

25 Years of Off-Road repairs

spares parts

KIR TRAILSPORE

Tyres & Accessories by Mail Order

Bridgestone Trail & Enduro Tyres
 ED02 Excellent Trail tyre 4.60 - 18 £45.95
 ED02 Also in 19" size 4.60 - 17 £39.95
 ED03 Bridgestone Enduro 3.00-21 £34.50
 ED12 Bridgestone Enduro 120/90-18 £46.95
 ED16 Front Enduro tyre 80/100-21 £35.50

Barum Trail, Enduro, Mx & Trials Tyres
 C11 Awesome off-road tyre 120/90-18 £35.50
 C20 All-round Trail tyre 130/90-18 £35.00

Trail/Enduro 'O' Ring Chain/Sprocket Kits
 Quality 520 chain & Street Front and Rear sprockets
 FMX250, DR350, KDX200, XR250 - £64.50
 CRM250, XR400, XT600, KLR650 - £65.95

All prices include VAT

Please phone for a copy of our free illustrated price list

Tel 01949 850530 (anytime)

reach 1000's of potential customers by advertising here

call us now on

01458 274447

mail order

ELDERFIELD MCS

XR 400 '98 £3550.00



Any off road bike bought for cash
 Any new and second hand spares bought
 Lots of second hand spares in stock

Mail Order Specialists. Any new spares supplied.

WEYVERN PLACE, WEYVERN PARK, OLD PORTSMOUTH RD,
 PEASMARSH, GUILDFORD, SURREY GU3 1LZ
 TEL: 01483 453743 FAX: 01483 301581 MOBILE: 0831 695218

parts

Leisure Trail UK

Independent Importers of Japanese Trail Bikes and Honda CRM Parts Specialists

Honda CRM 250 Specialist Shop Now Open, Call in and see our Awesome Range of CRM Accessories

- Alloy Bash Plates
- Frame Guards
- Rear Racks
- Standard & Two Colour Seat Covers
- Alloy Oval Silencers
- Disc Guards
- Bark Busters
- Performance Front Pipes
- Extra Wide Footrest
- Replacement Plastics
- Alloy front & Rear Handles
- Full range of Trail Riding Accessories

★ Honda CRM 250 'The Ultimate Trail Bike' ★
 Used Mk 1, Mk 2, Mk 3 & New Radical AR CRM's always in stock
 Prices from £1750 to £4475 depending on year and model

All bikes are road legal, fully serviced and covered by our no Quibble Warranty. We always have CRM Demo Bikes available for Test Rides including the AR. Please give use a call to arrange a no obligation Test Ride

Full Range of Honda CRM spares always in stock, Mail Order no Problem, if you have any Technical Queries give us a call 'we live and breathe CRM's'

For more details or copy of our Free Spares & Accessories Price List Phone or Fax: 0115 973 2466
 Oakleys Yard, Long Eaton, Nottingham

* The Trail Riders Shop run by Trail Riders *

to advertise in the trail bike and enduro magazine classified section call 01458 274447 now

section



spares accessories

IN CHAINS

HUGE DISCOUNTS on top quality chains, sprockets, tyres, brakes, clothing and most parts and accessories for TRAIL, TRIALS, MOTO X and ENDURO in stock ready for immediate despatch.

Typical prices (Inc VAT & P&P) depending on model:

420/428 Chain & Sprocket kits from	£27.00	Alloy rear sprockets from	£16.00
520 Chain & Sprocket kits from	£39.00	Steel rear sprockets from	£14.00
DID 520 V6 O-ring chain	£50.00	Rental bars Plain-£26.00 Coloured	£28.00
DID 520 VM X-ring chain	£60.00	Brake Pads from	£10.00

evo PIRELLI PRO GRIP REGINA DID

SETTING THE STANDARD FOR STANDARD MACHINERY

tm 01425 474800

UNIT 8, RINGWOOD INDUSTRIAL ESTATE, RINGWOOD, HANTS BH04 1JZ

P.O.A. RACING
 DOCTORS LANE, ECCLESTON CHORLEY, LANCS PR7 5QP
 SHOP Tues-Sat 9am-5pm
 Thurs 'til 6.30pm

Bum-bags, Enduro Jeans, Jackets, Gloves, Drink Systems, Sprockets, Chains, Sump Guards, Frameguards, Fender bags, Handguards, Head lights, Tail lights, Plastics, Bars, Tyres ...etc...etc...

Ring for FREE mail order catalogue 01257 450660 9am-9pm

ONE WHEEL DRIVE

01342 825125

OFF-ROAD MOTORCYCLES PARTS & ACCESSORIES

HIGHGATE WORKS, FOREST ROW, SUSSEX

MICK PRICE MOTORCYCLES

DYNOJET DYNAMETER

New Motorcycles
 Used Motorcycles
 New Spares
 Full workshop facilities

01274 289001

NEW IGNITION STATOR COILS

NEW 'PATTERN' IGNITION STATOR COILS ONLY £29 PER SET (fittings & instructions included)
 Most will give greater performance than original units.
 Used by racing teams worldwide
 CALL FOR DETAILS OF EXTENSIVE STOCK FOR ALL LEADING MAKES
 Exchange Stators also in stock (Call for details)
 Next Day Del. Available (Visa, Access Only)

ELECTREX Unit 44, Vanalloys Business Park, Stoke Row, Oxfordshire RG9 5QB
 Tel: 01491 682369 Fax: 01491 682286

XC LIGHTING KITS FOR CR-KX-RM-YZ
 DUALSPORT INDICATOR LEGALIZER KITS
 DR-XR-KLX-CCM-KTM-HUSKY

15 GRESLEY CLOSE, DRAYTON FIELDS, DAVENTRY, NORTHANTS

Pro RACING 01327 301322

QUALITY PLASTIC MOTORCYCLE ACCESSORIES FOR STREET, DIRT & ATV

MAIER MFG. INDUSTRY EXCLUSIVE

MAIER MFG. USA

Available from dealers nationwide or direct from OwenSport. Call 01670 852384 for a free catalogue
 ABS replica plates for CR1, VR2, ZX4/78/10/11, GPZ, RF G32-R, YZF, FZR, FJ
 High density polyethylene for CR, JS, YZ, KDX, XLR, XLR, XLR, YZ, WR
 And Quads: ATC, TRX, Tecan, KXF, LY, YZF, YZF, YZF

call us now on 01458 274447

OFF ROAD PARTS

GENUINE & PATTERN ■ MAIL ORDER SERVICE
 XR, XT, YZ, KDX, KLX, DR, RMX, GAS GAS

WULF, LFO, PRO GRIP, EBC, CAS GAS
 ANSWER, Rental, SCOTT

125/250 NEW ENDURO MODELS AVAILABLE

Why not give us a try!
 Delivery 2-3 days £4 - FOC over £100
 Tel: 01663 742289
 Fax: 01663 747489
 Please quote OFF ROAD PARTS with your order

VISA, DELTA, Access, S

classified

clothing & accessories

evo
evolution off road

**Waterproof / Breathable
Off Road Clothing**
Jackets, Jeans & Socks - £29.99-£119.99

In Chains Ringwood 01425 474800
Trakspares Deeside 01244 822510
DMS Trailsport Wakefield 019924 840316
Rite On Glasgow 0141 424 0404
One Wheel Drive Sussex 01229 71680
NSE Essex 07000 442232
Nigel Birkett Cambridgeshire 01229 716806
Moto-Vation North Yorks 01325 377186

Bikesport Newcastle 0191 232 8970
Craigie Comp Dublin 00 3531 4525866
MotoWard London 0181 399 0630
Cycic Logical Glamorgan 01443 218732
Nick Palmer Cornwall 01579 324300
Westone Ltd Manchester 01457 871960
Direct North Yorkshire 01325 377186
Container Company Derham 01362 698147

For more information
phone 01325 377186
Trade inquiry's welcome.

ELGYMN DIRECT
EAST YORKSHIRE'S OFF ROAD SPECIALISTS

**WANTED!!
YOUR BIKE CASH TODAY!!**
P/X AVAILABLE

ANY MAKE OF NEW BIKE SUPPLIED
AT MASSIVE DISCOUNTED PRICES
BRAND NEW 1997 MODELS STILL
AVAILABLE

**TRIALS
MOTO CROSS/ENDURO
CLOTHING & BOOTS**

CARIBALDI & HEBBO CLOTHES
CARIBALDI SHIRT & TROUSERS ONLY £49.99
HEBBO & GAERNE BOOTS FROM ONLY £129.99
S/H CLOTHES & BOOTS FROM £9.99

**TEL 01723 863649
FAX 01723 865692
MOBILE 0850 729318**

KIR TRAILSPORT

Tyres & Accessories
by Mail Order

Bridgestone Trail & Enduro Tyres

ED02 Excellent Trail tyre	4.60 - 18 £46.95
ED02 Also in 19" size	4.00 - 17 £39.95
ED03 Bridgestone Enduro	3.00-21 £24.50
ED12 Bridgestone Enduro	120/90-18 £46.95
ED15 Front Enduro tyre	80/100-21 £36.50

Barum Trail, Enduro, Mx & Trials Tyres

C11 Awesome off-road tyre	120/80-18 £35.00
C20 All-round Trail tyre	130/90-18 £35.00

Trail/Enduro 'O' Ring Chain/Sprocket Kits

RMX250, DR250, KDX200, XR250 - £54.50
CRM250, XR400, XT600, KLR650 - £65.95

All prices include VAT

Please phone for a copy of
our free illustrated price list

Tel 01949 850530 (anytime)

bikes & manuals

MERLIN MOTORCYCLES

HONDA XR400R	£3750
KAWASAKI KLX650R	£3750
KAWASAKI KLX300R	£3650
SUZUKI DR350R Enduro	£3399
SUZUKI DR350SE	£3399
YAMAHA XT350 '97 model	£2899
YAMAHA TT600R	New Model £3999
YAMAHA TT600E el/start	£3450

Phone for latest prices
NEW BIKES • DIRECT IMPORTS
• PRICES INCLUDE VAT • 1998 MODELS
FREE CATALOGUE
Phone/fax:
01403 257626

WORKSHOP MANUALS

HONDA 100-350 OHC 1969-78	£16.99
KL125, XL250, TL125, 250	£16.99
HONDA CR125/250R 1978-80	£16.99
HONDA CR250-500 1981-87	£16.99
HONDA CR250R '88-91, CR350R	£16.99
'88-96	£16.99
HON XL XR/TX125 125-200 '89-87	£16.99
HONDA XL XR/250/350 '79-89+	£16.99
XR200R '84-85	£16.99
HONDA XL/R 500-650 '79-93	£16.99
KAWA KDX200 '83-88	£16.99
KAWA KX125/250 '82-91	£16.99
KX500 '83-93	£16.99
NEW SUZUKI RM80 1989/250	£16.99
1989-95 + RMX 250 '95	£16.99
SUZU DR250/350 '90-93	£16.99
SUZUKI RM125-500 '81-88	£16.99
YAM DT100-400 '77-83	£16.99
TT125-490 '76-83	£16.99
YAM YZ/R 125-250 '88-93	£16.99
YAM XT125-250 '80-84	£16.99
YAM XT1350	£16.99
YAM XT/TT500 '76-81	£16.99
YAM XT/TT1600 '85-89	£16.99

NEW Honda XR250L/R, XR400R '91-97 £11.99
NEW Honda CR80R/RB '85-97 £11.99
Honda CR125R '86-97 £11.99
Honda XL600R '83-87, XR600R '85-86 £11.99
Hon XPX180/100/125/185/200 £11.99
Kawa RMX125+200 '86-95 £11.99
Suz TS100/125/185/250 '79-84 £11.99
Suzuki DR125 '82-83 £11.99
Yam DT125 LC '82-87 £11.99
Yam DT125R '88-95 £11.99
Yam TY80/125/175 '75-84 £11.99
Yam XT125 '82-85 £11.99
Yam XT/TT500 '75-83 £11.99

P&P BOOKS: £2.95, orders over £50 post free (UK)
FREE CATALOGUE (SAE please).

MERLIN BOOKS (TBM)
PO Box 153, Horsham,
W. Sussex RH12 2YG

Phone/fax: 01403 257626
E-mail: merlinbooks@dial.pipex.com
Web Site: http://dialspace.dial.pipex.com/merlinbooks/

Adventure Motorbiking Handbook (Scott) Post £2 £13.99
Desert Travels (UK post £1.50) £6.99
Motorcross & Off Road Motorcycle Performance Handbook (Gorr.) (post £2.50) £15.95
Pro Motorcross & Off Road riding techniques (post £2.50) £15.95
Honda CR 250/500R '86/87 £11.99

bike bags

BAGLUX

THE KING OF TANK BAGS

See us at the
Scottish Show
Stand C18
Ally Pally
Stand 88

NEW '98 Models

Colour matching Tank Protecting Cover and clip on Bag systems for-
XLS400, XL600V, Translap NX650, XRV 650/750,
TDR125/250, XLM600, XT500, XT600E/K/Tenere,
XTZ660, XTZ750, TDM850, XF650, DR600/650/750/800,
KLE500/600, KLR650, F650, R80/100/1100GS-PD,
Pagaso, Taureg, Tri Tiger & Elefant 750/900

SEAT COVERS, SCOOTER APRONS,
MUFFS & NYLON SADDLEBAGS

Distributed by
Baglux UK

BAGLUX

ORDER FROM ALL GOOD
DEALERS ALLOW 21 DAYS OR
PHONE 01745 360111
10am - 5pm

07000 BAGLUX
W. Sussex RH12 2YG

help & model information: 7 MERCURY UNITS, TIR-LLWYD ENTERPRISE PARK, KIN-
MEL BAY, RYHL, CLWYD LL18 5JZ

TEL: 01745 360111 ENQUIRIES
• 01745 338080 TRADE SALES • FAX: 01745 337339

SEND
S.A.E.
FOR FREE
CATALOGUE

to advertise in the trail bike and enduro magazine
classified section call 01458 274447 now



section

sales & parts

**John Wren
Motorcycle Services**

YAMAHA

SALES • SERVICE • PARTS

TT250R / WR250 (in stock)
WR400F (due January)

Deposits taken to
secure your machine

For all your requirements give us a call.
102 Rawlinson St., Barrow-in-Furness
TEL: 01229 836038
25 years in the motorcycle business!

accessories

XC LIGHTING KITS FOR
CR-KX-RM-YZ
DUALSPORT INDICATOR LEGALIZER KITS
DR-XR-KLX-CCM-KTM-HUSKY

Pro RACING 15 GRESLEY CLOSE, DRAYTON FIELDS,
DAVENTRY, NORTHANTS
01327 301322

specialist

**GAS GAS OFF-ROAD
COMPETITION**

R.R.P £4,100 inc. VAT

The **EC250** is now the best Enduro machine
available with new:

- Italian six-speed gearbox,
- Balance shaft, • Marzocchi 45 forks,
- Ohlins Shock, • Messico pipe,
- Boyesen Rad valve,
- Nissin/Brembo brakes, • Excel rims,
- Fully fitted lights + removable indicators,
- Enduro rear tyre,
- 9 litre fuel tank etc..

the list goes on!

GAS GAS MOTOS Limited

The Workshop • Stable Lane • off Leek Road
Buxton • Derbyshire • SK17 8UG
Telephone 01298 25460 • Facsimile 01298 72354

accessories cont'd

Trakspares

242, High Street, Connah's Quay, Deeside, Clwyd

- Helmets from £45 ie: AXO RXS £160
- Sidi Rondo Boots £135
- Alpine Star Tech 5 £176
- Wulf Boots £79.95
- Gloves £10.50 - 26.50
- Mudguard Stays £9.25
- Quick Straps £14.89
- Bum Bags from £8.95
- Tool Bags from £13.50
- Tyres all makes £POA
- Acerbis Sport plug holders £1.95
- Tie downs £9.00 pr

PLUS thousands more lines

EVO CLOTHING in stock

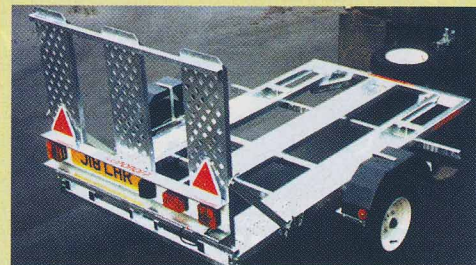
**WE ARE THE No.1 OFF ROAD SHOP
IN NORTH WALES**

PLEASE VISIT AS WE ALWAYS HAVE OFFERS
ALL MAJOR CREDIT CARDS ACCEPTED
Telephone: 01244 822510

classified

trailers

KLIPONOFF



Quality, Safety, Style

TRAILERS FOR 1, 2 or 3 BIKES, QUADS OR ROAD BIKES

RACKS FOR CARS 4x4's VANS & MOTORHOMES

To suit Off Road or Road Bikes of all shapes and sizes
Also available self fit towbars and full range of accessories

CONTACT GILES WALKER

WALKER ENGINEERING

P.O. BOX 100, HALIFAX, WEST YORKSHIRE
TEL: FACTORY 01422 345568
OUT OF HOURS: 0973 885815 FAX: 01422 348212

tours

ADVENTURE TOURS

THE OFF-ROAD ADVENTURE SPECIALISTS
with JOHN DEACON

NEW **KTM** FOR HIRE
try before you buy!

NEXT UK RAID DATES

January 24th & 25th February 14th & 15th March 28th & 29th

One or Two days Navigational Raids in Devon & Cornwall
Prices from £85

All riding abilities catered for

Christmas Gift Vouchers available

To find out more, please contact: **Adventure Tours UK Ltd.**
36 Molesworth Road, Stoke, Plymouth, Devon PL1 5NA

Telephone:

01752 606888

THE ULTIMATE EXPERIENCE

trailers camping

DAVE COOPER
THE NUMBER ONE NAME

CLIP-ON ADJUSTABLE BIKE RACKS
Car Racks £49.50 inc P&P · Van/Motorhome Racks
£59.50 inc P&P · 4x4 Racks £69.50 inc. P&P
Junior Racks 50cc - 80cc Senior Racks 100cc - 600cc

Fits any vehicle with British Standard towbar, and you can still tow with the bikerack in use! Made from 4mm British Steel tubing and mig welded. Finished in protective enamel. Lightboards, tie down straps also available.

PRICE INCLUDES LIGHTBOARD AND RAMP

TRAILERS	
Single Bike.....	£199
Double Bike.....	£229
Treble Bike.....	£299
Quad Trailers.....	£299

ALL PRICES INCLUDE VAT

DAVE COOPER
DEPT TB, UNIT 7, ERITH BUSINESS CENTRE, HIGH ST. ERITH KENT DA8 1RT
TEL 01322 359393 (DAY OR EVE) & 0860 702112 (MOBILE)

MOTO ELITE
THE MOTORCYCLE CAMPING SPECIALISTS

FOR THE FULL RANGE OF MOTORCYCLISTS CAMPING PRODUCTS
TELEPHONE FOR OUR '98 MAIL ORDER COLOUR CATALOGUE

- KYHAM ONE TOUCH TENTS
- DOME TENTS / SLEEPING BAGS
- SLEEPING MATS / COOKING EQUIPMENT
- HARD & SOFT LUGGAGE SYSTEMS

TEL/FAX: 0115 919 2722
PREVIOUS SHOP PREMISES NOW CLOSED

section

to advertise in the trail bike and enduro magazine classified section call 01458 274447 now



tours

H-C Travel

For the Ultimate Motorcycle Tours:

- Offroad in Nevada, Mexico, Costa Rica, Peru, Ecuador, Australia, Morocco, France, Thailand, Andorra & the UK
- Dirt roads in Canada, Costa Rica, S Africa, India/Himalayas, Bhutan and Australia,
- The widest choice of road tours and rental bikes worldwide
- Plus insurances, flights, shipping etc

Contact David Grist at H-C Travel
The Old School, Red Lion Lane, Overton, Hants RG25 3HH
Tel: 01256 770775 Fax: 01256 771773
<http://www.hctravel.com>

ANYONE SEEN BOB?

For the best guided Trail Riding weekends in Mid Wales ring him now on

01823 698944

or Mobile 0378 134295
or Fax 01823 698896

TRAIL TOURS
AT A PRICE YOU CAN AFFORD

SPAIN

adds a new dimension to your trail riding

guided tours to:
PICOS MTS. (May, June & Sept)
PYRENEES (September)

SPECTACULAR MOUNTAIN SCENERY

with choice of routes to suit 'mega-trailers' as well as serious enduro/trail bikes.

MOTO TOURS

MOROCCO - The Great Escape!
Trail Riding Holidays

George Cherry, 18 Scott Ave.,
Stanstead Abbots, Ware,
Herts., SG12 8BG.
Active member of Herts., T.R.F.

01920 - 871988

touring

**GOT A TRAIL BIKE?
DON'T KNOW
WHERE TO RIDE?**

The Trail Rider's Fellowship (TRF) would be pleased to take you out for a day's green lane riding in your own area **ABSOLUTELY FREE!**

(We promise to be gentle if you are a novice)

To find your nearest group send a 9"x5" SAE to:-
Colin Patient
14 Ryecroft Close, Woodley, Reading, Berks. RG5 3BP

Ride Baja

Baja Off Road Adventures

Places available thru to mid May '98

XR600's. Support truck. Expert guides. Ride of a lifetime.

Tel/fax: (0118) 932-0881
eMail: info@bajaoffroad.com
www.bajaoffroad.com

"MOOR TRAILS"
CORPORATE ENTERTAINMENT

THE ORIGINAL EXMOOR ADVENTURE!

Bring your own bike on a guided tour to explore Exmoor's best green lanes. Your weekend will include two days riding, two nights farmhouse accommodation and meals, on site power washing facilities and safe overnight parking (vans & bikes)

ALL INCLUSIVE PRICE JUST **£99**

For details and bookings contact **Moor Trails** on the number below

GUIDED TRAIL RIDING		QUAD TRACKS
TRIAL CARS		HONDA PILOTS
MOTO CROSS		JEEP ADVENTURE

PACKAGES FROM ONLY **£99**
ACCOMMODATION & MEALS INCLUDED

CALL ANDY ON

01769 574800

BIKES

Honda France HRC (Dakar) Africa Twin, T&T, full spec inc 58 litre tanks, Showa susp, water tanks, MD r/book, 100km since full overhaul, change of plans forces sale of this trick TBM staff bike, £3895. Tel 01493 721744 (Norfolk)

Yamaha XT600 Tenere, 1984, excel cond, 690cc big bore, as featured TBM21, MoT, real wolf in sheep's clothing, £1750. Tel 0468 066887 or 01237 421535 (Yeovil)

Honda XR250RT, P-reg, Nov 96, 1800m, Renthals, Acerbis h/guards, tail bag, alloy b/plate, immac cond, £2800. Tel Ben on 01179 315104 (Bristol)

Suzuki PE175, 1979, T&T, twin shock, recent rebore, quality piston kit, restored 4 years ago, gentle use since, excellent cond, £800, interested? Call Simon on 01179 561956 (Bristol)

BMW R80G/S home built Dakar replica, 45 litre tank, Yamaha forks, progressive springs, Spax, stainless pipes, alloy silencer, Hagon wheels, twin h/light faring, spotlights, featured letters page TBM25, £3000, readvertised due to new number. Tel 0151 513 1467 (Wirral)

Suzuki DR650RSEN, 1992, 5000m only, 1st class cond, many extras incl Dynojet, K&N, private number, £2500 no offers. Tel 01324 717467 (Scotland)

Honda MTX50 needs attn, field bike, suit beginner, MTX125 frame with de-rest MBX50 eng, needs cosmetic work, must sell fast hence £100. Tel 01576 610359 (Lockerbie)

Honda XR400R, 97, P-reg, 9 months old, 1500km, road use only, alloy sump guard, Acerbis h/guards, fender bag, taxed till Aug, white/red, unmarked, as new, £4200. Tel 01443 201396 (S Wales)

Yamaha XT350, 5000m, K-reg, £1800. G Hardcastle, 19 Stafford Hill Lane, Kirkheaton, Hudds, HD5 0EE. **Yamaha** IT175, 82, T&T, many new parts, O-ring, c/s, good tyres, good green laner, vgc, £675 ono. Tel after 6pm, 01535 646980 (W Yorks)

Honda NX650 Dominator, K-reg, Renthals, braided brake lines, new front tyre, new c/s, 18,000m, priced to sell, £2300. Tel 01463 235293 (Inverness)

Kawasaki KL250, 1980, immac, MoT, low mileage, orig h/book & toolkit, only two owners from new, £750. Tel 01394 672139 (Felixstowe)

Husqvarna TE510, E-reg plus complete bike for spares, MoT, USD forks, Renthals, new seat cover, some new spares, stainless bolts, vgc, £1425 ono. Tel 01269 871470 (S Wales)

Yamaha XT600E, M-reg, Acerbis f/guards, e/start, 18,000m, long MoT, £2400 ono. Tel 0958 874025 (N London)

CCM 604E, C26, 96, e/start, Talon hubs, sumpguard, b/gurds, taxed, excel cond, £3300. Tel after 6pm, 0161 427 1197 (Cheshire)

Suzuki RMX250, K-reg, T&T, excel cond, many extras fitted, £1750. Tel 01665 606301 (Northumberland)

Aprilia RX125C trail/enduro, 1995, N-reg, full power version, immac cond, £2800km, road & green lane use only, £2145 ono. Tel Graham on 01282 843453 weekdays (Lancs)

Yamaha DTR125, G-reg, enduro trimCR125 front end, DEP exhaust, 520 c/s, comes with spares inc 200cc top end, wheels, tyres new plastics etc, £800. Tel 01480 890931 (Camps)

Suzuki DR200, 1988, good cond, MoT, new c/s, handguards etc, nice reliable green laner, £800; also Suzuki TS50, £190. Tel 01550 777350 (S Wales)

Kawasaki KLX250 G1 trailbike, '94, L-reg, 5700m, spare levers, manual, cables etc, £2400 ono. Tel Peter on 01179 565474 (Bristol)

Suzuki DR350 Jan 97, 1500m, extras inc large Acerbis tank, h/guards, spare set plastics, spro, new tyres, £2995. Tel day 01246 250020 or eves 01909 723332 (Notts)

Yamaha TTR250, e/start, excel cond, only 8000km, many extras, reliable bike, £2500. Tel 01325 313763 (C Durham)

SWM 280cc twin shock, 2-stroke trials bike, registered, lighting coils but no lights, would make quiet & slow greenlaner, £750 or p/x for enduro or t/bike, anything considered. Tel 01865 716364 (Oxford)

Yamaha DT250MX, V-reg, 79, Monoshock, T&T, all orig, used daily, Renthals bars & spro, excel cond for year, a classic bike & great greenlaner, £695 ono. Tel 01202 246975 (Dorset)

Husaberg FE501 P-reg, taxed, finely fettled and in mint cond, trail use only, £2650, Beastly! Tel 01704 875494 (Merseyside)

Suzuki TS185 78, recent rebuild, good cond, lady owner, £325 ono. Tel after 7pm weekdays 0973 374180 (Leics)

Honda CRM250R-1, G-reg, T&T, 5000km, good cond, excellent green laner, £1750. Tel 01508 494491 or 0467 221169 (Norfolk)

Honda XR400RT, 97, 3000km, UK bike, Acerbis guards, sumpguard, good cond, many extras, £3350. Tel 01179 572820 (Bristol)

Kawasaki KLX250, T&T, 1983, restored last year, powder coated frame, new swingarm, new gold anodised wheels, stainless spokes, receipts for £1300, two owners, 1000m, vgc, £900. Tel 01733 267105 (Peterborough)

Kawasaki KLX250 enduro, 93, RSV pipe, USD forks, Reikon bars, new tyres, DHH Acerbis twin halogens, exc cond, road use only, £2200. Tel 01959 700932 (Kent)

Kawasaki KLX250, June 97, 1200m, road use only, full Kawasaki warranty, £3350. Tel Peter on 01767 692256 eves (Beds)

Yamaha XT125 field bike, 84, IT forks & wheel, mostly rebuilt needs exhaust and TLC to finish, offers? Tel 01276 685910 (Surrey)

Honda XR600R, 88, E-reg, T&T, h/guards, new tyres, Pro-Racing lighting kit, exc cond, £1950, may p/x XR/KLX/KDX 200/250. Tel 01276 685910 (Surrey)

Kawasaki KLX250, M-reg, 95, 12,000m, light use only, exc cond as std, v reluct sale, no time wasters, £2250 ono. Tel Ed on 01289 306881 (Northumberland)

Honda XR400RV, UK model, lovely condition, £240 of fitted accessories, £190 of unused spares, also alloy race stand, filter system, Honda w/shop manual, trailer and full clothing, only 900m. Tel 01553 671765 (Norfolk)

CCM 240 trail/enduro, 91, H-reg, tested Acerbis plastics, new tyres, wheel bearings, white power shock, Rotax engine, Akront rims, absolute excellent condition, £995. Tel 01706 877435 (Lancs)

Aprilia Pegaso 650, black, 96/N, full history, 11,00m datatag, nice clean bike, £3200. Tel 0191 3844429 after 6pm (Durham)

Armstrong MT500, 86, T&T, std army issue, green, newish tyres, exhaust etc, 15,000km, good all round, veteran rider finding little time to use, £850. Tel 01743 369292 (Shropshire)

Suzuki TS125ER, Y-reg, 14,000m, yellow & blue, MoT, ideal first bike, stepped seat for shorties (easily changed back), 12V, monoshock, £495. Tel Tim on 01234 306476 eves & W/E (Bedford)

KTM 640 Rallye, P-reg, 97, ex Nick Ashley, desert racer, full works spec, £7000. Tel Neil on 0171 285 3946 day or 01634 666602 after 6pm (Kent)

KTM Rallye 640 (works), ICO, elec r/book, GPS, 1 event only, ready to race in Tunisia/Atlas, front & rear tanks etc, £6995; also KTM Duke, 3000m excel cond, £4800. Tel Ben on 0171 221 5587 or 0831 410 644 (London)

Honda XR250R, J-reg, MoT, £600 spent on eng by Honda dealer, good cond, £2100 ono. Tel day 0802 617188 or night 01484 461729 (W Yorks)

Honda XR250R, 88, Q-reg, £900. Tel 01606 559447 (Cheshire)

Suzuki DR200 F-reg, T&T, 1 prev own, 2000m, new MT21s, 12V, vgc, £1195. Tel 01254 771674 or 0468 833329 (Lancs)

Yamaha XT350, Jan 96, N-reg, black, 31hp, 3400m, taxed, Datatagged, serv hist, one own. road use only, exc cond, £2600. Tel 01203 717709 (Coventry)

Kawasaki KMX200, 1990, superb cond, well maintained, many new parts, long T&T, ideal all rounder, green lane use by TRF member, £1050. Tel Ian on 01179 567509 (Bristol)

Honda Africa Twin, 91/H, R/W/B, 14k, immac, may p/x for smaller t/bike or sell £2900ono. Tel 01425 674489 (New Forest)

Yamaha DT200WR, P-reg, commuting & light green lane use, 5000m, exc cond, FMF Fatboy, DEP, Rad valve, + original pipe, £2600 ono; also YZ125, 93, revalved shock, new rear tyre, loads spares, £1200 ono, wedding forces reluctant sale! Tel day 0181 303 3761 or eves 01322 273243 (Kent)

Yamaha DT125R, N-reg, excel cond, 2300m, mainly road use, power valve kit worth £300, Acerbis h/guards, highly maintained, £1850 ono. Tel eves 0191 456 4696 or 0860 739 104 (Tyneside)

Yamaha XT600 Tenere, 84, very solid, no rust, new seat, engine rebuilt, renthals, ideal for trip to the sun, £1395. Tel 01634 817825 (Kent)

KTM MX250, 86, enduro, lights, WP USD forks, fast bike, £475 ono. D Cullingford, 8 Roselands Close, Fair Oak, Eastleigh, Soton, SO50 8GN

Yamaha XT350, K-reg, only 1500m, best you will get for £2000, might take 175-250cc in p/x, no rubbish please. Tel 01352 755725 (N Wales)

Yamaha XT600E, J-reg, T&T, new c/s, vgc, £2000 ono. Tel 01529 421478 (Lincs)

Armstrong MT500, B-reg, exc cond, rebuilt using new orig parts, powder coated frame, bright orange plastics & tank, front disc covers, some spares, £1500 ono. Tel 01932 874226 eves (Surrey)

Kawasaki KDX200, K-reg, O-ring, stell spro, Renthals, new piston & p/valve, £1395 or p/x WR200, TS200, CRM250. Tel 01702 216127 (Essex)

Honda XR250RT, Mar 96, (new model), green lane use, Renthals, recent w/bearings plus pads chains spro, grafix, well maintained, £2400m, exc cond, UK bike, £2900 ono. Tel John on 01845 578389 (Yorks)

Yamaha DTR125, H-reg, Mot, R/white, good cond, ideal road or t/bike, genuine reas for sale, £975 ono. Tel 01476 570475 (Lincs)

Yamaha DT175MX, 79, white, 12000m, good cond, with new tyres c/s brakes seat, plus DEP t/pipe & h/guard, £700 ono, plus all orig parts if req. Tel 01397 700620 (N Scot)

Gas Gas WR125, 95, M-reg, fully road legal, dealer maintained, spares incl, green lane use only, going MX racing forces sale, take p/x CR500/250/125 plus cash or £1900. Tel Matt on 01543 672029 (Mids)

Honda XR650L, 93/K, e/start, only 11,500m, extras inc IMS 4 gallon tank, bark busters, frame guard, sumpguard, spare tyres, tools & spares, serv hist,

vgc, £2995 ono. Tel 0181 532 2520 (London)

Honda Transalp, 88, E-reg, been damaged, now fully repaired and in vgc, heated grips, rear Akront, s/s spokes, good std reliable bike, £1500. Tel 01142 497590 (Sheffield)

Yamaha WR200, 94, L-reg, new c/s kit, good all round cond, £1550. Tel 01248 716192 (Anglesey)

Yamaha XT350, 96/P, little off road use, £2150. Tel 01748 812282 (N Yorks)

KTM 620 enduro, 96, road reg, excel cond, easy starter, 100% reliable, well maintained, only used for green laning, reluctant sale £3495. Tel 01372 469017 (Surrey)

Kawasaki KMX200, 89, Q-reg, T&T, green, good cond, new O-ring, trail use only, £1050 ono. Tel 01142 363825 or 01132 205065 daytime (Sheffield)

KTM 560 Rotax, D-reg, WP USD, Brembos, excel rims, good tyres chain & spro, vgc, big, fast, powerful thumper, £1500, may p/x 2-stroke 500cc. Tel 01309 673580 (Scotland)

Maico 250 enduro, road reg, centre stand, air cooled, monoshock, v simple and reliable, no recent use, ideal green lane or clubman enduro bike, £525 ono, may p/x 125/200. Tel 01543 378907 (W Mids)

Honda XR600R, P-reg, commuter use only, Datatagged, excellent orig cond, one owner, fully serviced, recent Avon Gripsters, Regina gold O-ring c/s, £2850. Tel 01592 592684 (Scotland)

Yamaha XT350, red/white, G-reg, 1989, T&T, service history, 15000 miles, good cond, Micron exhaust system, £1225 ono. Tel Tim on 01761 470359 (Bath)

Yamaha XTZ750 Twin, SuperTenere, Paris-Dakar blue paintwork & transfers, taxed, P-reg, 1997, Yamaha transferrable warranty, mint, private sale, proof of ownership provided, £3995, no offers. Tel Don on 01257 263137 (Lancs)

Kawasaki KDX250SR, 1991, H-reg, MOT, 7000 km, imported July '96, usd forks, Renthals, recent tyres, frame guards, hand guards, 'O' ring chain, Pro Skill tail pipe, flashers, immac, £1595. Tel Ian on 01262 850166 (Yorks)

Suzuki TS125R, 1997, yellow, R-reg, mint cond, brand new, 180 miles only, first to see will buy, £2500. Tel Nick on 0378 328514 (Wilts)

Yamaha XT350, 1990, moose black, MOT, 17,000 miles, immac cond, only used trail rides & road trials, 'O' ring chain, £1500. Tel 01494 464607 (Bucks)

Honda XR200, MOT, too many new parts to mention, green lane use only, super bike, only £1250. Tel Mark on 0161 427 4713 (Cheshire)

Husky 510, '86, air cooled engine in 87-88 250 MX frame, 1990 KTM front end/rear disc conversion, complete except tank, require tank to suit or sell/swap for 4-stroke why. Tel Mike (eves & w/es) on 0151 531 6496 (Merseyside)

Husky 610TE, '96/P, good cond, little use, new parts, £3500. Tel Martyn on 01666 824747 (Wilts)

Suzuki RMX250, 1990 reg, Werx graphics, 'O' ring chain, Renthals, time card holder, road legal electrics (stoplight, horn, dip beam etc), exc cond, £1250. Tel 01275 892649 (Bristol)

Honda XR250, 1984, T&T, vgc, Bash plate, hand guards, ideal green laner, £900 ono. Tel Shain on 01691 718 726 (N Wales)

Suzuki DR650RES, black, 15,000 miles, M-reg, immac cond, meticulously maintained, Datatag and Scottolier, never used off road, £2650. Tel Simon on 0374 751226 (Worcs)

Suzuki DR350, Enduro, 1993 reg, (K), Renthals, Brush guards etc, Werx graphics, used mainly for 3 stage trials & green laning, £1750 ono; also Honda XR600R, 1997 model, P-reg, 6000 miles, B/W/R, Renthals, Brush guards, light use only, £2900 ono.

Tel Gareth or leave message on 01932 821161 (Surrey)
KTM 400EGS, N-reg, 5000 road miles, one day's trails, £3750. Tel 01920 871988 (Herts)
BMW100GS, Rally, expedition prepared, 1991, 43 ltr Acerbis tank, Ohlins, gas flowed, twin plugged, K&N, full engine protection, recent overhaul, BMW luggage, new respray, Harris exhaust, £4250 ono. Tel Ian on 01487 843701 (Cambs)
Armstrong MT500, ex army, 1986 (believed), 15000 km, T&T, newish tyres, exhaust etc, manual, little used since MOD use, good clean tidy allround standard bike, £850. Tel John on 01743 369292 (Shrops)
Honda CR125, vgc, never raced, not used in 7 mths. Tel Daniel on 01562 710996 (Halesowen)
Kawasaki KLR250, 1992, J-reg, T&T, Renthal bars, Scott grips, 'O'ring, exc, exc cond, superb mechanically, new tyres, great trail bike, £1495 ono. Tel 01702 554281 (Essex)
Honda CRM250R, 1990, H-reg, Ohlin rear shock, Renthals, h/guards, 'O'ring, nearly new tyres, 3 unused spare tyres, loads of spares, vgc, £1595. Tel Neil on 01237 425681 (Devon)
Kawasaki KDX200H3, Mar '97, P-reg, taxed, 950 km, still very new, £3150. Tel 'Woody' on 01202 245064 or pager 01523 150745 (Dorset)
Yamaha XTZ750, 1990, £2250 ono, or poss p/x for XR, DR600 or similar, any cond considered, maybe cash adjustment, willing to travel for the right deal. Tel 01803 855268 (Devon)
Armstrong MT500, Rotax, 4-stroke, MOT, 3000 miles only, powder coated frame, red tank & mudguards, road reg, very clean, reliable bike, delivery possible, £1100; also Can-Am Qualifier, 250cc, Rotax 2-stroke, MOT, alloy rims, good tyres, large tank, Hagon shocks, 'O'ring chain, in really tidy cond, plus a sackful of spares, £695. Tel Eric on 01793 644724 (Wilts)
TM 250 Enduro, 1995, M-reg, Marzocchi forks, Ohlin shocks, Renthals, maintained regardless of cost, absolutely immac cond, £1795. Tel Mark on 01276 473770 or 0976 253394 (Surrey)
Honda MTX125, K-reg, T&T, vgc, £1125 ono. Tel Forrest on 0131 333 3147 (Edinburgh)
Kawasaki KLR250, blue & white, H-reg, MOT, new battery, reliable tidy bike, £1175 ono. Tel Mark on 01252 623903 (Hants)
Cagiva 900ie, Elefant, 1993, K-reg, lucky explorer, T&T, exc std bike, £3250 or will p/x enduro bike, cash either way. Tel Joe on 01653 697562 (N Yorks)
Honda XR400RV, P-reg, May '97, taxed, immac as new, only 675 km, dry miles, UK spec, road legal & lights, £3900. Tel Gary on 01420 542112 (Hants)
Kawasaki KDX200SR, F-reg, 19,000 km, good cond, spares included, £1100. Tel Steve on 0151 924 1443 (Liverpool)
Kawasaki KLR600, 1987, D-reg, T&T, new c+s, new rear tyre, very reliable, avge cond, split seat, quick sale needed, no time wasters, £1200 ono. Tel Danny on 0181 695 6507 or 0374 858612 (London)
Yamaha XT350, 1986, C-reg, white, T&T, new tyres, c+s, seat cover, Renthals Plastics, tank resprayed, new bike forces sale, reliable commuter/trailie, nice example, £1000 ono. Tel Clive on 01492 584972 (N Wales)
Honda CRM250 MK2, 1991, H-reg, MOT, 19,000 km, Barkbusters, sump guard, extra knobblys, vgc, £1900 ono. Tel Tony on 0181 384 0582 (W London)
Kawasaki KMX200 dual purpose with road and off road wheels and tyres, 2000m, exc reliable bike, engine rebuilt and frame powder coated, £850 no offers. Tel 01933 663886 (Northampton)

Yamaha DT125, N-reg, 2700k, on/off road tyres, de-restricted, many spares, excellent cond, £1950. Tel 0141 571 7581 (Glasgow)
Yamaha XTZ750 SuperTen, J-reg, Mot, 30,000m, Datatag, s/s Devil silencer, new rear Trailwing, Goodridge hoses, tall flip-up screen, excel cond, £2800. Tel 0141 887 5210 after 6pm (Glasgow)
Honda CRM250, 89, T&T, race reeds, DEP pipe, b/guards, Renthals, new c/s, fast bike, 2 sets tyres Gripsters/enduro, frame guards, good cond, £1650. Tel 0181 409 0423 or 0973 265009 (Surrey)
KTM 600EXC, J-reg, T&T, WP f/r, well maintained, £2000 ono. Tel 01253 592643 (Lancs)
Suzuki TS250X, 5000m, DEP silencer, pristine cond, £1300. Tel 01580 891148 (Kent)
Husqvarna WR360, T&T, recent complete top & bottom engine rebuild, 500 power, 250 weight, excel cond throughout, £2250 ovno. Tel 01628 625047 (Berks)

PARTS

Tenere side tank, 15 litres, £175, XR650L Acerbis tank £80, XT600K Acerbis tank, small hole £40, 21" bike clamp for clamping bike to trailer etc, very easy, v trick, £60. Tel 01460 241573 (Somerset)
Kawasaki CR250? engine, frame, tank & parts, approx '89, £65 the lot or swap Bultaco parts. Tel Ken on 01189 569162 after 6pm (Berks)
DTR125 spares, clutch £20, gearbox £30, crank £15, alternator £20, clutch cover £15, kickstart £7, XT600E r/susp linkage £15, XT500 g/box £30, clutch £25, loads other spares. Tel 01364 642204 (Devon)
Supermoto wheels, KTM LC4 SX, back 17" polished Akront rim on cush drive KTM hub, front 17" polished rim on KTM hub with speedo drive, discs, sprox, race wets, £400. Tel 01232 774803 or 01849 433778 (N Ireland)
XL250S back wheel with MX tyre, also w/shop man, £50 the lot. Tel 01352 755725 (N Wales)
Kawasaki KLE500 Bagluz tank bag & harness £50, also Yam XT600E front/rear hubs & shock £50, KMX125 s/arm x2, 20 ono, KMX tank, £20 ono. Tel 01529 421478 (Lincs)
Alpinestars Tech 3 MX boots, size 10, w/blue, brand new, £95. Tel 01793 642632 (Wilts)
Haynes manuals DR125, DT125R, XL125/200, XL/XR 250/500, £7 each, KLR600 A1 harness £10, KMX200 h/light, clocks, bracket £13, KMX 200 bottom half spares only £5. Tel 01642 484600 (Cleveland)
DR350 serv manual, h/book, tank with locking cap, rear brake guard, rear footpegs, blue touch-up paint, indicators, front brake lever. Tel 0181 641 5266 (Surrey)
KTM 125 EXC 1990, breaking most parts. Tel eves 01604 404565 or 0410 133888 (Northampton)
Magellan GPS2000, never used, still in box, £1000. Tel 0171 622 7874 or 0171 207 8590 (London)
Triumph Tiger 900 plastics, Caspian blue, and other bits not needed for street fighter project; also wanted XT600E pipe, Supertrapp, Scorpion etc. Tel 0191 587 1157 (Durham)
Exhaust can and connecting tube to fit Transalp Remus carbon kevlar race can, will fit others with right tube £120, also late DTR carb £30. Tel 01403 782634 after 6pm (Sussex)
DR350 centre stand £25, TT or IT yamaha headlight cowl blue (new) £10, both inc p&p. Tel Ian on 01206 794669 (Essex)

Solo tent - trail rider wilderness special, 1.3kg, double skinned, all weather, all terrain, packs small, expedition proven, as used by military, as new, £120. Tel 01752 223008 (Plymouth)
DR350 Supertrapp exhaust, K&N filter, both good cond, £100. Tel 01132 820118 (Leeds)
 Brand new unused Quadrant shock still in box to fit Transalp 87-90, cost £215, sell for £140 ono. Tel 01554 750573 (S Wales)
Dunlop tyres K560 front 80/110-21, rear 110/90-18, both as new with tubes, £20 each. Tel Gary on 01420 562348 (Hants)
KMX125 wheels, front end, coil, rad, loom, offers; also YZ250 83, full engine rebuild but non starter, poss coil, £300 ono. Tel 0121 312 5533 (Birmingham)
XT350 tank, rear wheel, rear m/guard, prices negotiable. Tel 01162 862430 (Leics)
Yoshimura YRD silencer to fit XR600R, s/s, 2 weeks old, road use only, as new, excellent noise & performance, cost £340, sell £210. Tel 01592 592684 (Scotland)
Yamaha XT350 w/shop man, good detail, £18. Tel 01761 470359 (Bath)
 Breaking 89 XT600E Tenere rolling chassis, may sell as complete. Tel 01992 561059 (Essex)
Scott SOX MX jeans, 34", worn twice, blue/orange/purple; also XL top, like new, £50. Tel 0113 280118 (Leeds)
Handguards, used but not abused, Acerbis and original Barkbusters, £15 per pair. Tel (eves) 01422 202843 (W Yorks)
TDM 850 Motad exhaust system. Tel 01920 871988 (Herts)
New 23" front tyre for Honda XL250/500, £25; new rear knobbly, 4.00x18, £20; Polisport rear enduro mudguard, white, £10; Polisport front light, white, £15. Tel Peter (day) 01604 472510 or (mobile, eves) 0966 115531 (Northampton)
Supermoto wheels for Honda XR600R, gold Talon Hubs, stainless spokes, polished alloy rims, all sprockets + spacers, Pirelli Dragons fitted, cost almost £900, sensible offers please. Tel Gareth or leave message on 01932 821161 (Surrey)
KDX200, 1991, front end, everything, yokes, legs, wheel, caliper, newish EBC disc, tyre, mudguard, front light, £120, other bits, swingarm shock-linkage, Acerbis, front guards, f+r disc guard, race spec shock, cracked, bottom mount. Tel 0191 536 5179 (Tyne & Wear)
Tyres, Michelin, T61, 4.00x18, unused, £30; two Dunlop K750 90/90x21, unused, £20 each, or £65 the lot. Tel Neil on 01237 425681 (Devon)
XT250 front end, forks, yokes, wheel, gold anodised rim, good cond, only £80. Tel Simon (after 6 pm or leave message) on 01480 394662 (Cambs)
Honda XL600LM, Paris Dakar, large tank, tubeless gold wheels, forks, all very good cond, Tel Stuart (eves) on 0121 601 5529 (W Mids)
KDX200 con rod kit, complete, cost £75, still boxed, will post, £40. Tel Chris on 01799 524918 (Essex)
Yamaha DT125R p/valve kit & instructions, cost £300, accept £150. Tel 0181 963 4175 day or 0181 339 0927 eves (Surrey)
Kawasaki KDX200E1 r/wheel £60, Acerbis blue s/panels £15, Race Spec 40-44kg prog shock spring £30. Tel 0131 664 6641 (Edinburgh)
BMW R80GS spares: clutch plate new cost £49 sell £25, adjustable remote res WP shock £150 ono, starter motor good £35, rear wheel good drum £40, could post. Tel Richard on 01279 501187 (Herts)
Husky TE410/610 r/wheel complete, works exh sin-

gle pipe, works ign cover, 19 litre fuel tank, GP decal kit, offers. Tel day 01457 855833 or eves 01457 857422 (Manchester)
 Corbin seat for A/Twin, 93 on, blue, cost £195, sell £95 ono. Tel 01707 850392 eves (Herts)

WANTED

Wanted Dominator, DR650 or similar in exchange for a full set of diving equip plus up to £1000 cash. Instruction given. Tel Dave on 01142 668161 (Sheffield)
Wanted any Scot willing to share their knowledge of off road trails within a weekend's ride of Edinburgh. Tel Jim on 0131 315 2647 (Edinburgh)
Wanted can anybody recommend a B&B on the Isle of Man for trail riders, not during the TT, use of w/shop an advantage. Tel Mike on 01388 832946 (C Durham)
Wanted KLR250 aftermarket exhaust or big tank or any tuning parts, rough bike considered for spares, no silly prices please. Tel 0121 312 5533 (Birmingham)
Wanted carb/airbox for TT600 Yam 82/83, Tel Brian anytime on 01293 410534 (Sussex)
Wanted Honda XR rear wheel/disc complete, 1992. Tel 01162 862430 (Leics)
Wanted PE and Yamaha DT100 parts or bikes considered. Tel Jon on 01633 440642 (Newport)
Wanted Enduro/MX clothing, size 10 boots, 38" waist jeans, 46" chest jacket. Tel Nick on 0181 532 2520 (London)
Wanted Carburettor to fit 50cc MT5, also off road tyres for same, 16" rear, 19" front. Tel Graham on 01524 64373 (Lancs)
Wanted YZ250, for spares, must be 1986 or '87 model, complete bike or parts, any cond considered. Tel 01275 892649 (Bristol)
Wanted Suzuki DR350 frame, any cond, cash waiting, can travel. Tel 0115 973 1106 (Nottingham)
Wanted KLR250 l/h side panel, white. Tel 01920 871988 (Herts)
Wanted Honda XR600R sump guard & hot tip pipe insert. Tel Bruce on 01875 852197 (E Lothian)
Wanted Suzuki DR350, elec start, must be in good cond. Tel Forrest on 0131 333 3147 (Edinburgh)
Wanted Sammy Miller Hi-Boy frame/chassis to accommodate Honda TL, will consider similar, eg Frazer, Sealey, why, other TL parts welcome. Tel Alan (eves or w/es) on 01785 716652 (Staffs)
Wanted Honda XL500RC kickstart, exhaust, sprocket cover, workshop manual, side panels, clocks, headlight, or anything that will fit, such as XR500, XL500S. Tel Graham on 01325 817122 (Co Durham)
Wanted large capacity enduro bike, DR650 or TT600, have up to £1800 for right machine. Tel Don (eves) on 01225 334303 (Bath)
Wanted Wulf Highlander jeans, blue/white, 36" waist, must be in good cond. Tel Mike on 01703 901799 (Hants)
Wanted XR600 plastic petrol tank, seat, workshop manual for XL/XR, plus XT600 engine parts. Tel Stuart (eves) on 0121 601 5529 (W Mids)
Wanted KTM spares - sell them to me please esp 17/18" f/r wheels, the bits should fit my 85 560 Rotax. Tel 01524 36953 late eves (Lancs)
Wanted Honda XL250S or Suzuki TS250ER, must be in good cond, willing to pay good price for right bike, can collect; also wanted luggage rack to fit Yam XT250. Tel David on 01904 490764 (Yorks)

