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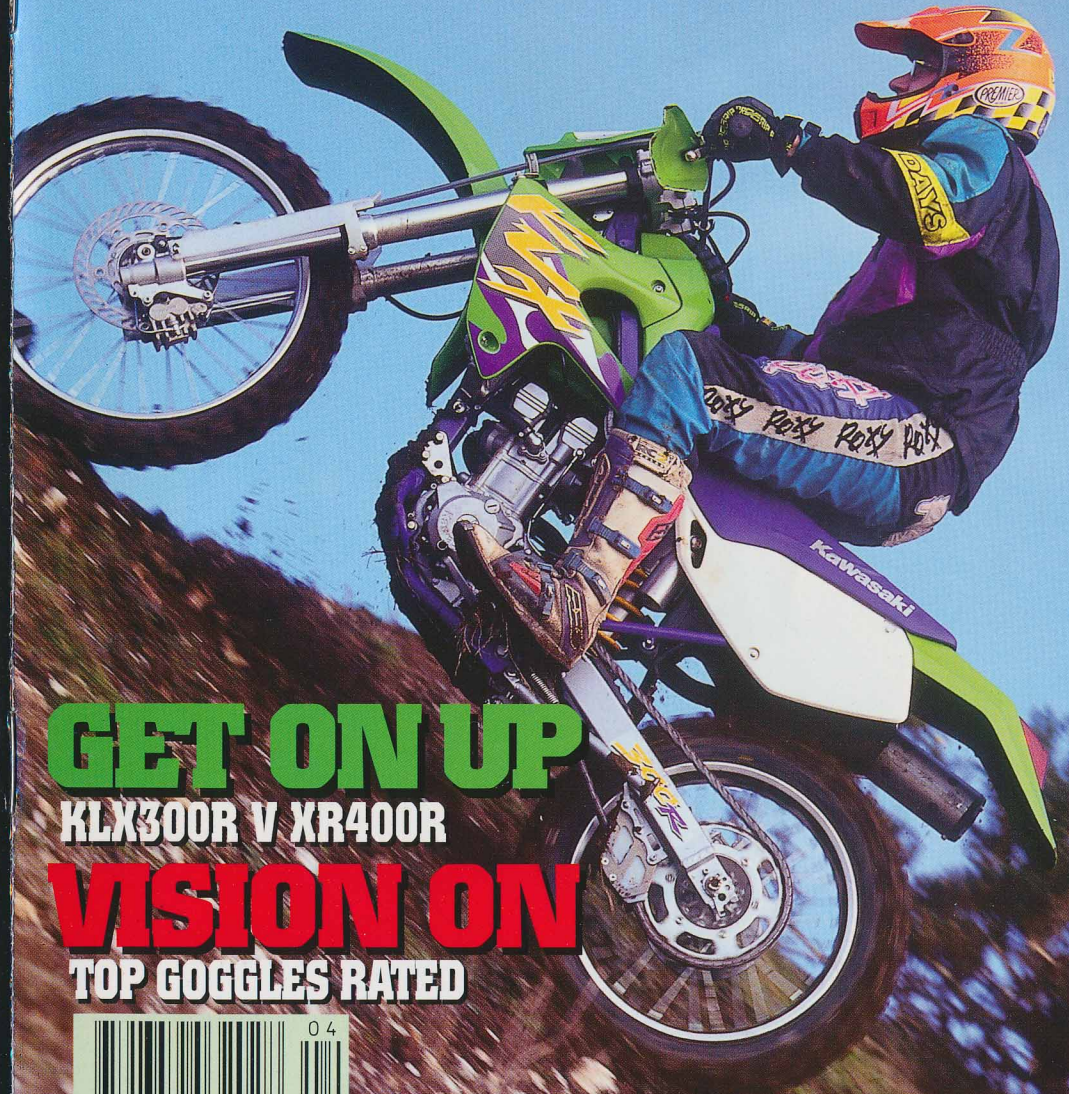
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APRIL 1998 ISSUE 33

PLUS:

**125 SHOOTOUT**  
KTM 125LC2 vs  
Rieju RR125

**GEARING UP**  
Choosing the right gearing  
for your off road bike



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**world**  
champions  
.....enough said!

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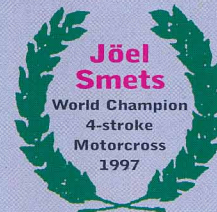
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One of the strange things about putting together a magazine like TBM is the weird effects it has on time. Never mind what Einstein had to say about quantum physics, the laws of time are perversely warped by the deadline driven aura of publishing. For instance as I type this we are a couple of weeks away from the Breckland Enduro (the first round of the 1998 British Championship which we'll be covering in next month's issue), yet by the time you read this the event will be over. Spooky huh? And here's another example. With any luck (and always assuming some little oik hasn't made off with them), the outside of your issue of TBM should be festooned with a multitude of glossy stickers, ready for you to stick them on your bike, fridge, toolbox, trailer, granny or wherever. But sitting here in the office one day before the mag goes to the printers, I cannot say with absolute certainty that they will be on there - though I hope they are. Like I said it's weird what happens.

Last month's issue was a classic example of the laws of time being squashed flat, rolled up tightly and fed into the gearbox of life - to do battle with the meshing teeth of good intentions. I've lost count of the number of you who have called up the office to say you couldn't find the Dirt Bike Guide on sale in your local newsagent. Ah-ha. Well that's probably because it wasn't on sale when we told you it would be (a slight problem with our time/reality interface). As I write this it still isn't actually on sale, but strangely enough, but by the time you come to read this it WILL be. (We hope!!!).

You see time has a strange way of getting horribly compressed when we have loads of bike tests to write and very little time in which to write them, so that there is never enough time in the month to get everything completed. On the other hand I can say with absolute certainty that when we state in print that something like the DBG will be published on such and such a date, that devil called Time (with a little glint in his eye), deals us a card from the bottom of the pack and bungs an extra month into the calendar.

Which really is just a feeble excuse for saying sorry the DBG is a teensy bit late but it should be on sale soon so go out and buy yourself a copy now. Moral of the story? Er... don't believe everything you read in TrailBike Magazine!

Si Melber

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**Merricks Publishing**

**01458 274447**

Distributed by:

**USM Magazine  
Distribution Ltd,  
0171 396 8000,**

Printed in England by:

**ROWE THE PRINTERS**

**TrailBike Magazine**

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

**Company No:  
3051747.**

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**ISSN 1359-0324**

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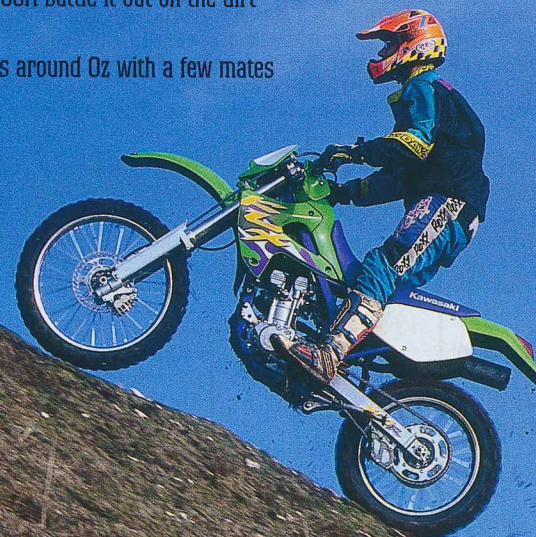
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# Happenin'

There has been a good feedback from last months Happenin' page, but we still need you to keep sending regs in to us. Remember if you run an event or are planning something this year then send us the info and we'll let everyone else out there know about it.

By the time you read this the competitive season will be about to start and what better way to get yourself warmed up than by entering a long distance trial? essentially a trail ride with observed sections (where you must try and keep your feet on the pegs), long distance trials (or classic trials as they are often known) are the easiest form of competition, and can be tackled on virtually any trailbike. If you fancy something a bit tougher, how about having a crack at an enduro. You don't need a specialist enduro bike as most events have a trailbike class, and it's a great way of spending a day out in the woods improving your riding skills. Or if you want an entry to the new Pencarreg Rally then get your entry in quick because places are filling up fast.

Next month we will be changing the format to a three month forward planner to enable us to give you more details about forthcoming events, what they will be like and who to contact. But for the time being remember don't contact TrailBike Mag, but instead send your regs in to me: Brian Eland at 4 Birch Mews, Burnopfield. Newcastle, NE16 6LL. Phone/Fax (01207) 272228. Meantime here is an updated list of what's coming up this year.

LDT = Long Distance Trial  
End = Enduro  
3ST = Three Stage Trial  
SM = SuperMoto  
RY = Rally

(A) Round of the ACTC Championship  
(T) Round of 'The All England Supermoto Championship'  
(N) Round of the North of England Enduro Championship

Date	Organiser/Contact	Event/Location	Type
1st Mar	Torbay MC Richard Dawe (01753) 832381	Torbay Trial	LDT (A)
15th Mar	New Era Club New Era Club (01920) 444205	Mallory Park	SM
15th Mar	West Glos & DFMC R Moor 21 Lark Rise Colleford Glos	Wye Gate Trial	LDT
29th Mar	Silverton MC Richard Dawe (01753) 832381	Exe Valley	LDT (A)
29th Mar	Cornwall Centre John Cullum (01872) 276591	End to End	LDT
29th Mar	Thirsk & DMM Pat Garthwaite (01845) 525320	White Horse	End (N)
29th Mar	Cotswold Cups Llangollen & DMC	Golden Valley	LDT
5th Apr	Roy Bolton (01978) 842507	Pre-65/70	LDT
10th Apr	MCC Richard Dawe (01753) 832381	Lands End Trial	LDT (A)
10/11th Apr	New Era Club New Era Club (01920) 444205	Cadwell Park	SM (T)
12th Apr	WTRA Entry Full	Cambrian Rally	RY

19th Apr	ISCA Ch/ham H/Gd MCC	ISCA Brit Champ	End
19th Apr	Debbie Phillips (01242) 604169	Sphinx	LDT
26th Apr	Ross & Wye Richard Dawe (01753) 832381	Kyrle Trophy	LDT (A)
2/3rd May	Beacons	Beac Brit Champ	End
19th May	Jubilee	Taunton	LDT
24th May	Caerleon & M.C.C. Gail Lucas (01989) 769191	Pencarreg Rally	RY
24th May	Seaton Delaval DMC Brian Eland (01207) 272228	Slaley Enduro	End (N)
30/31st May	New Era Club New Era Club (01920) 444205	Cadwell Park	SM (T)
7th June	Scot Borders EC Dougal Walker (01506) 500622	Craik Forest End	End (N)
18/19 June	WTRA Anne Kilvert (01686) 623183	Welsh 2-Day	End
21st June	Islwyn Club Trevor Ruck (01495) 2232272	Tour Of Islwyn	LDT
27/28th June	New Era Club New Era Club (01920) 444205	Pembrey	SM (T)
27/28th June	Selkirk New Era Club	World 2 Day Enduro	
12th July	New Era Club (01920) 444205	Croft	SM (T)
19th July	North East EC Ian Bell (0191) 4883137	Kielder Enduro	End (N)
25th July	New Era Club New Era Club (01920) 444205	Pembrey	SM
26th July	Llangollen & DMC Jeremy Price (01978) 842142	Tour of Wales	End (N)
8th/9th Aug	Dartmoor New Era Club	Champ End	End
8th/9th Aug	New Era Club (01920) 444205	Pembrey	SM
16th Aug	BSSA Terry Bunn (01275) 839677	Compton Caper	3 ST
23rd Aug	Hafren DBC	Hafren End	End
30th Aug	North Riding EC Tim Gilbank (0161) 7939108	Stang Forest	End (N)
13th Sept	Holsworthy MC Richard Dawe (01753) 832381	Taw & Torridge	LDT (A)
19/20th Sept	AMCA	Natterjack	End
20th Sept	Eboracum MC Alistair Spowart (01904) 693312	Langdale Forest	End (N)
26/27th Sept	New Era Club New Era Club (01920) 444205	Pembrey	SM
2nd Oct	MCC Richard Dawe (01753) 832381	Edinburgh Trial	LDT (A)
3rd/4th Oct	New Era Club New Era Club (01920) 444205	Cadwell Park	SM (T)
18th Oct	Minehead MC Richard Dawe (01753) 832381	Exmoor Clouds	LDT (A)
25th Oct	Launceston & NCMC Richard Dawe (01753) 832381	Tamar Trial	LDT (A)
10/15 Nov	Australia Woolbridge MC	Internat. ISDE	End
15th Nov	Richard Dawe (01753) 832381	Hardy Trial	LDT (A)
29th Nov	Exmoor MC Richard Dawe (01753) 832381	Neil Westcott	LDT (A)
6th Dec	Totnes MC	Ten Tors	LDT
26th Dec	New Era Club New Era Club (01920) 444205	Mallory Park	SM



# Dear Trail Bike...

## Travellin' Man

Dear TBM  
I would greatly appreciate it if you could tell me why MoT testers seem to be a law unto themselves? Last week I took my KLR250 to be tested and it failed for having no indicators and no rear stop light switch worked from the back brake. The next day I took the bike in exactly the same condition to another bike shop only 12 miles away where it passed first time.

Also, after reading Chris Scott's excellent Adventure Motorbiking Handbook, I've decided to buy an XR600R to do some travelling. I thought this would be the best bike to use for taking in some of the dirt roads along the way, but Chris seems to favour the XR650L.

Any advice on which is the best bike to go for? And also, have you done a test on the XR600R as I can't seem to find it in any of my issues - though I'm missing a few?

Rob  
Tyne & Wear

**XR600R - better than the 650 for a long trip?**



Taking your points in turn: we've no idea why some MoT testers are stricter than others although this has been our experience also. We can only put it down to the fact that some dealers understand what trail riding is all about and others don't. This doesn't mean that you can or should get away with a bike which is illegal - but rather that if the person doing the testing has some experience of off roading, they're far less likely to throw up their hands in horror when you turn up on a fully prepped dirt bike.

The choice between an XR600 and an XR650L is an easy one to make. Are you over 6' tall and heavier than 12 stone. If not then go for the XR600 which is lower and a bit lighter. Our experience of both these bikes is that either one could be used for overlanding, but Chris probably favours the 650 over the 600 because of its handy electric start and extra carrying capacity... plus he's tall!

As yet we haven't tested the XR600 simply because we have one as a staff bike

and it gets written about in that capacity reasonably often. However look out for a test of one very soon...

## Restrain Yourself #1

Dear TBM  
May I through your letters page request the co-operation of all trail riders regarding the following: There is a green lane called Wild Lane which runs south-west from Abthorpe in Northants which is getting very badly cut up due to the recent wet weather. The map reference for this lane is (649,457 to 644,448) on OS Landranger map 521.

The lane is actually a Site of Special Scientific Interest (SSSI) because of the orchids and other plants which grow there, and already has a TRO on it (ie it's closed - ed) for four wheel vehicles. The owner is getting seriously concerned over the condition of this lane and we at the South Northants TRF are getting worried that we might lose the lane altogether.

Therefore we are requesting a voluntary restraint on the lane until at least April '98 and we have put warning notices on the lane stating this. Anyone wishing to ride the Banbury Lane route should by-pass Wild Lane by using the road through Bucknell Wood starting at map ref (660,448). In anticipation of everyone's help over the matter, thank you and happy riding.

J Maddison  
S Northants TRF RoW Officer

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

## Restrain Yourself #2

Dear Si  
Enclosed is a copy of a letter sent to the TRF about a problem with one of our local tracks. The track in question is Cae Hirfynydd above Llanarmon DC and was recently included in your Rough Guide to the area. It is a wonderful well defined track across open farmland with spectacular views, and is very rutted with many gates.

Our neighbours across whose land the track passes, called to see us to express their dismay that a group of riders had been on the field rather than the track and it appears they caused some concern. They contacted us as they know we have been riding the trails around here for over 30 years and are committed to keeping them open, but were disappointed with this misuse of their land.

We don't want to see the loss of such a great track, so perhaps trail riders intending to ride this route would remember the sensitivity of the track concerned and stick to the defined route. Thanks a lot.

Dot Jones  
Oswestry

## KMXtra

Dear TBM  
I've just finished my KMX200 supermoto which I figured is kinda' different and perhaps unique. A much ignored cheap trailie, I found I was having to rely on the KMX for an increas-

ing number of road journeys, so I fitted wheels, discs and a front mudguard from a Kawasaki KR1 and here's the result. The only mod involved extending the front caliper bracket, while reverting back to trail wheels takes about an hour. If any readers perhaps wish to do the same with their KMX they can call me on 01524 751278, and I'd be happy to help them out. Great mag by the way, keep up the good work.

Gavin Garth  
Lancs

## Pipe Aboard

Dear Si  
Please help a knobbly-tyred pedal pusher who has recently and belatedly discovered the joys of a throttle. I am perfectly adept at dismantling and re-assembling a mountain bike, but my new DR350 has me running scared. It has things like timing, spark plug gaps, electrics and other such mysteries that a bloke with a non motorbiking youth cannot comprehend. What I do

know is that bog standard won't do! I have an uncontrollable urge to trick the bike out (you understand don't you?), put my personal touch on the machine. I wish to start at the back end with a new exhaust system, but reading the ads for various makes (mostly in the US mags) leaves me scratching my head.

Firstly (and disregarding cosmetics for a mo), what are the laws concerning exhausts and legality? Is there a noise level above which Mr Bill may wish to feel my collar? Will a new silencer unleash fistfuls of power or just a tad? Will I have to play with the jetting



**KMX200 Supermoto anyone?**





# Dear Trail Bike...

to extract that power increase? This last point may sound like I know what I'm talking about, but it is in fact a phrase I lifted straight from a US mag. I haven't got a clue where to start. Would the dealer set up the jetting for me when he fits the pipe?

Actually fitting a new exhaust looks fairly straightforward, it's my needle phobia that gets me all tense and sweaty palmed. And what are all those discs for that live on the end of the Supertrapp silencer? They look like trouble from where I'm sitting. It seems to me that if you are going to fit an aluminium or stainless exhaust it would make sense to fit a header pipe from similar materials for anti-corrosion properties alone. Is this correct and would such a move bring more power or simply a larger invoice? What I am after is something that brings less weight, more power, simplicity and a fruity sound. Any ideas?

Also now I have your undivided attention, there are a couple of other pedestrian questions to clear up. Does the law require my bike to carry indicators and mirrors? Am I allowed to use one of those small enduro-style number plates? What's it like trying to change a tyre on a dirt bike? It looks like a complete bunch of arse to me - isn't it about time someone invented a heavy duty quick release system like they use on mountain bikes? And all you dirt-biking, mountain bikers reading this don't laugh, or we'll be around to sabotage your index shifting. You've been warned.

Geoff Waugh  
London

Phew. Don't want much do you Geoff? Okay here's the lowdown. Strictly speaking the law requires your trail-bike to have a silencer which is BSI stamped if you use it on the road. In practise this is rarely if ever checked. Much more important is that your system is in good condition and reasonably quiet. Our experience of Mr Bill and exhausts is that fruity is okay, but downright loud is not, and is just going to encourage him to start looking for those three little initials.

A reasonable number of people make aftermarket systems for the DR, and choosing one is as much a matter of taste and budget as of power gains. On its own an exhaust system may help to release another 2-3hp (if at all), but if you really want to be sure what effect it's having, you need to get the bike onto a dyno. A simple dyno run will cost you between £10-20 depending on where you get it done, but if you're feeling flush, invest in a Dynojet kit (£52 for the DR350) and have it fitted there and then and checked on the dyno (about £160 including kit, fitting, set-up, dyno check and VAT). That will certainly make the most of any jetting/exhaust gains to be had from the pipe. Try PDQ in Slough on 01753 811060 for Dynojet kits, or someone like Taylor Racing on 01249 657575 for a choice of performance exhausts.

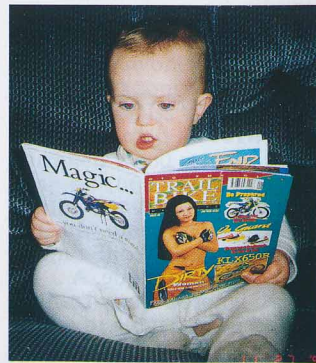
As for your other points: you aren't required by law to fit a mirror or indicators - but it's a good idea if you're

travelling on the road to have them, and without indicators you must use hand signals. Interestingly if you've got the trailbike version of the DR which comes with indicators then they'll need to be fitted for the MoT when that's due. Small numberplates are strictly a no-no, but everyone does it otherwise the things get broken all the time. So while we can't recommend that you use an illegal plate, we do know of people who use full size numbers on cut down plates (ahem). And by the way, reflective metal ones are much tougher than perspex jobbies.

Changing tyres and tubes on dirtbikes is frankly nothing short of a pain in the ass. Speed comes with experience, but we've yet to meet anyone who actually enjoys doing it. As for quick release wheels on dirtbikes, Moto Gori had such a system in place back in the late Seventies. Today no-one uses it, but hey... that's progress for you....

## And Finally...

This is a picture of Mr J Griffin from Co Down - or at least a pic of one of his offspring. Unfortunately we can't tell you anything more about it because we've misplaced the letter. Smart kid though....



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Castrol GPS synthetic based 4 stroke 1 litre	4.99
Castrol G.P High Quality 4 stroke 1 litre	3.45
Castrol Gear box oil 1 litre	4.99
Castrol Fork Oil, all weights .5 litre	4.59
Silkolene Contact Cleaner 400ml	4.19
Silkolene Foam filter cleaner 4 litres	10.59
Silkolene Foam filter cleaner 1 litre	5.79
Silkolene Clean Chain lube 600 ml	4.75
Silkolene Comp 2 Pre-mix 1 litre	5.35
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Pirelli MT21 120/90 - 18 Rear	51.75
Pirelli MT21 140/80 - 18 Rear	56.99
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lime green lettering is nicely understated. Best of all they don't cost a lot; at a shade over twenty quid they're fantastic value. About the only minus point is the fact that they come up fairly small, so if you've got average sized hands like mine, go for the XL size. Highly recommended. Details from Pro Grip dealers or by calling Mito UK on 01202 741580. SM

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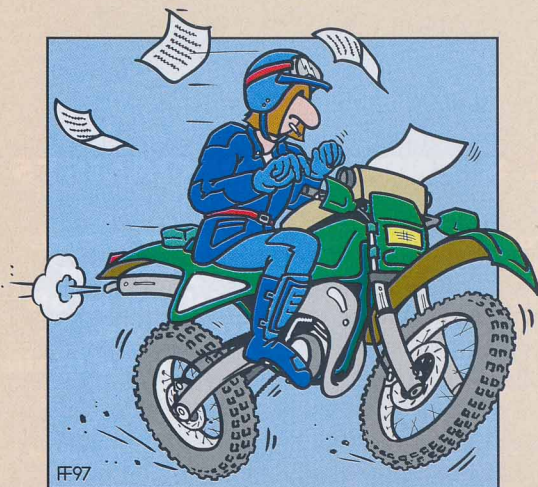
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organisation requires its own air traffic controllers who have to land a motley collection of 25 aircraft on bits of desert masquerading as air strips. There were two geezers whose sole job was to park this lot in such a way that there was room for everyone. If they got it wrong they had to send planes back into the air so they could have another go!

Despite being in a perpetual state of exhaustion, there were plenty of magic moments - the first came on day one. After flying from Le Bourget just outside Paris to an airport near the special test in La Chatre, we were bundled into two black diplomatic Renaults and whisked 50km across country accompanied by two police motorcycle outriders. Without doubt it was the most exciting drive of my life; there were crowds of spectators all along the route and lines and lines of traffic, yet our speed never dipped below 160kmh - the bike cops just shot up the outside pushing oncoming cars into ditches and waving us through like minor royals. Addictive fun - now I finally understand why politicians are sometimes so reluctant to relinquish power!

After staying in some excellent five star hotels in France and Spain it was over to Africa and even more hotels. Someone must have heard about my camping allergy, 'cos while the others grubbed around in showerless bivouacs I spent a total of just three nights under canvas. All this luxury was arranged by the Dakar's very own Mr Fixit - Monsieur Roget. A cigar smoking, larger than life Dakar 'legend' who seemed to personally know every African chief in every village from here to Senegal. And no matter how out of the way the location, he always managed to locate taxis, accommodation and alcohol. To facilitate this seemingly impossible task he had his very own medal making machine with which to bestow dubious distinction upon impressionable local dignitaries.

The Dak is often criticised for isolating itself from the local populace, but no amount of plastic 'track tape' can keep them and you apart, and some of my best memorable moments came from contact with the 'natives'. On arrival in Mauritania for example I jumped on the little 80cc Yamaha which TSO had thoughtfully provided for me for a quick

look-see around town. In an effort to avoid gainful employ I've visited my fair share of 'developing' countries, but nothing prepared me for what Mauritania (didn't) have to offer. There were no shops, no work, no shoes on feet and evidently no money. Stopping briefly to take it all in, I was literally mobbed by 200 small children all of whom were under the mistaken impression I had an inexhaustible supply of Bic biros to give away.

At every bivouac however remote, we were constantly encircled by hundreds of Africans young and old, and happily for me, all were selling cartons of contraband Marlboros at very reasonable prices. Every so often the press tent in which I was working would be invaded and everything that wasn't bolted down would be swept away. At night it was even worse with many waking up in the morning to discover a big hole cut in their tent and all cameras, lap-tops and personal possessions gone. As the weeks went by and thefts multiplied, some of my fellow rally followers began to develop distinctly racist tendencies, but given the disparities in living standards, to me it seemed like an entirely reasonable means of wealth re-distribution.

I'm not going to say much about the race here because I'm sure you saw more of it on Eurosport than I did stuck in the bivouac. But I have to say something about the racers - they're stark raving mad. The top guys were getting in about 4-5pm in the evening and looking pretty worn out after 8-10 hours in the saddle. The privateers were getting in much later, then having to work on their bikes all night. How they found the strength and courage to keep going and make it all the way to the end I'll never know. Seeing Swedish rider Ole Ohlsson woofing up his cookies in front of the medical tent every night with a viral infection, then starting out every morning, sweat pouring off him made me feel like a total wimp.

In fact I could carry on for pages and pages about all the amazing things I saw, but instead I'm going to go and see the new Woody Allen film and forget about it for a while. But before I leave, just a word of advice. Dream all you want, watch the videos and read the articles, but whatever you do don't bother competing in the Dakar. Not unless you're absolutely barking mad.

## Snippets

### • Premature Publication

Er... we were a bit hasty with our adverts last month regarding the Dirt Bike Guide which should be on sale by the time you read this. Thanks to everyone who rung in to say they hadn't managed to find the DBG on sale - well you should find it out there now... we hope!

### • Swiss Watch

Husky Sport have confirmed that they are the importers for Monnier-Honda - the range of Swiss assembled XR specials which made their debut at last year's Dirt Bike Show at Donington. The hand built machines are available in a variety of guises including full rally spec (630cc), Street Supermoto (600cc), basic enduro spec (400cc), or even a trick perimeter framed 440cc version with Paioli forks and Ohlins shock in either MX or enduro trim. All feature state of the art components matched to Honda reliability. For more details call Husky Sport on 01962 771122.

### • XR Woes

Does your 96/97 XR400R suffer from carb problems? Get yourself a carb tune-up kit from Motorcycle Co UK. The kit includes a range of main and pilot jets, an A16A HRC dual taper needle, and the new #408 carb slide together with a stainless steel Vortip insert and full instructions for fitting. All parts are available individually from Motorcycle Co UK on 01764 655755 or e-mail them at XR4@motorcycle.co.uk.

### • Forest Ban Sport

Due to various trespass problems with illegal dirtbike riding in Forestry Commission land on the North York Moors, it looks certain that the use of all Forestry Commission land in North Yorks will be withdrawn for enduro use in Spring this year. If you're one of the twats that's been riding there illegally then thanks a lot!

# TALKING *Dirty*

**Chris Evans reflects on some of the highlights (and lowlights) of the 20th Dakar**

**A**s I write this I'm still trying to recover from three weeks staggering around Africa on the 20th Paris-Dakar. The early morning starts, the relentless pace the continual heat and dust, they all took their toll - and I wasn't even competing! With a hint of pride the French will tell you the 'Dak' is organised chaos. To those with less Latin sensibilities, the emphasis is definitely on the latter. Still there's no denying it is one mother of an event.

The logistics for example are simply mind blowing. There's 1500 people on the 'rallye caravan' all of whom have to be fed, watered and transported. The



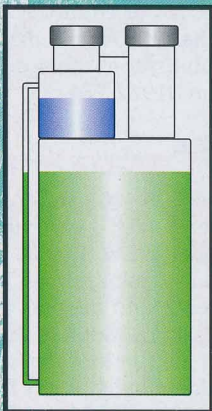
# TRAIL

## TIPS

**This month our trail tips concern a neat way to dispense your 2-stroke and a cheap way to keep your pinkies warm out on a cold trail**

As promised in last month's issue, here's the tip from Ian Baxter of Cleveland for carrying, measuring and mixing your two stroke oil out on the trail:

Nip down to your local garden centre and purchase a bottle of Verdone weedkiller in their handy 500ml or 250ml plastic bottles with the goose-neck pourer. Use the weedkiller as per instructions (or as a quencher for thirsty rambblers). Next work out your desired fuel/oil ratio and mark the goose-neck to the required mix per litre, then fill up with your favourite 2T oil. These flat bottles fit neatly in the average jacket pocket or strap onto the rear mudguard (or even under it if you are feeling clever). They are even graduated in 10ml increments to help your calculations. For my Pampera, the 500ml bottle caters for at least three fill-ups and is more than adequate for a day on the trails. It can easily be refilled from your main bottle when you get home, and after a year of use, the bottle shows no sign of degrading from being in contact with the oil.



### Got any good Trail Tips?

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

Excellent tip Ian, keep them coming in. Here's another couple from Tim Marquis of Guernsey: Replace the nuts and bolts securing the bodywork and side panels on your big trailie with quarter-turn Dzus fasteners. Not only does this make access to the bike much easier when out on the trail (without having to get out your tools), it'll save you money on servicing costs



when your bike goes into the dealers. Since most dealers charge hourly rates, bodywork removal will be much quicker and hence cheaper. Also, I took your brake-snake tip (TBM27) one step further, using thin stainless steel wire, and a pair of U-bolt type wire clamps sourced from a ships' chandlers. This gave me a stronger if slightly more expensive heavy-duty brake-snake for my KTM Adventure.

Thanks Tim, now here's another tip from Andy Horsman of Bristol: Keep your spare spark plug in pristine condition by storing it in a container made from two discarded 35mm plastic film canisters. Drill a hole in the bottom of one and push the threaded end of the plug through. Measure the plug reach and trim the other canister to size. Now tape the two canisters together and replace the top. This will keep moisture out and protect the electrodes from dirt.

Good one Andy, and finally here is a contribution from Gavin Garth of Lancaster. Not so much a tip as a bit of information: I bought these 100% waterproof, Gore-Tex, furlined mitts (pictured) for £6 from a Nottingham army surplus store. They're perfect for cold winter trail rides and even feature a retractable, zip-up trigger finger - should you find yourself needing to make a one finger salute while out on the trail. Cheers Gavin - but surely it's the wrong finger isn't it? Keep those tips coming in and we'll keep publishing them.



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Words: Si Melber  
Photos: Si Melber & Neil Pidduck

**The 1998 Kawasaki KLX300R has finally been launched in the UK as an official import. We took a ride on it and the '98 Honda XR400R to see if the nimble KLX could outfox the more powerful XR...**

# Three-Four

# TIME

**W**hen Kawasaki launched its KLX250R back in 1993 it quickly established itself as one of the nicest little enduro thumpettes available. The combination of a revvy motor which could be thrashed with impunity together with typical Kawasaki suspension and handling, made for a lightweight four stroke dirt bike that could really rip. But all too quickly the little KLX began to fall out of favour with the four stroke crowd. For all its light weight, nice handling and easy manners the KLX was simply not powerful enough for most owners - especially for a machine which felt so capable. And there was worse to come as owners began reporting starting difficulties both hot and cold and the KLX got a reputation as a difficult starter.

So when Kawasaki began drawing up plans for the replacement to the KLX, they knew that any new model would need to address these shortcomings. The result was the KLX300R, launched to the rest of the world for the '97 season, but up until now, only available in the UK as an unofficial import. Now it's here - officially - and we rode it down in Somerset in the company of the new XR4 over a mixture of off road terrain, then took them along to the dyno room to see just how much power each of the bikes was making.







## Kawasaki KLX300R

there's a new 9.8 litre petrol tank (1.8L bigger than the KLX250's), about half of which sits down below the frame rails. Like a number of off road Kwackers, the KLX utilises a box section perimeter steel frame which splits just behind the headstock allowing the tank to sit in between the frame spars. Despite this a fair bit of tank still protrudes up above the top of the frame

but the payoff is thanks to the extended capacity, top-ups shouldn't need to be all that frequent.

Up ahead there's the barest of essentials - a working headlight and a resettable odometer sit below steel bars - prospective owners will need to find a speedo and dip-beam arrangement to register the bike for road use - while at the rear there's a matching tail light but no brake light switch. Narrow fenders front and rear contribute to the bike's miniscule feel and keep the weight down to a minimum. In fact fully gassed up and ready to hit the dirt, the KLX tipped the scales at 116kg - not too bad, though undoubtedly a bit more road kit such as a numberplate and speedo would push up this figure a little.

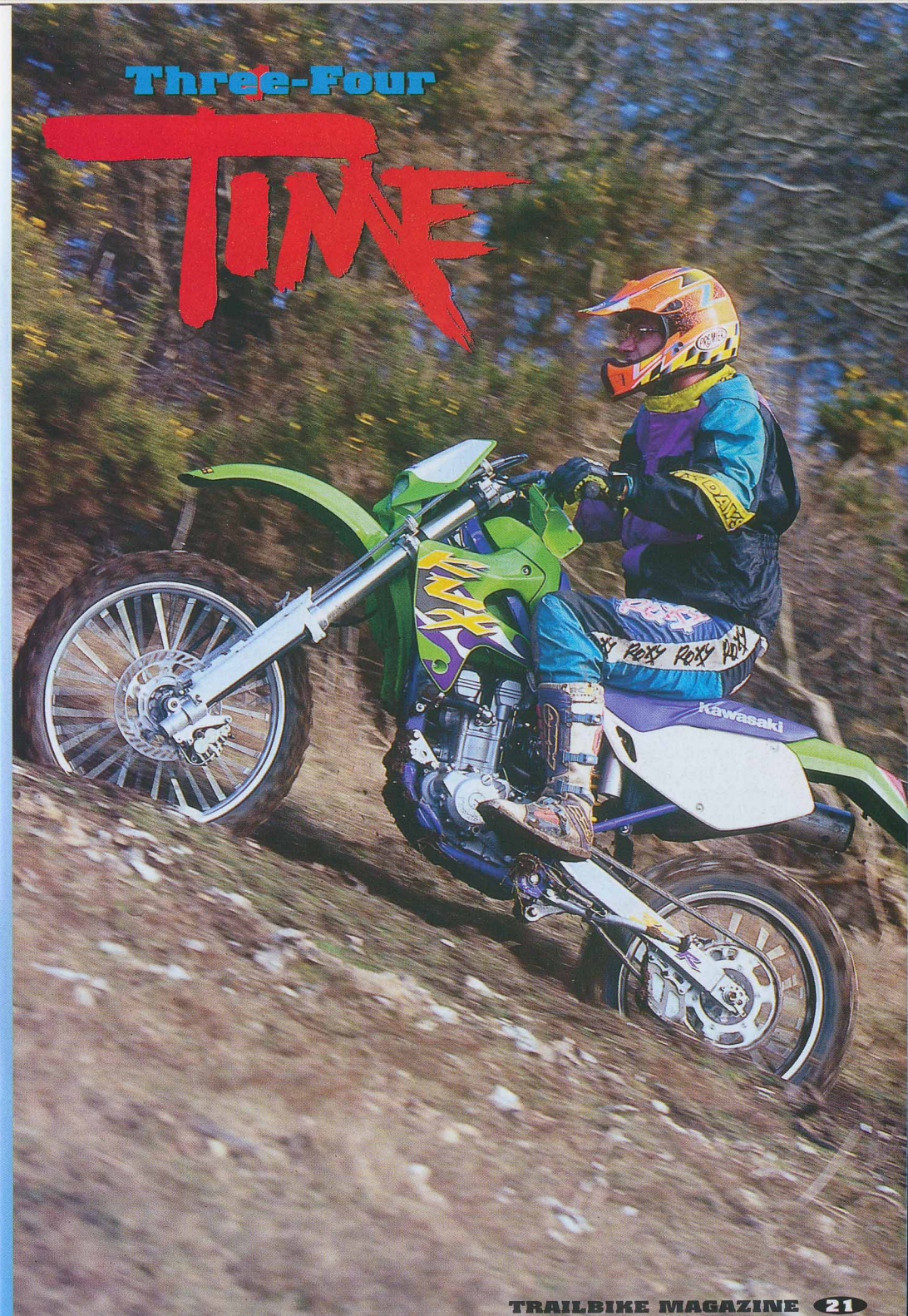
The KLX has always had a reputation for being a well suspended machine and the 300R continues this tradition. The front wheel is supported by a pair of 43mm USD forks with 16-way compression adjustment. At the rear a linkage supports a remote reservoir shock adjustable for preload, compression and rebound damping. On its standard settings the suspension felt nicely compliant with a good smooth action and plenty of progressive damping. For sure, some riders may feel the bike is set up on the soft side but we never bottomed it out once during testing and stuck to the factory settings.

Braking is handled by a 250mm floating front disc grabbed by twin pot Nissins, and actuated by a neat 'stubby' lever onto which just two fingers will fit. At the rear the 300R features a smaller disc, caliper and master cylinder than the old 250R to even out the braking forces. The simple rear caliper is protected by a plastic shield (alloy on the XR) and provides well balanced braking



Park your butt on the saddle of the new KLX300R and if you're the owner of a 250 version you'll quickly feel at home. Visually there's little to distinguish between the two bikes, though if anything the 300 actually feels a fair bit lower than the old 250. For those of you who've never ridden a KLX before that means a comfortably low seat for an average sized rider - although those over six foot tall need not apply.

The perch itself is relatively narrow, but the foam is nice and compliant and more comfortable than the XR's. In front of you





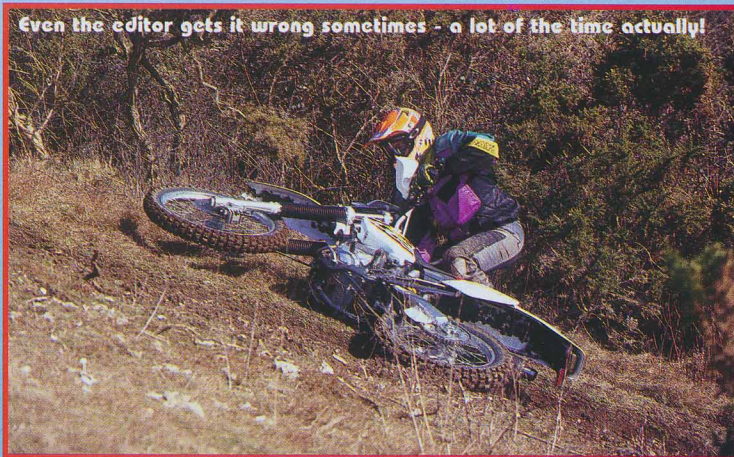


without too much rearward bias.

At the heart of the machine is the unmistakable slab-sided, liquid cooled, dohc, KLX motor with its tall cylinder, four valve head and compact crankcases. Kawasaki opted for a bigger bore to source the extra 50ccs, and the 292cc motor now breathes through a semi-flat slide 34mm carb. On the dyno the barely run in KLX gave a best reading of just under 23hp at the rear wheel! If that doesn't sound like much then take heart from the fact that not only did the Kwacker have one of the smoothest power curves we've ever come across (much smoother than the jagged XR one), but in typical Kawa fashion the KLX would rev on and on blitzing past the XR's 8500rpm ceiling and revving on to 11000rpm. In fact the super smooth power and torque curves are a credit to the Kwacker which by 8500rpm is still making decent power even though the XR has all but died.

From 8300rpm the KLX is making more torque and more power than the XR4, and it continues to do so for another couple of thousand rpm. Give it a few months more use and perhaps a jetting kit and you might just liberate a couple of more hp but otherwise, that's about your lot. And don't go thinking that its unduly restricted on the pipe - remove the exhaust baffle and you can kiss goodbye to 1hp at the top end.

But before you dismiss the KLX as an underpowered sloth bear in mind that the



dyno simply records the power output, it cannot translate that into what the machine feels like on the rough, for that we needed to head into the Somerset hills and an enduro course lent to us for testing.

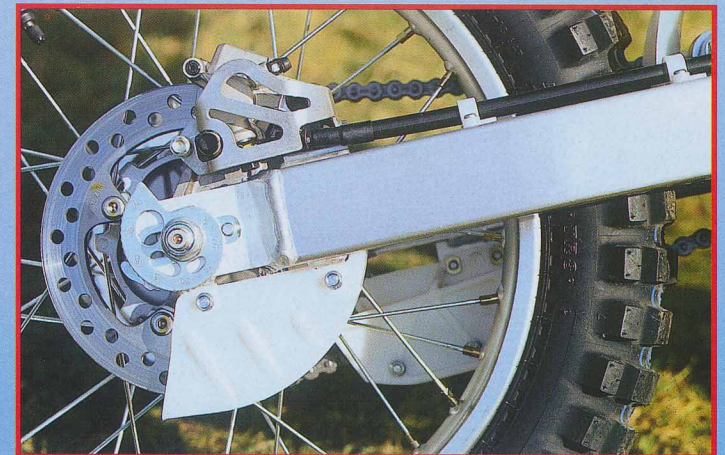
Let me say straight away that had I not known the dyno reading I would have guessed that the KLX was putting out at least 10% more power. So lively is it on the standard gearing that the front end virtually always leaves the ground the second you dump the clutch with a fistful of revs dialled in. After that the gears come up in a flurry of revs and while there's no way of determining how fast you're actually going (there's no speedo remember), the KLX feels sprightly to say the least.

In fact we loved it. Jump on board and it feels small and unthreatening, but charge into the dirt and the KLX feels like the enduro weapon that it is. Like the 250 the engine will rev and rev so that rapid progress is maintained by keeping the power in the upper reaches of the rev band (which seems to go on forever), and then rapidly upshifting through the notchless six-speed transmission. But unlike the 250, there's much more charge to play with so that the KLX can cover ground at a hectic pace. It's a gutsy little powerplant too and climbing hills is just a gas; the unburstable motor keeps powering the bike onwards and upwards even when you think it's ready to stall - the engine simply digs in and finds power reserves right at the bottom end where you need it most. On one long flinty off-cambered hill climb the KLX would power its way up without downshifting even if you backed off halfway because the rear end broke traction.

In fact in most situations the KLX felt more composed than the XR400R. Partly because it doesn't have a surfeit of power to upset the fine balance, and partly because the excellent suspension and chassis keeps everything in check and allows you to exploit to the maximum the bike's superbly forgiving handling. And unlike the XR, the KLX feels like a racer, the riding stance is less upright, the handling more precise and the whole thing more chuckable than the lofty Honda.

## Honda XR400R

We chose the XR4 to go into battle against the KLX because despite its 25% capacity advantage, it's the nearest thing to the KLX in terms of middleweight thumpers, and virtually on a par with it for price if you're prepared to shop around. It's also still the best of the current range of XRs - comfortably outmanoeuvring the big XR6 and outperforming the XR2. As an allrounder we've already written about how good it is and now for '98 thanks to a few modifications, it's frankly even better.





**KLX excels in the woods where its soft power delivery and supple suspension work best**



Top of the list of the numerous fixes required for the latest XR4 was the need to sort out the awful carburetion that afflicted the previous two models. Without going into too much detail, Honda felt that a revision of some of the carb internals and a switch to a 55 pilot jet (where last year's bike had a 62) would be sufficient to do the trick. Well I can't guarantee that the awful bogging down and stuttering have been banished for good, but I will say that I never once felt it happen on the '98 bike while we had it on test.

So far so good then, but what of the other changes that had been wrought. Well for

this year there's a couple of modifications to the suspension. The forks get a slightly stiffer set of springs for the new season to address the imbalance criticism, while compression and rebound damping have been reduced and a few other internal mods help to reduce stiction. The rear keeps the same spring as last year, but once again compression and rebound damping have been modified along with the addition of needle bearings for the linkage.

Other changes include a slightly redesigned airbox door, oil filter and right footpeg, along with stronger subframe mounts and a modded kickstart which sadly hasn't addressed the sticking down problem caused when the kickstart swivels around at the bottom of its stroke.

On the dyno the XR (which was as tight as the KLX) heaved out a creditable 28.1hp (and 23.5 ft/lbs of torque) with the baffle in place, and a storming 31hp (and 25.6 ft/lbs of torque) at an ear-bleeding volume without. But the power curves were nowhere near as smooth as the KLX (we've smoothed them out for the purpose of our graphs). Certainly then the extra capacity endows the Honda with a whole load more stonk, and this coupled with taller gearing makes the XR much more pleasant to ride on the street.

Off road the XR still surprises with its towering seat height. Sub six footers will find it an immense struggle to get both feet comfortably on the floor and the difference in height between the two bikes was a good couple of inches. Apart from the height difference, the XR feels half a size bigger in almost every dimension to the svelte KLX, despite the Honda itself being a minor miracle in terms of compact packaging, and this can be a good or bad thing depending on your size and preferences.

Clamber on the thing and you'll find that the lofty perch is still as uncomfortable as

ever, though looking ahead the XR does offer rather more in the way of instruments and street legal niceties than the KLX. In fact the Honda comes virtually ready equipped for the road with a dipping headlamp and a speedometer, and virtually all any owner would need to do to get legal would be to apply for a registration.

Despite the fact that the XR was marginally bigger than the KLX in virtually every dimension, and that it felt considerably heavier to manhandle around, it registered just 125kg on the TBM scales with a full compliment of road equipment and a tankful of juice - though it certainly felt heavier. Off road that feeling was even more pronounced.

In the interests of parity, we rode the Honda in silenced trim but although that limited its power output, on a slippery and technical enduro course, it never wanted for extra oomph. It could've done with some extra grip though since the standard IRC tyres aren't much cop in the mud, and the front end never felt as well planted as the KLX's. As far as power goes, however the XR had more than enough. Feed in the heavy clutch and the XR lights up the rear tyre as it scrabbles for grip and tries to shove you forwards. Off road and on standard gearing, there's more than enough poke from the air cooled four valve engine, while the suspen-

## Three-Four

# TIME

sion modifications have certainly improved the XR's ground covering ability.

We felt that last year's XR was pretty well suspended all things considered although the front felt a little soft and the rear a bit too firm. Well the '98 model still feels overly firm at the rear, but the forks are now even better giving an even smoother ride than before. Choppy rolling whoops hit at speed are soaked up impressively while bigger hits are dispensed without any bother at all - in fact the XR just gets better the faster you go.

Firing it up the steep hills was a matter of point and squirt; the engine delivers the goods, the suspension tracks faithfully and the XR will clamber up virtually anything given a willing pilot. It still feels too heavy in the turns though which we put down to



**The KLX300R is miles better than the old 250, but it's still a bugger to start when hot**



the bike's extra height. Sharp steering geometry helps the XR turn in fast, but getting the thing over onto its side from upright still takes quite an effort. It was noticeably harder to chuck around than the KLX, although if the turn is open the XR will power out faster thanks to the extra kick in the pants delivered by the bigger motor.

### Side by side

Given that both bikes had their individual strengths, we figured the only way to separate them was to do it against the clock. So we set up a mini special test about a mile long with a mixture of long, fast (bumpy) straights, climbs, ruts, descents, plus a few little off camber turns thrown in for fun.

Needless to say the XR blasted away from the Kwacker down the straights where it could best use its power advantage, but it surprised us that it could keep that advantage over the bumps - the XR's stiffer suspensions helping here. On the tight turns and tricky downhills it was the Kawasaki's turn



On the dyno the XR put out 28hp at the rear wheel

to make the running helped by its more precise pin-point placing of the front end, and the fact that it could be thrown into the downhills with far more confidence. Better balanced brakes helped as well and at the finish it was the KLX by a whisker (1min 28s, compared to 1min 30s for the XR) - but it was close.

Perhaps the biggest surprise was the fact that both bikes were so close in the end. Sure the KLX gives away 100cc and 5hp, but

The '98 XR400R seems to carburete better than the earlier bikes. Suspension is better too!



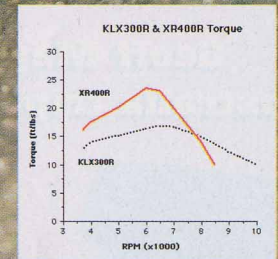
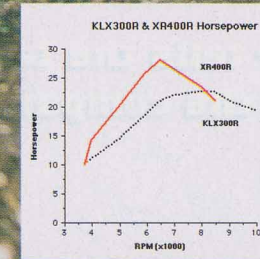
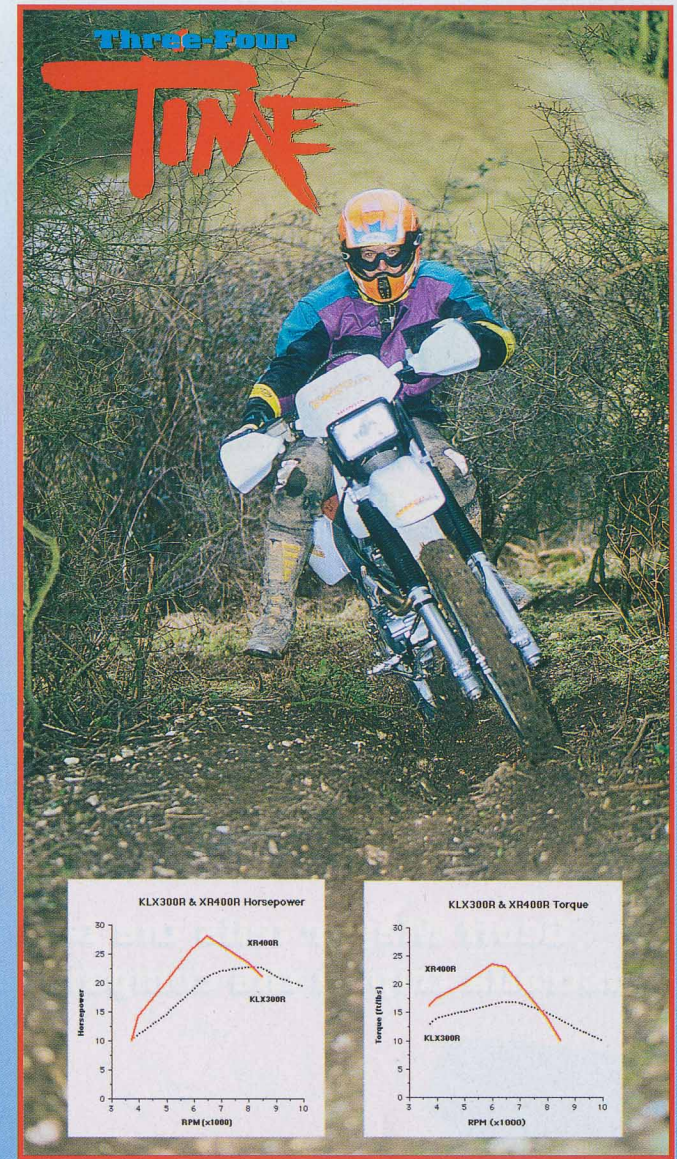
Thanks to Paul Branson Motorcycles for the loan of the XR400R - if you want one you can call him on 01935 474998.

it has a size and weight advantage that many people will find appealing - not just in a tight enduro situation either. The KLX felt like it would make a fantastic trail-bike (given a bit of extra road legality). It's so small, light, and compact and is blessed with such a willing motor (both at high and perhaps more importantly, low revs), that it would be easy to imagine plonking up and down a trail all day on one, the comfy seat, large capacity tank and low height all help contribute to an ideal trail mount.

But of course what all existing KLX owners want to know is: does it start well? The answer is a resounding maybe. Ours started from cold first time every time, but when hot it could be extremely temperamental. Kawasaki have fitted the KLX's Keihin carb with air vents on either side, and a special air vent hose to drain it in the result of a fall, but as far as we can tell, it doesn't seem to make much difference. Once the engine's hot - starting the thing is no easier than with the old 250.

As a decent clubman enduro tool in the fourstroke class or just as a regular trailbike, it's hard to find fault with the 300R. Of course there's the price - at £4195, it comes bang smack up against the bigger and faster XR. Yes, I know the XR is supposed to sell for more, but nobody seems to pay more than £4200 for one these days. For your money the KLX comes with spares kit and various Team Green benefits such as a free set-up and track day, but it's still a lot for a mere 300.

The XR on the other hand offers a lot for your money: it's well built, well suspended and better equipped than the KLX. As an all rounder it's virtually unbeatable, and for '98 it's now even better. It can't match the tiny KLX on nadgery terrain, but it will blast it into the weeds given a fast straight or an open course.



### Conclusion

On balance we reckon the XR would suit a stronger rider or someone who wanted a bike capable of tackling everything from a local enduro to a desert rally - it can do it all, and a lot more besides. The KLX on the other hand would be our choice for a clubman enduro four-stroke or for pottering around on the trails - it's faster than a 250, lighter than the 400, and a fun little racer to boot.



# Crac Food

**Geoff Meyer tells the tale of a round Australia trip in the company of a few mates**



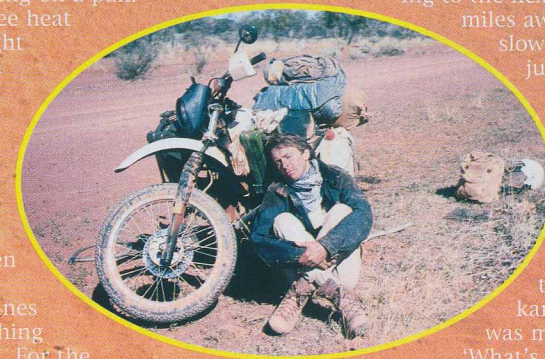
It was hot, the sun was making red marks on my back and my balding head was starting to resemble an egg frying on a pan. And in this 40 degree heat without a tree in sight under which I could shade my head, my BMW decided the front forks would break.

Without a doubt Australia is heaven if you're a motorcycle freak. It's got open spaces, tight tracks, ocean front sand dunes and just about anything else you might want. For the lone traveller however it also has some minuses. Those open spaces bring minimal help, and while I sat by my bike I silently prayed that help would eventually turn up. It had to - I had just about finished my

water and I was eating food that had seen better days. My bike's front forks had nearly snapped apart and there was no way of riding to the next town (some 100 miles away). The thought of a slow lingering death was just beginning to enter my mind, when a truck loaded with aborigines came flying along spraying dust in every direction, stopping just in time before hitting what at first they took to be a dead kangaroo - but in fact was my bike.

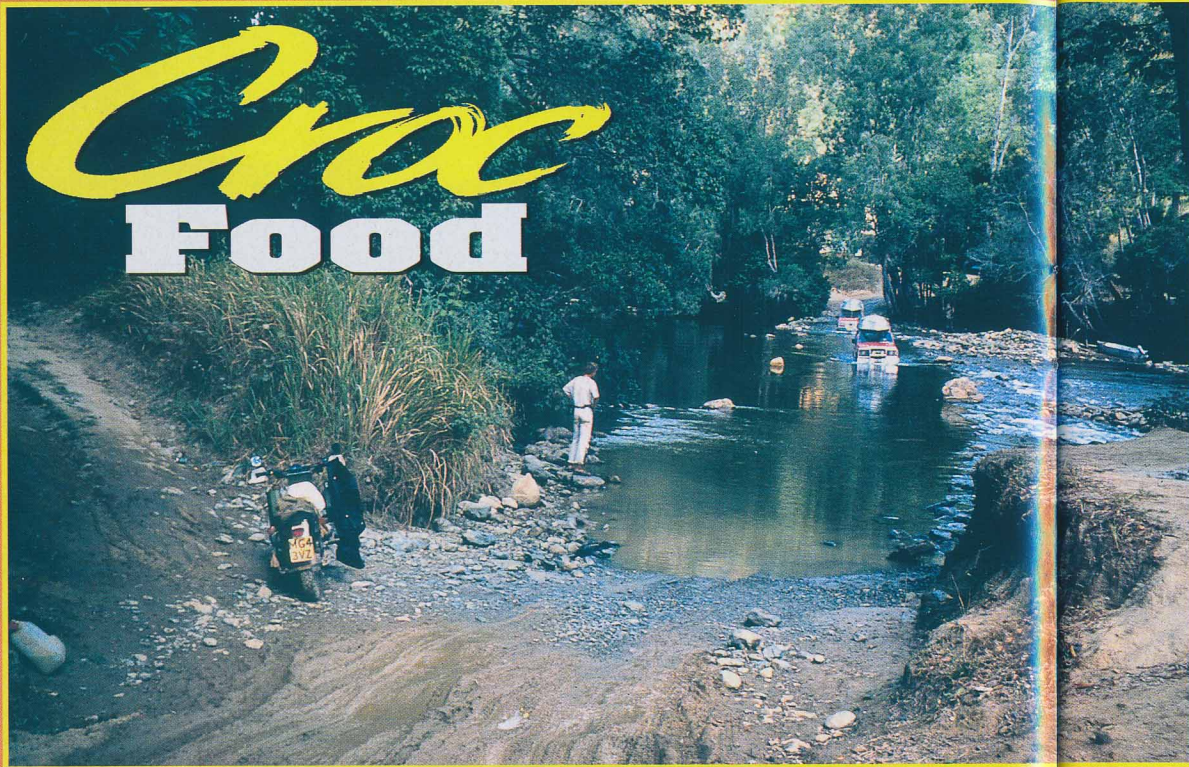
'What's up mate?' said the friendly driver 'You look a little hot. Need a ride?'

I hopped up into their battered old '65 Ford and thanked them profusely. Boy, was I glad to get out of that place.





# Croc Food



So how had I got myself into this position in the first place? It all started when some friends mentioned in the pub that while I was a handy motocross rider, off-roading was another story. In fact they more or less said that it takes brains and not just a wild throttle hand to master a week long ride through the outback, let alone a three month vacation (as we eventually planned). So there we were: Wooley, Stainey, Pickle, Blouse, and me Donkey (for obvious reasons). A trip through Australia would prove once and for all who was king of the off-road between us.

The three month adventure started from Sydney (which was a good idea as we all lived in Sydney at the time). Heading out across the Blue Mountains to Burke, before moving on to Adelaide, Perth, Broome, Darwin, Arnhem Land (at least as far as we could), then down the coast a little while until heading inland again for the run back to Sydney.

February 15 1989, I remember it like it was yesterday. Five mates and a stack of luggage. I figured to take as much as my bike could hold - forgetting that I needed to sit somewhere. I took away half of my stuff and

then started packing again. I'd originally planned to take my Nikon FM2 camera, and all the attachments. Wooley mentioned something about heat, Stainey said the rain would wreck it, and Blouse just said it was too nice to get dirty. I didn't take it, but threw in a smaller camera instead. Next problem was starting time. All my mates had this idea if we started out before first light next day we could beat the Sydney rush hour.

It was dark, when we headed off making our way past the northern beaches. It was obvious that this was going to be one great adventure, and within no time we were already nearing Bathurst, our first stop. For those that don't know Bathurst, it's the centre of Australian motor racing, with its Mount Panorama racing track. The Mount is to Australia what the Isle Of Man is to Britain. Bathurst is also a great place to get started - it's a little like leaving modern life behind and riding back into the Fifties. Soon out of Bathurst, our bellies full with bacon and egg rolls, we hit some great windy tarmac roads, before the first of the day's dirt tracks began.

Three days into our trip we were already

covered in thick red dust. We had covered 400 miles and had been hauling ass. Not too many problems so far but then it all happened. Our night camp was tucked away in a small place called Tomawaaccac, where a population of three people put us up for the night and promised us a party to end all parties. These guys were so happy to see us they figured they would get all their beer out (all 24 cans) and put on some great old (Elvis) music. By 9pm the beer was all gone and after a weary day in the saddle we all flopped into our sleeping bags and fell soundly asleep. Sunrise and the small population of Tomawaaccac had gone, along with Pickles' and Stainey's bikes and a swag of gear. It was tough sending two mates back home minus their mounts and down in the mouth, but we'd all learnt a valuable lesson, and after that night we were a little more selective in who we befriended.

With nearly half the group already gone, we decided to just stick to our own company for a while and get some miles under our belts. We breezed through Perth and made our way towards

Broome in the northern part of Western Australia. There wasn't a person in sight. In fact during the previous week we hadn't crossed paths with a single soul, and with Broome only 100 miles away, we were looking forward to some action. Then came major blow number two.

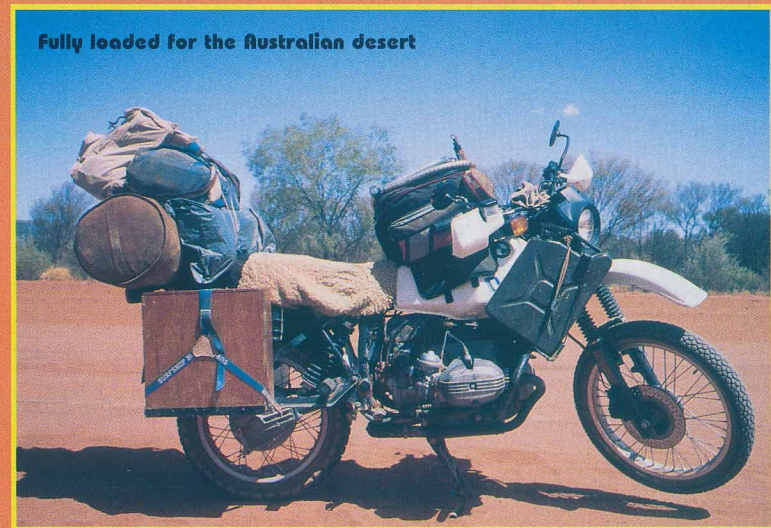
Just for a laugh I figured I'd let the other guys (Blouse and Wooley) lead for a while and give them a feeling they were really faster than me before storming past them at full throttle, but I'd figured without my BMW breaking its front forks. My mates who were so busy racing each other that they forgot me, had eventually turned

around to discover I was nowhere to be seen. With a three way dirt crossing in between, came another chapter in the 'how not to ride Australia' saga. Wooley and Blouse went south while me and my Aborigine rescuers were now heading west, inland to Broome. After riding for about 50 miles in the other direction my mates had turned around and worked out that I must've headed towards Broome. A few hours later I saw them coming towards me, throttles held wide open as I sat in the front of the slow moving Ford. As they approached they saw my bike on the back and figured I'd been held up by bandits who'd stolen my bike. It was only when they saw me in the front that they realised I'd been rescued.

We ended up taking our new friends out for a night in Broome, then made our way to a safe and quiet sleeping place. Early next morning we had the repairs done on the BMW, then made our way further north riding through the Kimberlys and on to Darwin. Heading south the next day to a small place called Katheryn, we were warned by the locals to look out for Crocs especially when camping near rivers and so we decided to pitch our tents a couple of hundred metres away from the river to be safe.

Throughout the night I was more than a little puzzled by the sounds coming from the river which at times seemed like it was only several feet away. Surely this was just my wild imagination? The next morning brought a chilling realisation of how lucky we'd been. A distant storm had caused the river to rise in the night, and come morning we were only maybe twenty or thirty feet

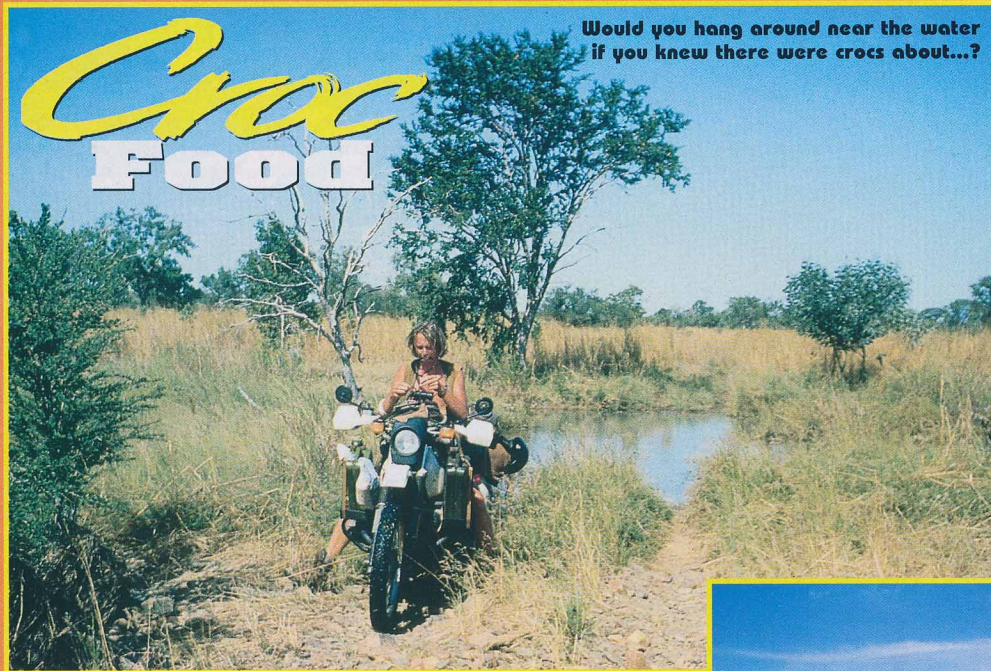
Fully loaded for the Australian desert





# Croc Food

Would you hang around near the water if you knew there were crocs about...?



away from the shore line. Croc prints lined the river bank, and it was just sheer luck that we hadn't become some big croc's dinner that night.

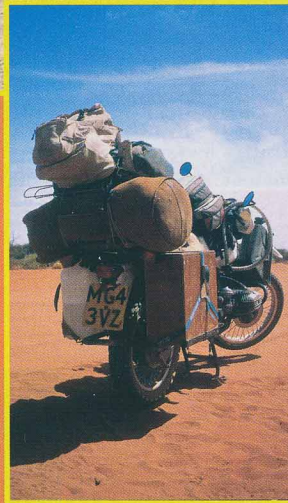
Riding away from our near death situation we took the fast route to Queensland, but this was when the fun really started. The ocean front sand dunes became our own little Dakar rally. I was Stephane Peterhansel, while my two mates played out the roles of the following riders. This scene lasted a few days before it was time to hit the red dirt again. Making our way through small towns with minimal populations, we eventually arrived at Burke.

For anyone that has read about Australian history, Burke is a real story. The gold rush started here back in the last century and while once upon a time it was a thriving mining town and trading post, now it is little more than a broken down relic. But it had that nice outback feeling and with the ride to Sydney only days away, it was our last chance to enjoy the open red dirt roads again. Three days we rode without sighting anyone, our nights were spent staring at the star covered sky and counting huge numbers of kangaroos and birds. While the adventures of the past months had been impressive, these last few days were our best. Our homes were now nearer and the thought of getting back to home comforts

again made the end of our trip very exciting.

I never got to show off my motocross skills in the Aussie outback, and while riding hard was fun, for me, it was more the moments with the throttle rolling slow-ing open and the three of us enjoying the wide open spaces that Australia can offer, that I remember most fondly.

I've stopped riding motocross now, in fact with three children and a mortgage I rarely get to ride a dirt bike anymore. I've even gone as far as to move to Holland, where motorcycle riding is limited to the streets. Those three months riding around Australia will forever live as a major moment in my life. If you're ever lucky enough to get some time off from the rigours of the real world, then head down under for a real experience. Besides, those crocs just love the taste of white bellied pommies!



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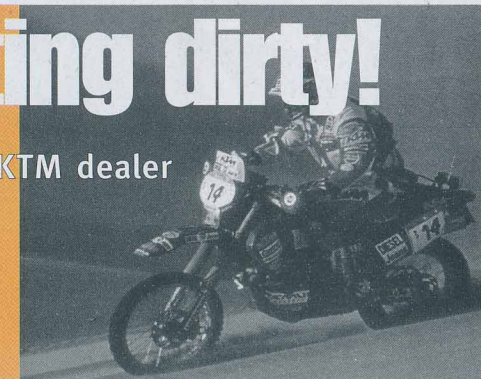
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# Crack and cheese

**125s are all much of a muchness aren't they? Apparently not, as Paul Blezard discovered when he took a brand new Rieju RR125 and KTM LC2 out onto the trails of Wiltshire...**



**E**veryone has to start their off-roading career somewhere and if you're sensible enough to choose a trail bike as your first motorcycle - and take it off tarmac - we know you'll become a better rider on the road, quicker. Unfortunately the recent change in the learner laws has seen the virtual abandonment of 125s - and trailbikes - for road training purposes as most debutantes now exercise their option to learn on a 46bhp middleweight roadster. However, if you're under 21, that option isn't available - it's got to be a 125. And if, on the other hand, you're that other kind of novice, one with a full licence who hasn't ventured onto the dirt before, there's a lot to be said for a 125 as a sensible choice of mount in its own right.

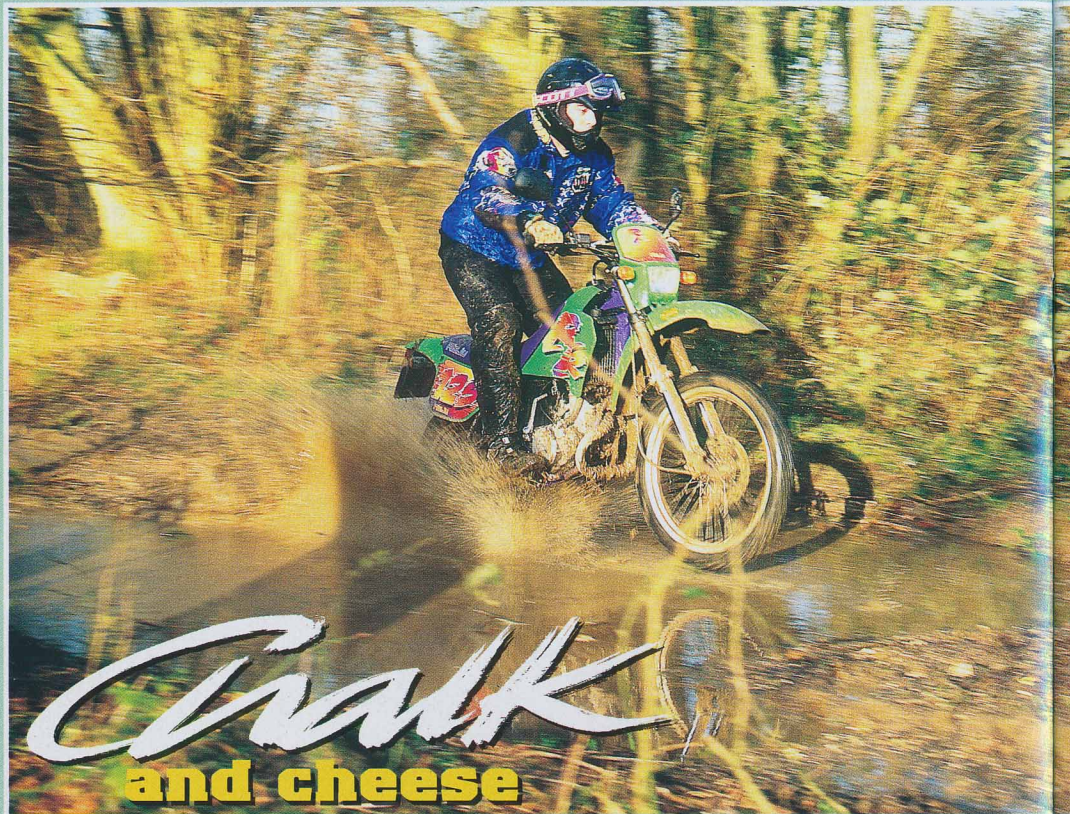
## Rieju RR125

### Who the Hell are Ree-ay-hoo anyway?

For those not familiar with this Spanish company, you might be surprised to learn that the Rieju concern has been around since 1934 when it began life as a pushbike manufacturer. They added their first engine in 1945, and between 1983 and 1990 won no less than eight Spanish enduro championships, six enduro world championship gold medals and took second place in the 1985 ISDE - all with their Minarelli-engined Marathon 80. In fact the production of small capacity bikes has been their stock-in-trade for the last 50 years, though the 125 tested here marks the start of a new all-Spanish collaboration with trials specialists Gas Gas.







# Crack and cheese

The RR125 is an interesting hybrid. It's basically the beefed-up chassis of an RR50 into which a Gas-Gas 125 trials engine has been slotted, and the moped-class heritage of the smart green machine was apparent before we even slung a leg over it. Opening the tailboard of the editorial pick-up, the Rieju's rear wheel was several inches further forward than that of the KTM parked alongside, and it was noticeably lighter to heave in and out. Just how *much* lighter, came as quite a shock. The Rieju tipped our atomically-calibrated bathroom scales at a featherweight 93kgs, fully tanked and ready to roll. Not only was this a massive 28kgs lighter than the rather porky KTM, but it was actually 2kgs lighter than *me* - and I wasn't wearing boots, helmet or a jacket either! This meant that a) The Rieju 125 was the lightest road-legal motorcycle I'd ever ridden and b) I'd hit an all-time lard-arse high and some drastic belly-ballast reduction was urgently required. But enough of my personal problems. Back to the Rieju.

Considering the bargain-basement price of the little Spaniard, it looks far from cheap and comes pretty well equipped. You get an eye-

catching paint job, tasty-looking upside-down forks, indicators, two mirrors, a mph speedo and an ignition switch with built-in steering lock (unlike the KTM). There are even sensible side reflectors built into the front mudguard and the seat is really low and plush for your tush.

The most backward thing about it however is the need to use pre-mix fuel (50:1) and this, coupled with a minute 5.5 litre tank, is an inconvenience at best, and could lead to disaster at worst if a learner got his or her sums wrong. There's no electric start either of course, the side-stand is one of those annoying flip-up nasties that needs a bigger footprint and if you want to be really nit-picking, the indicator switch is an old-fashioned sliding jobby rather than the fail-safe 'push-to-cancel' type we've come to expect these days.

My first impressions of the Rieju were second-hand as I watched the editor slip, slither and then stall in the first couple of hundred yards of a Wiltshire trail from the stable seat of the knobbly-shod KTM. I snorted with derision as he struggled to re-start the wee beastie but it wasn't long before I was struggling with

it myself. Compared to the high and heavy KTM the Rieju feels like a mini-bike but unfortunately it's by no means user-friendly. The Gas Gas engine retains the trials-style kickstart which pivots from the very top of the crankcase, so although the lever itself is very short, to get a full swing actually requires you to get your boot a long way up in the air, which immediately cancels out most of the bike's advantages from the point of view of a short-arse. To make matters worse, the little Hispanic was both reluctant to start and all too eager to stall and I was soon calling it every name under the sun.

Once I'd actually got under way on the damn thing, the contrast with the KTM continued. With that ultra-short wheelbase and OE MT21 tyres, it required considerable concentration and a firm grip on the bars just to keep it pointing straight ahead on the slippery trail and whilst the suspension is beefier than the RR50's (on which it is based), it was still bottoming out repeatedly at both ends under the stresses imposed by my record-breaking 15 stone. On the plus side, it was ridiculously easy to hoist the front end and change direction - I've never ridden a bike that was so keen to jump out of a rut - in fact I found myself jumping right across them with impunity.

That Gas Gas engine is extraordinary. Visually, it's a thing of beauty with a quality and compactness rarely found on a bike of this class, let alone price. Although it only makes a claimed 12bhp (and feels like less), most of the power is available the instant you let the clutch out, to the extent that most of the time on the trail the Spanish bike actually felt more powerful than the de-restricted KTM. This is not a complete blessing though, particularly from a learner's point of view. The power comes in so fiercely low down that it's really easy to stall the bike just letting the hydraulically operated clutch out - it really feels like a competition trials bike and in many ways performs like one too. The ed and I had some fun daring each other to ride over humungous logs and later in the day I tackled some serious mini-'sections' that had been created by tree felling and found that I could tackle all sorts of daunting-looking obstacles feet-up with confidence. I'm sure a schoolboy trials rider would feel at home on the Rieju in

no time, especially as the gear lever is set trials-style so you have to lift your left foot right off the footrest to change speeds, but again, that hardly makes it learner-friendly.

It was a pig to start until I discovered that no matter how hot the engine was, it started much more predictably if you engaged the old-fashioned choke lever on top of the carb. I'm not sure if it was just me getting used to it, or the fact that the very new engine was starting to loosen up, but the Rieju did start much more predictably as the day wore on, until it stopped altogether... but I'm getting ahead of myself.

When we turned off the trail and back onto tarmac for the first time, the Rieju felt weird. The little 125 has six gears, the bottom five of which are pretty low and closely spaced together (ideal for the trail) and then there's a big jump up to top. In the low gears, the stomping torque low down suddenly stops as the revs rise because the engine is restricted by retarding the ignition, so you change up to the next gear. But when you get to sixth gear,



Little KTM handles like a... well, bigger KTM actually





All ready to get muddy

the bike struggles to pull it unless you've revved it hard in fifth to about 50mph. The effect is to make the bike feel both undergeared and overgeared at the same time and no match for a KTM, even in restricted form. On the other hand the Rieju never felt as unstable on the road as it did on the trail, even flat out downhill, and it was good fun to flick through S-bends and roundabouts on the sure-footed MT21s, while the brakes were well up to the job of slowing it down.



And muddy is what we got it...

I very nearly flipped it pulling a wheelie for the camera but by the time we'd done about 20 miles on the trail I'd got used to its twitchy nature and surprised myself by staying feet up as the front skated out of control for several seconds at a time. We were just on our way to another set of trails in West Wilts when the Rieju started to slow dramatically on a steep climb

and finally conked out as I reached the top. After a lot of kicking and swearing from both of us we discovered that the spark-plug electrodes had melted. More concerning perhaps, fiddling about beneath the tank had revealed a rather alarming lack of insulation on the wiring's spade connectors - there was bare metal on display all over the place, which made it all the more bizarre that the Rieju had been splashing through puddles all day without missing a beat, while the KTM complained every time it got a soaking.

Frustrated by the rather premature end to the previous day's test, the following afternoon I fitted a new plug and set off for some lengthy road miles on the busy A30. Although the restricted RR125 could not better an indicated 55mph flat out (into a headwind), this was still fast enough to overtake a 1340cc Harley and most of the four wheeled traffic and I enjoyed the ride down. It actually went faster on two-thirds throttle than with the twistgrip nailed, although a fill-up revealed the Rieju was only managing a disappointing 50mpg. To make things more interesting later in the day, the 8mm operating bolt on the hydraulic clutch went AWOL (presumably due to vibration) so I had to run along and jump on and ride clutchless for a while.

At a nearby garage I managed to revive the clutch lever using a spare bolt I had in my toolbag, but then discovered that the rear light had blown (naturally it was by now dark). Fortunately the garage had the right type of single-filament unit and after a few quick trails in the dark I set off home for on the M3. With the benefit of a tailwind the little 125 crept up to a respectable 60mph and even managed a heady 65 downhill, which was sufficient to pass a number of sleepy Sunday slow-coaches.

# Trail and cheese

But within ten miles the rear light had blown again, so my growing fondness of the bike's road performance was cancelled out by the effect of the vibration on the ancillaries.

In conclusion then, I have to say that the Rieju has a lot of potential as a super-lightweight trailie, but needs some serious revision before we could recommend it for learners. As tested, the benefits of its light weight and low, comfy seat were neutralised by its awkwardness to start and reluctance to pull away cleanly; its twitchiness and soft suspension on the trail; and a general lack of robustness and sophistication in the ancillaries. It's also over-restricted and would benefit from moving the power band up the rev range and making full use of the 15bhp now permitted. If you like your trailies highly responsive and manoeuvrable you'll like the Rieju which would probably make a good 'classic trials' bike. In its favour? It is seriously cheap...

## KTM 125LC2

### Getting better all the time

It's a while since we first tested the LC2 and the appearance of the Rieju gave us an excuse to test it again, but in a subtly different form. Last time it was an out-of-the-crate, bog standard learner-legal bike with the new 15bhp limit and trail tyres. This time we tested one as most TBM readers would probably want it if



Rieju 125 shares its chassis with the smaller 50cc version





# Trail and cheese

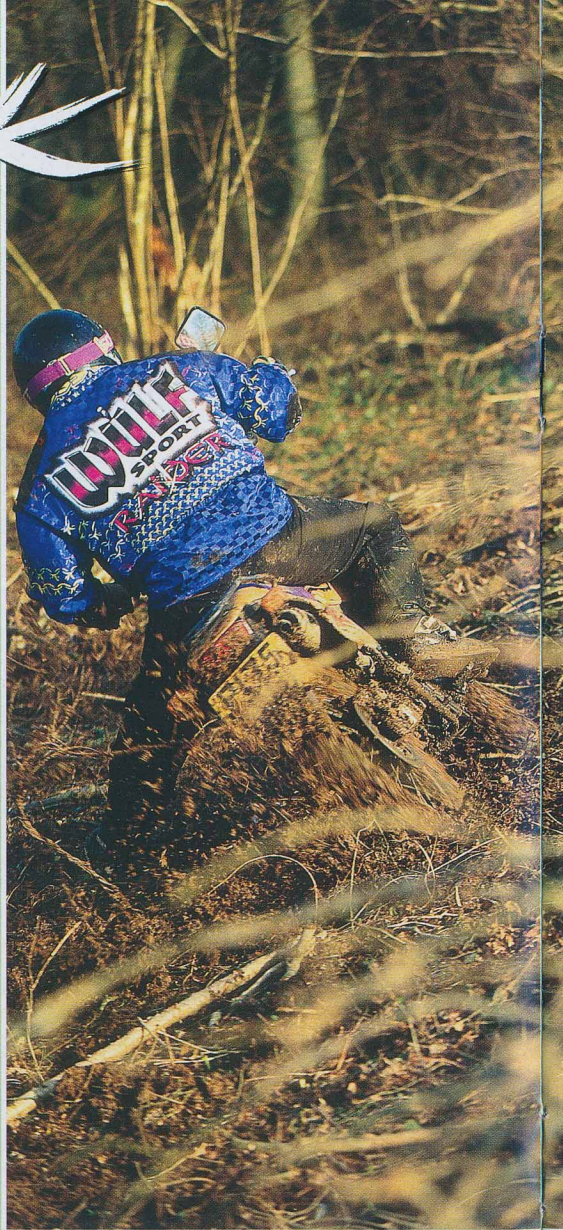
they actually owned one - de-restricted and fitted with a set of seriously grippy rubber. Another difference was the badly flawed side-stand of the 96 model had been replaced with a useful, but equally irritating, centre stand.

The KTM's a big bike in every respect - including the price (£3,550). Physically, it's virtually as big as a KTM620SC, but the advantage of that is that the whole thing has a really solid, robust feel and the long wheelbase gives it outstanding stability. Things like the 41mm conventional forks, heavy duty chain and sprockets and high quality switchgear give it the sort of big bike street-cred virtually no other 125 can match. And here I must quote from the new brochure, 'The LC2 is a heavy duty motorcycle, with which you can really show what you've got - leave it to the others to shake in their boot' (!).

The engine is actually a Yamaha unit, more or less as fitted to the DT125LC and the TDR125. Even in restricted form it has a pretty useful spread of power and makes excellent use of the maximum 15bhp permitted. In order to de-restrict the bike there are three modifications required: remove the welded-in washer from the front of the exhaust pipe, open up the airbox and finally, fit larger jets in the carb. In this form, the factory claims 24bhp at the crank... hmmm - don't think so.

For all its big-bike feel and de-restricted motor, I must admit the KTM felt disappointingly gutless as I rode it away from the company HQ in beautiful downtown Beddington, but then I had just got off my XR600, so that was hardly surprising. Once I'd re-programmed my brain to jiggle the clutch and nail the throttle, the LC2 was more than a match for the South London rush hour traffic but I couldn't help feeling that some of the impressive mid-range torque of the restricted model had been lost in the quest for top-end power.

The boys at Beddington don't believe in sending their press bikes out with more than a thimble-full of juice in the tank so within minutes I was at a petrol station being reminded of all those things we love to hate about KTMs. First, the old heave-ho onto the super-high centre stand; second, the fiddle-faddle with the infuriating petrol cap lock which uses a completely different key from the ignition switch, (and another for the steering lock - how come



everyone else can do the same job with one key?); third, the perplexing variety of positions on the ignition switch itself and finally the oil warning light which is on all the time, even when the oil tank is full! Ah yes, it all came flooding back to me. At least it does have a separate oil tank though, unlike the Rieju.

The first surprise came when we put the bike on the new editorial scales. 121kgs with a full (10 litre) tank of fuel. That's 265lbs begob! If none of these figures means much to you,

that's exactly the same weight as KTM claims for its own 620SC enduro thumper! It feels lighter, than that though, which I put down to the lower centre of gravity of the little two-stroke engine.

Out on the trail in company with the Rieju, the KTM could not have been more different. Instead of being a bugger to start and low, light and twitchy, it was a doddle to get going (thanks to the electric foot) and high and heavy, but as stable as a freight train. Surprisingly though, the full-power KTM actually felt lacking in intestinal fortitude alongside the 12bhp Rieju, which just demonstrates the difference between a trials-derived motor tuned for torque and a road-derived engine tuned for top end horsepower. On the more open sections of trail (and on the road of course), the KTM would pick up its skirts and walk away from the little Spaniard, but you had to wring its neck to do it, whereas the Rieju had instant 'oomph' right from the off.

The KTM's not devoid of torque though. On one of the most scenic trails, at the quaintly named 'Park Bottom', the smooth grassy surface was really slippery and as an experiment I left the bike in second gear and it just chugged up the steep hill, clutch home, at about 15mph without missing a beat. And while the Austrian bike was nowhere near as nimble as the Rieju, it surprised us with the way it coped with the 'trials' sections where the trees had been felled. For all its weight, it can still be slung around.

But alas, all too soon we encountered the LC2's well documented Achilles heel. Si had been muttering about the KTM not liking the puddles that I'd been merrily splashing through on the Rieju, but I thought he was imagining things until I found the same problem myself. It was as if the power-valve was suddenly locked shut - so the bike didn't stop completely, but slowed dramatically for a while after a soaking. This isn't the first time we've come across this problem on the LC2 and ironically, the lads at KTM said the bike had a new splash cover this year to protect the vulnerable power-valve. Back to the drawing board on that one, Mattighofen.

The KTM redeemed itself when the Rieju conked out with its melted plug and it carried both of us the 12 miles along the A303 back to the TBM pick-up. With our combined weight of

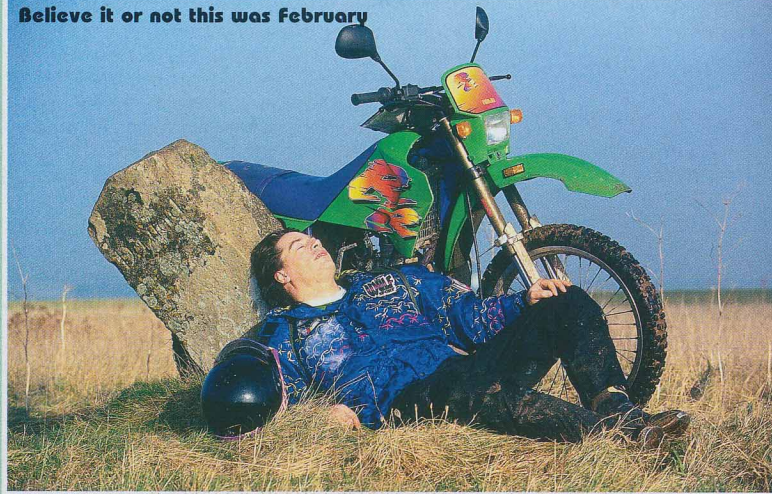
some 27.5 stone, plus two rucksacks full of equipment (one of which was handily bungeed on to the natty little rack) the KTM coped manfully with the task and never bottomed out once. Okay, it was down to 30mph on one of the steeper hills, but going down the other side the speedo was nudging 80mph and as passenger I was neither cramped nor uncomfortable. I wouldn't have liked to do the same journey two up on the Rieju, and before you say it, yes I did try the KTM two-up when it was restricted and yes, it was still a lot more capable than the little Hispanic.

For solo use the LC2 would cruise all day at 70mph though on the level it wouldn't do more than an indicated 75mph flat out, and it certainly wasn't undergeared. At first I was disappointed, bearing in mind KTM's claim of "24bhp", since that should be enough to do at least 85mph, but when I thought about this point a little more, I realised most trail riders rarely ride at more than 60mph on the road, let alone 70mph, and most of them are riding





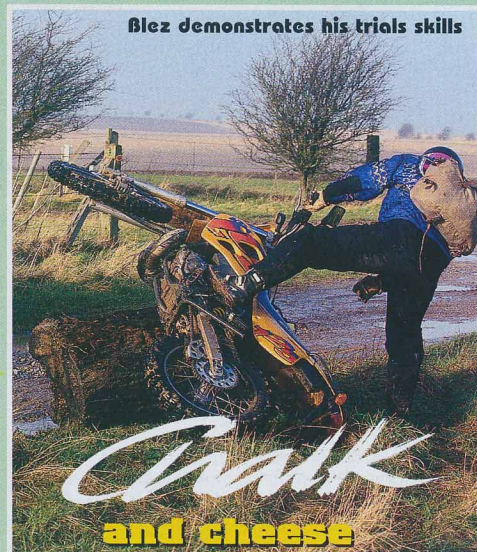
Believe it or not this was February



250s or bigger. 250 four-stroke owners, for example, tend to keep their mounts geared low for maximum off-road agility, hence their slow top speed on the road, but the KTM never felt overgeared on the trail, or even in our makeshift 'trials' sections, thanks to its 6-speed box. Okay, it may have less than 20 real-life bhp at the rear wheel, but so what? The fact remains that in this form it makes a really versatile tool, suitable for easy commuting during the week and serious off-road excursions at the weekend, without any modification whatsoever - not even the gearing - and that must make it an attractive proposition to some of our readers. Don't kid yourself that it'll be light on fuel though - ours got through two full gallons (9 litres) in 77 miles - and remember you've still got to pay for the two-stroke oil on top of that.

From the point of view of the under 21 learner rider, the KTM's got a lot going for it (if you can afford it). Use it in restricted form to pass your test, then de-restrict it, fit some decent tyres and do some events - anything from trail riding to fun enduros - and if you can't afford a trailer or a van, the bike's perfectly tolerable to ride there and back on the road. I wouldn't hesitate to do an MCC event like the Land's End trial on the KTM - the lights are well up to it. What I would do though, is add some waterproofing; an extension flap on the front mudguard and silicone city around the powervalve and electrics - deep water is definitely the LC2's bogey. The only drawback from a learner's point of view is that if you've no experience you need to be reasonably big and strong to cope with the bike's size and centrestand, and getting the best out of the engine requires a lot more

version!). The Rieju's a tiny little lightweight with a stonking, competition-derived trials engine that's been strangely over-restricted. It should be ideal for small learners, but it isn't because it's so un-user friendly. At £2,250 it's over £1,000 cheaper than the KTM, but it shows. Its natural buyer would be an eight stone ex-schoolboy trials rider who wanted to get on the road and could easily cope with its foibles, although it would make a superb 'cheat' bike for anyone who wanted to score highly in the trickier long-distance trials. Don't forget to take some spare plugs and bulbs though...



finesse with the clutch and throttle than with any four stroke.

### Conclusion

As we said at the start, these two bikes have almost nothing in common except their shared capacity. The KTM's a big, go-anywhere, do anything bike with a small but very capable engine and a price that reflects its all-round quality (roll on the 200

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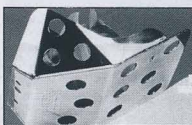
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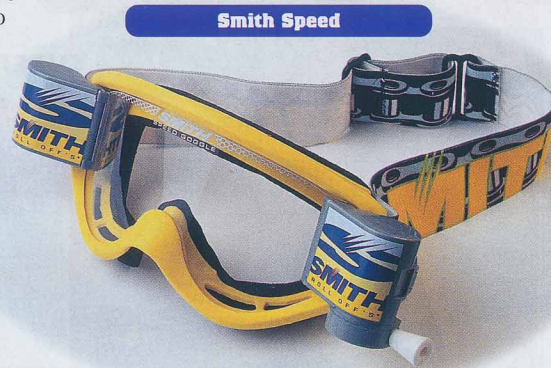
**FF**  
**YES**  
 have it

**We all wear goggles right? So how do we know which pair to choose? Si Melber evaluates the contenders...**

**G**oggles are probably the most important safety item after your helmet - at least they should be. You wouldn't think of going riding in bare feet, so why leave your eyes vulnerable to a sharp stick, stone or other trail debris, not to mention the irritation of dust, pollen and airborne particles. A good pair of goggles should feel comfortable to wear, fit closely around your face (without leaving gaps), and offer clear all round vision without visual distortion. After that look for a pair which offers the extra features you require (additional venting, tear off mounts etc), and expect to pay somewhere between £20-30 depending on specification and features. (All goggles tested come in a variety of colours to match your riding gear).

**Smith Vesty UK (01483 450560)**

**Smith Speed £24.25 - IFR Racer Pack £44.95**  
 The US-made Smith goggles have gained a reputation as being the serious enduroist's choice, thanks largely to their optional patented Roll-Off's system. The basic Smith Speed goggle is fairly well made, comfortable (especially around the nose where there's extra foam), and offers decent ventilation - important when the going gets hot and sweaty. The design also features extra protection for the bridge of the nose, and if you buy the Racer Pack (pictured) you get the Roll-Off's system already mounted - though it slightly limits peripheral vision.



**Smith Speed**



**Smith SMX**

Fit	★★★
Comfort	★★★★
Vision	★★★★★
Quality	★★★★
Design	★★★★
Value/£	★★★★

(Note - Vision = one ★ less on Racers)

**Smith Trick Speed TS01 £26.00**  
 Essentially the same basic Smith Speed goggle with an unusual glitter stripe across the top of the lens and a layer of microfibre which backs the foam for supposedly added comfort. Unfortunately, although this material is



**Smith Trick Speed**

smooth to the touch, it is very scratchy around the edge where it's been trimmed, which could lead to discomfort if you are constantly adjusting your goggles. Otherwise the usual Smith quality.

Fit	★★★
Comfort	★
Vision	★★★★★
Quality	★★★★
Design	★★★
Value/£	★★★

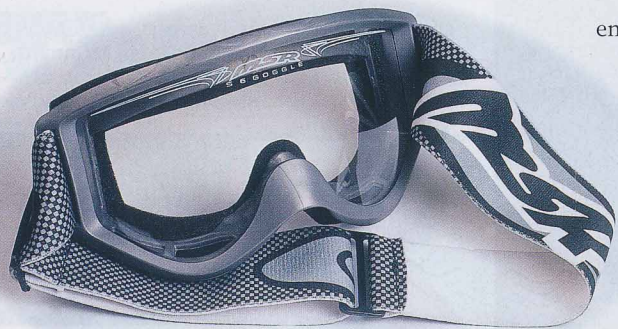
**Smith SMX £19.95 - Regulator £26.00 (||||||| SMX - Budget Choice |||)**

One of Smith's original design of goggles, the SMX predates the Speed and offers different detailing: notably deeper venting top and bottom, a simple nose-piece and lots of thick, comfy foam. Good, well made goggles at a sensible budget price. Regulators get a special variable vented lens opened by means of a fiddly button, a goggle bag and a special demister cloth.

Fit	★★★★
Comfort	★★★★★
Vision	★★★★
Quality	★★★★
Design	★★★★
Value/£	★★★★★

(Note - Vision & Value = one ★ less on Regulators)





**MSR System 6**

**MSR Eurotek (01765 608209)**

**MSR System 6 £25.99**

Designed to co-ordinate with the full range of MSR System 6 apparel, these are essentially the same goggle as the Smith Speed (they are manufactured for MSR by Smith), though strangely the quality of finish was not quite as good on the metallic silver pair we tested. Like the Smiths the comfort and vision is good, and of course if you're an MSR fan they co-ordinate with your clothing as well.

Fit	★★★
Comfort	★★★★
Vision	★★★★★
Quality	★★★★
Design	★★★★
Value/£	★★★

**Pro Grip Mito UK (01202 741580)**

**Pro Grip 3200 £22.50 - Carbon £24.50 [3200 - Equal Best Buy]**

As an alternative to the established makes, the Italian made Pro Grips are worth a look. The goggles fit well, offer good vision, and feel comfortable thanks to the use of double density foam. Some neat detailing prevents forehead sweat from



**Pro Grip 3200**

Fit	★★★★
Comfort	★★★★
Vision	★★★★
Quality	★★★★
Design	★★★★★
Value/£	★★★★

entering the goggles which come with a thick 1mm Lexan anti-scratch and anti-fog lens, though the frame was a little prone to twisting when you pull them over your helmet peak. Ours came in the fake carbon finish and with an optional smoked lens.

**Oakley Axo UK (01462 475475)**

**Oakley O Frame £24.95**

Made in the USA, the Oakleys are the designer goggles of this bunch. The face foam (of the O Frame) is backed by a super-soft microfibre material, there's plenty of ventilation, and the design and



**Oakley O Frame**

finish of the goggles, strap and even packaging is second to none. The built in 'tear-off' mounts are a neat feature though they limit peripheral vision ever so slightly. All Oakleys come with a goggle bag and in a choice of metallic colours.

Fit	★★★★
Comfort	★★★★
Vision	★★★★
Quality	★★★★★
Design	★★★★★
Value/£	★★★★

**Oakley L Frame £29.95**

Once again superb quality goggles, the L frames are designed to go over glasses, and feature dual density foam, deep venting, built in tear-off mounts and a goggle bag.

Fit	★★★★
Comfort	★★★
Vision	★★★
Quality	★★★★★
Design	★★★★★
Value/£	★★★★

**Scott Bert Harkins Racing (01582 472374)**

**Scott Enduro 89 Turbo-Flow £29.99 - regular 89 £24.55 [reg 89 - Equal Best Buy]**

Probably the best known manufacturer of goggles worldwide, the Austrian made Scotts are well designed and reasonably well built. The Enduro 89 features a Turbo-Flow vented, double-glazed lens with a tough Lexan outer lens and a softer, butyrate anti-fog inner one. Hydrophilic face foam helps absorb sweat build up, and there's plenty of upper and lower ventilation. Marginally bulkier than the equivalent Smith goggles, they take the award for the comfiest and clos-



**Scott Enduro 89**

**The EYES have it**

est fitting goggles tested. The regular 89 is the same as the Enduro but comes with a simple clear lens (with an anti-glare coating).

Fit	★★★★★
Comfort	★★★★★
Vision	★★★★
Quality	★★★★
Design	★★★★
Value/£	★★★★





**Scott OTG 87 £29.50**  
 Designed to fit over glasses, the OTG 87s feature numerous design tweaks to aid spectacle wearers. Good deep venting, but a little disappointing in terms of quality and finish (one edge pressed into my face), and the foam felt a little cheaper than with the 89s.



**Scott OTG 87**

The  
**EYES**  
 have it

Fit	★★★
Comfort	★★★
Vision	★★★★
Quality	★★★
Design	★★★
Value/£	★★

Fit	★★★★
Comfort	★★★★
Vision	★★★★★
Quality	★★★★
Design	★★★★
Value/£	★★★★

**Scott 83 £18.50**

A true budget pair of goggles at a budget price. There's nothing actually wrong with the 83s, the foam is thinner than most - as is the strap which doesn't have an anti-slip backing, but as goggles, they actually work and fit quite well. If you're not into posing and your budget doesn't stretch very far, these are well worth seeking out.



**Scott 83**

**Lenses:**

Goggle lenses used on the road are required by law to be made from an anti-scratch, translucent material which has passed an anti-shatter, impact resistance test using a ball-bearing fired at speed from a gun. The most common material is Lexan which meets all the above requirements with the benefit of excellent clarity. Lenses come in all sorts of weird and wonderful configurations: clear, smoked, graduated, coloured, mirrored, hologrammed, vented, and even double glazed. But when choosing a lens, look for optical clarity and strength before pose-ability. And remember that dark goggles may look cool on a sunny day, but they won't help your vision when riding home on a wet and 'orrible night.

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# DAKAR

1000



Stuart Coaker  
pics: Fred Arjsgeman

**Bored with the usual reports of the Dakar? Then check this out... Andrew 'Coke' Coaker rode this year's event for TrailBike Magazine and finished a fantastic 23rd. Here are some of his observations...**

**H**aving raced several other desert rallies, I figured I knew pretty much what I was letting myself in for when I entered the 20th Paris-Dakar Rally..... or so I thought. Now the race has been run and I've experienced the rally first hand, my perception of this event has changed completely.

Forget Tunisia, Atlas, Dubai or even the Australian Safari, this is one mother of an race. The length of the rally, the relentless distances covered each day, and the unforgettable magic of the Sahara make the Dakar something special. This year was regarded as one the hardest ever, with only 29% of the starters (103 out of 349) making it to the beach in Senegal.

I finished 23rd overall on a borrowed KTM640 (that had already done battle in the Atlas Rally), and I'm over the moon. Trying to cram a month of adventure, pain, exhaustion, big grins, scary moments, and plain old good fun, into a few short pages of text ain't that easy, but I'll give it a go anyway....



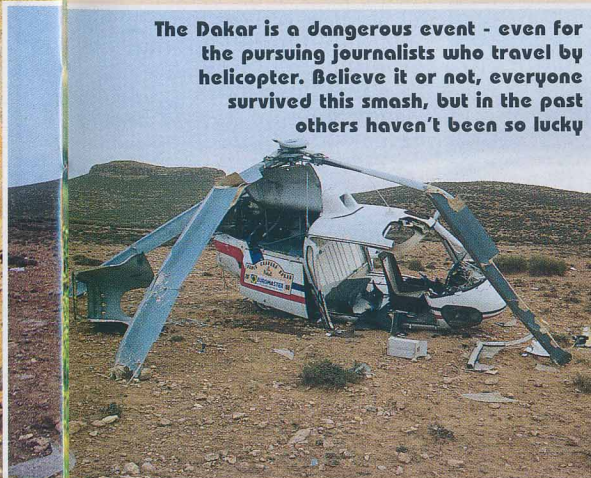
## The Riding

Sand was the trademark of this year's Dakar, lots of it and incredibly soft it was too. It wasn't so much the size of the dunes that was the problem, but the difficulty in finding the 'right line' through the maze of soft sand. World Champion Enduro rider Giovanni Sala (after being stuck many times in dunes on the penultimate day), was found walking back in the direction from which he had just come. British rider Simon Pavey (thinking that Sala's bike had broken down) stopped and asked him what was wrong. Sala dejectedly replied that it was 'impossible' to get through the dunes ahead.

The word impossible and Sala don't generally go together, so it gives you some indication of how soft the sand was that day. Despite his comments, both Sala and Pavey managed to make it into the bivouac that night, safe in the knowledge that there were no more dunes to cross before reaching Dakar.

To give you an idea of what it was like, I was riding up the crest of one small dune (about 12ft high), doing probably 30mph when BAM! I was suddenly brought to a halt with the front wheel completely buried in the sand and the back wheel vertically above it, in a 'stoppie' position, and this happened on a number of occasions.

**The Dakar is a dangerous event - even for the pursuing journalists who travel by helicopter. Believe it or not, everyone survived this smash, but in the past others haven't been so lucky**





Not to be forgotten were the rocky trails in Africa. Though very few riders actually DNF'd due to the rocks, I'm sure everyone cursed them. The worst sections (usually at the end of a very long and hard marathon day), were literally a real pain in the ass. After the rest day in Gao, fatigue had set in on all the riders, and the endless rocky trails were hard on both the mind and the body. It's amazing how long it takes for the km's to tick down when you're too tired to stand, bouncing from rock to rock, and you've been riding for 12hrs, the last three in total darkness.

There was of course, some easy sections in the 10,500km we covered between Paris and Dakar. With your chin on the tank and throttle on the stopper, the flat out sections were the least physical and gave riders a chance to stretch aching fingers and rest weary legs. Contrary to popular belief, we didn't have that many sections where you were 'wide open' and I take my hat off to Stephane Peterhansel for having the talent to ride the big 850cc Yam so fast in the technical stuff.

### A Problem Shared...

Like every other rider that competed in the Dakar, I had my fair share of problems. One incident in particular springs to mind.

It was the morning of day 12 - riding out of the famous community of Timbuktu. (Once a thriving centre of more than 2 million inhabitants, Timbuktu is slowly being buried by the shifting sands and today has a population of only 5,000). Only a few kilometres into the stage, I had a run of the mill crash in some soft sand. The front wheel simply tucked under, sending me over the

bars in a similar fashion to many previous crashes. This time it was a little different however, as I went to ride off the front wheel jammed solid. Taking a closer inspection I was shocked to discover that the hub had destroyed itself causing the wheel to buckle out of shape. Trying in vain to rectify the situation, I was somewhat relieved when Simon Pavey offered to give me a lift back to the bivouac and get another wheel (after some desperate begging from me).

Despite losing race time Simon ferried me back to the camp (about 15km away) and then back again to my disabled bike. Then while he got back to his racing I set about changing the wheel - quite an effort when you have 47 litres of fuel on board and need to get the front wheel off the ground. Anyway I managed to get the wheel changed and had no choice but to leave the buckled wheel (complete with brand new tyre and mousse) in the desert. About 300km later I discovered Simon stopped on the side of the track out of fuel. On seeing me his first words were 'Coke you're a God'. Simon was having visions of being stuck in the middle of nowhere without fuel and when I turned up with several litres to spare, his face sure lit up. I was happy to return the favour.

### Scary stuff

Many different things about the Dakar could be put into this category, but by far the most significant was the competitor's vehicles getting held up by army rebels in Mali. A truck was forced to stop (the rebels had a Bazooka), the passengers were turfed out and the truck was then



This was the year that British rally raiding came of age as John Deacon rode a brilliant race to finish inside the top ten

Brand	Started	Finished	Percent
KTM	73	31	42%
Honda	32	9	28%
Yamaha	21	5	24%
Suzuki	13	2	15%
Kawasaki	7	1	14%
Cagiva	7	0	-
BMW	6	2	33%
CCM	4	2	50%
MuZ	4	2	50%
Triumph	1	0	-
Husaberg	1	0	-
Gilera	1	0	-



# DAKAR

1998





# DAKAR

## 1998



CCM also finished their first Paris-Dakar

stolen. In a separate incident several race cars were shot at after ignoring the bandit's orders to stop. (They made it safely into the bivouac, though two cars showed signs of several bullet holes).

More snippets give you an idea of the sort of things you let yourself in for on the rally: On the fourth day, we were told to stay on the defined track. 'It is marked by cairns, though in many places it will be difficult to see'. I thought to myself, 'I wonder why they need to mention that?' I found out the fol-

### RESULTS

1	Peterhansel	FRA	Yam	62:39:37
2	Meoni	ITA	KTM	63:10:06
3	Haydon	AUS	KTM	63:59:19
4	Cox	AFS	KTM	65:05:34
5	Jimmink	HOL	KTM	65:56:06
6	Arcarons	ESP	KTM	67:37:21
7	Von Zitzewitz	ALL	KTM	68:12:12
8	Deacon	GB	KTM	68:28:14
9	Mayer	ALL	KTM	70:36:18
10	Zloch	RTC	KTM	71:41:07
23	Coaker (TBM!!)	AUS/GB	KTM	81:23:24
40	Pavey (Bike!!)	GB/AUS	Hon	95:40:39
46	Craigie	IRL	CCM	107:55:03
48	Fitzsimon	IRL	CCM	112:54:13

lowing night that the area we had crossed was covered in landmines. The organisers often made a habit of omitting small, insignificant details... - like mines!

In another incident, after his vehicle broke down, a Japanese journalist walked 150km across the desert with only a water bottle and GPS. It took him four days to reach safety. While in Morocco, British rider John Deacon had the grim prospect of choosing between a 70' drop over a cliff or hitting a car head on. He chose the car - and survived to tell the tale.

### THE FRENCH

We've all experienced them before (even us Aussies), so I don't have to tell you what the French can be like.

Without question, if you're French (or even speak French) then you have a definite advantage in this event. Not so much with the riding, but with finding out what's going on and generally getting information out of the organisers.

However, having had my whinge, I think the event was very well organised in many respects. The medical service and safety side of things was excellent. On day 13, I activated the distress beacon for an injured rider and within minutes a helicopter was on the

spot with full medical support.

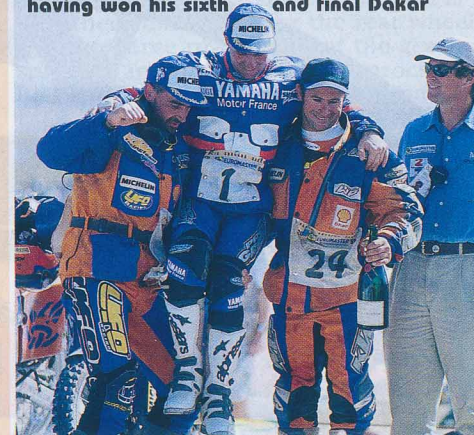
The bivouacs were also impressive (considering we were usually in the middle of nowhere). The food was excellent and the tyre changing service provided by Euromaster exceptional. Each night, except for the marathon days, you simply dropped you wheels off at the Euromaster truck, where they would remove the old tyres and fit new ones complete with mousses

### The Leader Board

These days you can't talk about the Paris-Dakar Rally without mentioning Frenchman Stephane Peterhansel. A truly gifted rider, Peterhansel this year set a new record of six outright victories in the motorcycle category before announcing his retirement from the rally. A record that certainly looks set to stand for many years to come.

1998 wasn't as easy as previous wins though, as he had the likes of Italian Fabrizio Meoni and Aussie Andy Haydon

Stephane Peterhansel was walking on air having won his sixth and final Dakar



nipping close at his heels. Haydon entered the Dakar for the first time this year after winning the '97 Australian Safari and together with Alfie Cox another newcomer to the event (although he has won the Roof of Africa Rally at least eight times - ed), the 'Dakar virgins' surprised many of the more experienced competitors by setting consistently fast stage times throughout the rally.

Britain's John Deacon also managed the impossible by pulling 15 minutes up on Peterhansel when he set fastest time on day 15 (John's the first British biker to win a stage in the 20yr history of the Dakar). He rode a brilliant race, overcoming several major problems, before finishing a stunning eighth overall.

### Conclusion

Would I do it again? YOU BETCHA!! As I write this, I'm still buzzing from the excitement that the event generates inside you. Nothing else I have ever done compares with competing in, and finishing this year's Dakar. A challenge definitely, but one that I'll be lining up for again next year (if I can somehow afford to get to the start line).

If you've finished reading this and wonder what it's like to race across the desert, then I urge you to fill out that nomination form (for Tunisia, Atlas or whatever) and give it a go - believe me, you won't regret it. I'll be racing at the Optic 2000 in Tunisia again this year, though I won't be riding a KTM. I've secured a deal to ride a Husaberg (electric start and all) for the rally events of '98, and I'm really looking forward to racing the new bike. Hope to see heaps of new faces at scrutineering in Nice - Coke...







# Swapping

**How does overall gearing affect your trailbike, and how do you work out what gearing you need for different types of applications.**

**Tech head John Rushworth tells you what you need to know...**

**W**hat gearing do you use? Dirtbike riders love to ask the question, and it's one that we at the mag get asked all the time. The answer is of course... it depends. It depends on a whole heap of things like what sort of rider you are, where do you use your bike most often, what are you looking for by changing your gearing? - More top speed, better acceleration or just more appropriate gearing for your dirtbike, supermoto or big trailie?

Gearing then - it's all about wheels. In a conventional two or four stroke the

piston goes up and down which converts linear motion via the conrod and crankshaft to a rotary one.

A small primary gear wheel on the end of the crankshaft meshes

with a larger primary gear on the outside of the clutch basket which itself is attached to the mainshaft with its corresponding gear ratio meshing with its respective counterpart on the layshaft or countershaft. This outputs power to the gearbox sprocket and then via the chain to the rear sprocket and wheel. A simple direct link. Providing the engine has the power/torque to pull a certain rpm (then disregarding variables such as clutch slip, wheel spin and tyre growth) the bike will do what the combination of ratios dictate. No arguments. Forget aerodynamics, weight, mud and wind for now, if the engine will pull a given rpm then the bike will hit a speed in each ratio directly related to the revs

and overall reduction ratio chosen.

Assuming that the manufacturer got the best compromise in the first place, based on their average rider (168lbs) and terrain (which invariably they do these days), then the trick is to decide what sort of riding you personally want to do and how far this differs from the manufacturer's idea of 'average'. Of course we are all naturally different, we all ride in our own style and on differing terrain with differing machines and ability. Trails, trials, supermoto, rallying, raids, green lanes, supermoto, rallying. Whatever your discipline, there is a set of gearing which will suit each application, but none which will (ideally) suit all of them together.

Of course there are complications: A two stroke has differing gearing requirements to a four stroke. A general rule of thumb is that a four stroke trail/enduro bike produces a broader spread of power than a two stroke equivalent hence the gaps between the gears can be wider. Wide ratio gearing effectively means you change gear less and the bike can be geared for both lower gearing for off roading, plus a taller top gear for times when you need a bit more speed (fast forest stages, tarmac etc). A two stroke on the other hand with its more frantic, peaky power will require narrower gaps between the gears and more shifts to stay within its powerband. Having said that, a modern two stroke trailie with variable timing and port heights can be pretty damn torquey and can get away with a wider ratio box than a bike built 10-15 years ago.

Assuming that you're not going to tear apart your engine and start changing internal gearbox ratios (which would be the ideal), you're simply left with changing the final drive ratio (or the tyre size which also affects the overall ratio). To get an idea how changes affect things, let's take as an example an XR400 with standard gearing revving to 8,000rpm. It's a convenient choice because the final drive ratio is 3:1, ie for every three turns of the 15 tooth gearbox sprocket, the back wheel with 45 teeth on the rear sprocket turns once. If the rolling circumference of

the back tyre (say an average part worn 120/90-18 trail tyre on a 2.15" rim) is 80", then that is how far the rear wheel rolls for three revolutions of the gearbox sprocket and one of the rear sprocket. Raising the gearing by fitting a smaller rear sprocket or larger front, means that the amount of times the rear wheel revolves per revolution of the front sprocket increases, hence the bike will travel further and/or faster. Fitting a different profile rear tyre and/or rim may give the same result. The converse is also true, but bear in mind that lowering the gearing not only reduces the distance (or speed) per wheel revolution, but it also has the effect of narrowing the gaps between each of the gears - just as raising the gearing widens the gaps.

Okay, so now you want to alter your gearing. What to do? Your bike is geared too tall or high as standard making it difficult to ride off road and limiting your choices of gears when riding on the trail. Someone told you that you need a bigger rear sprocket, but what size should you choose and how will it affect your bike's performance? Without getting too technical there are also other factors to take into consideration such as unsprung weight, sus-



# Swapping

gearbox sprocket size is 13 teeth, partly due to aforementioned factors and also because chains don't like getting forced into much smaller diameters (trials bikes may be the exception here). Upper limits on front sprocket size are a function of clearance and case savers (the small metal chainguide that's designed to protect your engine cases from getting smashed in the event of a chain derailment).

Rear sizes are limited by hub sizes (small), and ground clearance (large) as well as for the reasons mentioned previously.

How do you decide whether your gearing needs altering? Well firstly, ride on your usual terrain with your standard gearing and use good old seat of the pants evaluation. If you find you are slipping the clutch a lot in first gear, that the engine bogs when you change up or that your bike won't pull max revs in top gear (if required), then the gearing is too high. Conversely if you find you rarely use first gear because it's too low and that you're always frantically changing gear and screaming the bike in top, then your gearing's too low. Now it's a matter of fine tuning to decide on the best compromise. There is a way of calculating the changes for differing sprocket combinations using the formulae at the end of this article, or the ready made computer programme we've made available on the internet, but that won't tell you how the gearing will 'feel', though it can point you in the right direction.

Altering your gearing for the dirt helps you to wheelie over logs, get around nadgery sections and compensate for that 25kg of mud stuck to the bike at the end of the ride. Not to mention that the power on your air cooled four stroke will drop off if the bike begins to overheat.

On the 15/45 gearing example we gave for the XR400R then in first gear at 1,500rpm which is just over tickover, you'll be doing around 5mph, whereas flat out you'll manage 27mph. Lowering the gearing to 14/50 (ie 3.57:1) would give us 4mph and 23mph respectively. But now top speed in top gear has dropped from 77mph with standard

gearing to 65mph. A fair compromise then might be 14/47 (3.36:1) giving around 5 min, 24 max in first, and 69mph flat out in top, with similar variations through the gears. This may not seem much of a change at first but remember the standard gearing is usually the best compromise and all you're trying to achieve is a variation on that rather than something totally different. Of course the ultimate choice is up to you and very much depends on both the type of riding you do, and the terrain you'll be covering, but here's what 14/47 looks like in terms of speeds through the gears.

**Honda XR400R @ 8000rpm**  
 Final reduction ratio 3.36:1, gearing: 14/47, Rear tyre circumference 80"

Gear	Ratio	Main Shaft	O/put Shaft	MPH
1	2.62:1	13T	34T	24
2	1.84:1	19T	35T	35
3	1.40:1	20T	28T	46
4	1.12:1	25T	28T	57
5	0.93:1	27T	25T	69

Remember that its best to change the gearing in small increments. Jumping straight from a 47T rear to say a 55T will radically affect the way your bike feels. Remember too that you don't need to limit yourself to one set of sprockets. They're not that expensive after all, and a choice of two or three rear sprockets and perhaps a couple of front ones will allow you to fine tune your choice of sprocket for various applications (for instance classic trials or enduros etc).

What then of desert rally bikes and Supermotos? As I said earlier as long as the bike will pull the rpm then it'll do what the ratios say. We can help the bike here though by giving it either more power to pull more top rpm or by altering wind resistance with the use of fairings. Take rally bikes for instance, as the speed increases, so the effects of aerodynamics come into play.

Fairings don't only help reduce the strain on the rider, they also help the bike attain max revs. Aerodynamics start to matter around 85mph, and in an event like the Dakar, some of the bikes can be doing well over 100mph on fast stages. However with rally bikes, we also need to consider the power sapping effect of soft sand, so here a different compromise needs to be reached. Bottom line is broad torque at high revs with tall gearing for speed but still low enough gearing so you don't stall in soft sand at low speed.

Supermoto racing is different again. Tight tracks will dictate your top speed so you may gear for maximum revs as low as 60mph in top. This may effectively make first gear redundant in the race. It means less gear changes anyhow and you'll be pretty quick getting off the line in second. This sort of thing can be seen in four stroke motocross bikes which often have only three or four speeds due to the wide spread of torque and slower top speed requirement than say a rally bike. In a road going Supermoto fun bike then your considerations may be different again. Tall gearing means high top speeds (more

ension  
 son  
 travel,  
 chainline/dri-  
 veline angle, swingarm  
 clearance, chain guide position, force in the chain due to altered torque at the gearbox sprocket and things such as pro squat and anti squat which affect the way the suspension works.

Suffice to say that for now we will just consider the gearing implications. First off it's best to change sprockets in pairs, and if your bike has got a knackered chain now's the time to change that too. Besides if you radically alter your gearing the chain's going to be the wrong length anyway, so work out what you need first then order them as a set from one of the specialist advertisers within this mag.

Dirt riding necessitates different requirements from your bike's gearbox, so, although 13/39, 14/42, 15/45 and 16/48 all give identical final drive ratios (3:1 or put another way taking one tooth off the gearbox sprocket is the same as adding three to the rear with the converse being true), we'd choose the 15/45 because it's the best compromise for dirtbikes.

Naturally if your sprocket sizes don't divide as a whole number ratio you'll need to use next best combinations - sprockets with half teeth don't exist (except on Blez's bike! - ed). Note for most bikes the most practical minimum





# Swapping

important on the road), better fuel consumption and the ability to cruise around peak torque which is where the engine is most efficient. First gear won't need to be so low either, as you're unlikely to need gearing which is low enough to pull you out of a bog, if you never venture off tarmac.

Here's what you'd get if you wanted to use 17" supermoto rims but with standard gearing:-

## Honda XR400R @ 8000rpm

Final reduction ratio 3:1, gearing: 15/45, Rear tyre circumference 76"

Gear	Ratio	Main Shaft	O/put Shaft	MPH
1	2.62:1	13T	34T	26
2	1.84:1	19T	35T	37
3	1.40:1	20T	28T	49
4	1.12:1	25T	28T	61
5	0.93:1	27T	25T	73

Of course most people who switch to supermoto wheels aim to gear the bike up as much as possible which in the case of the XR400R means running 15/38 gearing which is the tallest gearing you can run safely without getting into problems with chain clearance. Here then are the results of that

change:- (diagram below).

So there you are, various gearing for differing machine types and situations. If you're not the techie type then simply ask around or get counting teeth next time you're out and see a bike like your own. Trying to work it out beforehand will save you time and money in sprockets and different length chains, but ultimately seat of the pants feel will be your best guidance. For you techie types then here's the formula: Overall reduction ratio is  $R = pGf$ ,

## Honda XR400R @ 8000rpm

Final reduction ratio 2.53:1, gearing: 15/38, Rear tyre circumference 76"

Gear	Ratio	Main Shaft	O/put Shaft	MPH
1	2.62:1	13T	34T	31
2	1.84:1	19T	35T	44
3	1.40:1	20T	28T	57
4	1.12:1	25T	28T	72
5	0.93:1	27T	25T	87

where p is the primary reduction ratio (number of teeth on clutch divided by number of teeth on crankshaft gear); G is the gearbox ratio selected (number of layshaft gear teeth divided by mainshaft number of teeth); and f is the final reduction gear (number of teeth on rear sprocket divided by number of teeth on gearbox sprocket). So if n is in rpm and if the rolling radius of the rear tyre is r inches, then the speed of the wheel (or bike) in mph =  $nr/168.07R$ .

If you're a nettie (or have access to the internet) then you can always download the freeware programme used in this article courtesy of Keith Marshall of KAMware from: <http://www.motorcycle.co.uk/topspeed/>

Finally you've probably realised by now that we haven't tried to say precisely what gearing you need for your bike and situation - because like we said before... it all depends on what you're doing. So if someone asks you what gearing you use, shoot back the question with the answer: 'Depends on the application, mate.' That'll show 'em you really know what you're talking about. JR

# The Dirtbike Guide 98



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# Rough Guide to the Picos



**This month a Rough Guide with a difference. Alan Yandell takes you on a guided tour of the Picos Mountains in Spain...**

**T**he Picos De Europa covers about 40 square miles and climbs to over seven thousand feet plus in some places.

The tracks can be stony, rock or dirt, and the scenery and wildlife are simply breathtaking.

Because of the nature of the place, the Picos have become a favourite haunt of British trailriders keen to sample its unique attractions. Potes, which is the main town in the Picos is 76 miles from Santander (the

port at which the ferry from Portsmouth docks), which in turn is situated 26 kilometres from Panes at the end of the Hermida Gorge.

Near Potes there is a convenient BP garage on the right as you enter the town. Use this and fill up with petrol. This is a wise move as there are only about four petrol stations in this area. Having filled your bike, head for Potes where there is a car park where you can leave the bikes while you go and find a shop which sells the map that you require which is Picos De Europa: Mapa Excursionista Con 48 Itinerarios Pedestres. They cost between 250-400 Pesetas (£1-2) depending upon which shop you buy it from. This guide starts at La Vega near Barago, where I usually stay.

Right let's go. Hope you've all got full tanks of petrol with at

least 100 miles range. There is no time limit given on this guide but it's wise to get off the mountains before it gets too dark each day. The Spar shop is a good place to buy your food and plenty of drink as it may be cool in the valleys but above cloud level it can reach 90°F in summer.

When you leave the Spar shop go left along the road remembering to ride on the right. After about 200m there is a turning left over a bridge, take that and follow the narrow road past the campsite. Don't be tempted to cut corners on left handers on these mountain roads - you may well find yourself meeting a car or truck coming the other way. Go past the stone bridge which is on the right and carry on to Barago. Then follow the road through Dobres till you get to Cucayo.

By now you will probably have stopped three or four times to take photographs.

As you come into Cucayo, there is a track in front of you as the village road bears to the left. Take this track and follow it up a really steep climb with a sharp right hand bend. Here take the left track and start to go downhill. You eventually come to a small bridge, cross this bridge and follow this track keeping to your right going up through trees. As you go through the tree line look out for bulls along this track as they are bloody big with horns about four feet across! It's worth remembering that there are also bears and wolves in these mountains.

Part way along this track towards a 90 degree left turn there is a cattle grid with a five foot square hole with vertical sides underneath but the grid has been removed to stop 4x4s passing. Further along you will come across a junction with tracks to the left and right (there are some cow sheds here), turn right - the left turn I will mention later.

Go through the gate and carry on, don't go too fast in fact take it steady as there are





# Rough Guide to the Picos

90 degree turns and if you don't make it around them it's a long way to the bottom. The mountains suddenly appear in front of you. The track follows the side of the mountain then it forks, go left and down looking out for lizards. It starts to get steep with hairpin bends about six of them, when you reach the bottom there is a stream I suggest you stop and if you are on a two stroke let the brakes cool down and have lunch. You eventually arrive at Ledantes. Take the road to Villaverde and then when you meet the

main road, turn left and carry on for about 26km. There is a track on the right which takes you to the Monumento Alosa - a monument of a bear. Follow the track looking out for those big bulls until you get to Cosgaya. Be careful on this lower wooded section the track is narrow and 4x4s use it - there is a long drop over the left hand side.

Now you are at the main road turn right and head back to Potes and fill up with petrol ready for the next day. You are probably hungry by now so take advantage of some of the good restaurants in Potes which are fairly cheap.

Okay it's day two so go back up to the cow shed at the back of Cucayo and instead turn left not right. Follow this track but watch out because there is a sec-



tion which has lots of large stones, take it steady. Just keep going until it flattens out and you come to the valley. It will open out and you will come across the river which is about 10m wide and very shallow. Go across it - you are off the map now, but follow the track until you come across the river again and once again go across but remain on the lookout for cows.

Also lookout for the National Park Wardens in their 4x4s. On the whole they're a pretty friendly bunch. Last time I was there one of the riders who was with me lost his rack and tool bag which had broken off three miles back up the track. They found it and asked if it was one of ours. It was, we didn't even notice it was missing.

Towards the end of this track a few villas have been built. Carry on until you reach the village and the main road, turn right and

carry on along the road until you reach Embalse De Camponedondo De Alba. This is a reservoir with scenic views and there's a bar there as well. By now you have probably done about 30+ miles, the nearest gas station is 25km away so I hope you had a full tank when you started off. After you have finished here return home the way you came as it will probably be late when you get back to La Vega.

Day three and north this time to the Hermida Gorge. Turn left at La Hermida to the village of Beges. The road goes to the end of the village, take the hairpin bend left and the track starts here. In these rural villages it is the norm for children and animals to play in the streets, so be careful and expect the unexpected. Continue up this track, (it can be stony until it levels out), then stop and take a look around you will see eagles and vultures up here. Now you are practically opposite Tresviso with its track that goes almost vertically to the bottom, almost 2000 feet below. Ahead the track follows the side of the steep gorge so follow this. Eventually, you will come to a





# Rough Guide to the PICOS

fork, take the upper track to Pica De Macondiu, and further along the track there is a turning left. If you are above the clouds, ride or walk and the view is fantastic. Come back down, continue along the track keeping well to the left as there is a drop and a sharp left hand bend.

There might be landslides to get the bike across and eventually you will arrive at Minas De La Providencia. Keep on the track

till you meet the road. Last time I rode this track there were about 20 vultures feeding on a dead sheep in a gully or perhaps it was a rambler - I couldn't tell. Go right and follow the smooth tarmac to Tresviso. When you enter the village the road passes a bar. Back in 1989 this was a farmhouse with a cow shed because I remember the old couple sat outside it, now it is full of walkers and mountain bikers.

Turn right and follow the upper track which takes you to a track which will test you to the very limit. Personally I will not be riding it again; with steep loose stones and hairpin bends, I remember having to force my KMX200 into a three point turn with the front wheel only inches away from a vertical 2000' drop to the bottom. By the time you get to the bottom you will be exhausted and dehydrated, but you can go and sit in the stream below to cool off, and if you look across the gorge you will see the track from Beges which you have just ridden. Even the mountain bikers get off their bikes for this one and walk down.

Now you should return to Sotres. There

are a few bars here where you can take a cooling drink. It has a twisty steep road leading out of the village. On the right hand bend near the bottom is a track on the left, take it, travel about 200m and look right; a road begins to climb and zig zag up the mountain side. It's brilliant going up and coming down. Carry on along this road and the valley opens up with a river crossing, there is usually a herd of black bulls here like they use in bull fights. Go through the river and follow the track as it begins to get stony. There's an incline so go for it otherwise if you get stuck it's a job to get going again on the loose stones. Carry on over the cattle grid, and further up you will start to ride on top of an embankment which leads you to the Hotel Aliva. Go past the hotel and keep going on this track, this will eventually take you to Fuente De. Park the bike and go to the edge and peer over a 1000m drop straight down. There is a cable car which runs from the bottom up to

the top if you want to get stunning photographs.

You have probably covered about 40km by now. When you leave go back past the hotel and turn right up a track. You will have noticed it as you came up. Follow this track till you come to a fork at the top of the incline, go left and through the gate (after about 30m), then follow the track onwards. The first track to the right takes you to Pambes or carry straight on to Mogrovejo and then pick up the main road back to POTES.

Day four. Right, this is a long one, but it covers a lot of road work, with some tracks thrown in. Fill up with petrol and head for Cosgaya between Potes and Fuente De. If you are coming along the road you will pass the track which you took other day (this is a right bend). About 2-300m further along this road take the left track which is wooded and runs along the side of the valley. This will take you to Fuente De, where you can sit and watch the cable cars go up to the very top.

Carry on as if you're going into the car

## INFO

★ Tracks marked in white (Pista) or thin black (Camino Carretero) can be ridden, but the dotted lines (Sendero) are foot-paths and have no vehicular right of way. Also round Covadonga there is a thick pink border line - this is a National Park - do not ride off road in this area, the penalties are SEVERE!

★ There are two motorcycle shops located in the area, one at Potes and the other near the BP garage in Hojedo. Make sure you use tough trail or dual purpose tyres, knobbies or enduro tyres won't last the distance.

★ Hotels and pensions range from two star to five star and prices start from £11+ per person per night. When it comes to food, try the local stews also Chorizo en Sidra (hot pork sausage in cider). Prices may vary but the Menu del Dia (menu of the day) is cheapest and usually consists of three courses. The area is also famous for its cheese and cider.

★ Weather: April - June (warm and showery); July - September (hot with misty mornings); October onwards (warm with showers). But when it rains, it really rains.

★ Spanish Tourist info: Tel 0171 499 0901, fax 0171 629 4257. Brittany Ferries run from Portsmouth - Santander (24hrs), P&O Ferries go to Bilbao (36hr). Check other bike mags for special bike discounts. Big trailers may like to ride down through France, it takes about 18 hours (of riding), and costs about £45 in petrol plus tolls. Breakdown assistance for Europe is strongly recommended.

park and you will see a track in front of you. Follow this until you come to a fork. Take the right hairpin bend and begin to follow this track. Later it starts to zig zag up the valley side, becoming stony all the way to the top. Now follow the track that starts to go down (4x4s regularly use this so keep to the right hand side). There are also drainage gullies that go across the track so be careful.

When you get to the road turn right to Posada De Valdeon. Watch out here, the road suddenly ends as if they ran out of tarmac. There should be a small road that takes you through the village. Go left to Puerto del Ponton, then right to Oseja De Sajambre. Go straight through the village





# Rough Guide to the Picos

and left at the next main road junction to Sames and Canga De Onis. You are now entering the gorge which at this end is about 150m wide and towers about 1000m straight up in some places. There are tunnels along the road and one of them has a bend in it so caution is needed. I was overtaken by two fearless cyclists here practising for the mountain section of La Tour de France.

When you get to Canga De Onis, turn right and you'll see a petrol station a few hundred metres on your left. You are on your way back now, but carry on till you see the signs

for Covadonga. When you get there follow the signs for Lago De La Ercina (but don't go on a weekend). Afterwards return back towards the main road via Covadonga and turn right to Benia and then Arenas De Cabrales (if needed there is a petrol station on the other side of the town). Turn right to Puente Poncebos, go past the hydro-electric station and head for Sotres. Here you can pick up the track which takes you via Fuente De to the main road and get to Cosgaya following the track up to the Monumento De Osso and straight back to La Vega and Potes.

Well, I have mentioned only a small selection of tracks and each of these is a good day's ride with a 9am start and finishing about 5pm or later. But if you want to plan a longer trip, here are some of the other tracks you could try (you may find you ride some of the tracks more than once): Espinama - Sotres; Potes - Vegas de Andara; Soto De Sajambre - Ref. De Veghbano; Barrio - Ladantes (loop); Tudes - Cabariezo; Aniezo - Luriezo; Luriezo - Tama.

And finally, take your time, the scenery is awesome, ride carefully through the mountains & villages, and if you feel like a change of scenery head for the coast - it's only just over an hour away.

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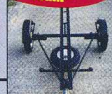
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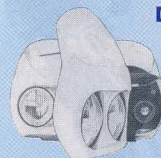
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## BIKES

**Kawasaki** KLX650C1, 1994, L-reg, T&T, green, exc cond, never been off road, £2350 ono. Tel Mike on 0117 961 3715 (Bristol)

**Kawasaki** KM200, 1992, J-reg, black, recent tyres, c/s, piston rings, Boyson Reeds clutch, DEP tailpipe, vgc, green lane use only plus Hafren, £1225 ono. Tel Graham on 01628 530892 or 0973 654508 (Bucks)

**Kawasaki** KLX650C2, 1996 (N), 5000m, taxed, fsh, exc cond, £2700 or swap for smaller road legal trailie, eg DR350. Tel Stewart on 01296 337452 (Bucks)

**Suzuki** DR350SE, red/white/blue, N-reg, taxed, new tyre, low mileage, exc bike, just serviced, £2700 ono. Tel Geoff on 0115 963 0940 (Nott'm)

**Honda** XR600RT, N-reg, 3000km, Acerbis extras, Chaintec oiler, White Bros big-bore header pipe, Wulfsport clothing, std parts, works manual & parts book all available, £3200 ono. Tel Michael on 01263 712457 (Norfolk)

**Kawasaki** KDX200SR, (road legal version of popular Enduro model), 1990, G-reg, T&T, 9000km, vgc, vg fun, rebuilt engine, recent M21s, £1350 or may p/x + cash. Tel Max on 01484 844962 (W Yorks)

**Kawasaki** KDX175cc, Enduro, 1983, T&T, new MT21s, 'O'-ring chain, new sprockets, low mileage, £475. Tel Bob on 01730 269712 (Hants)

**Yamaha** XT350, N-reg (July '96), taxed, Data tagged, 1400m, Renthals, trials tyres, vgc, £2850 ono. Tel (eves) 01983 528768 (IoW - will meet ferry)

**Yamaha** XT600, absolutely pristine cond, powder coated frame, Acerbis desert tank, Renthals, Goodridge, stainless bolts, gold rims, stainless spokes, recent Gripsters, c+s, low mileage, the very best around, £1695. Tel Chris on 0151 678 3468 (Merseyside)

**Suzuki** RMX250cc, 1992, J-reg, many extras, £1500 ono. Tel Paul on 01691 622379 (Shrops)

**Kawasaki** KLR600B4, 1989, black/red, MOT, recent full engine rebuild, Micron pipe, exc cond, £1550. Tel Kevin on 01959 574399 (Kent)

**Honda** XR250R, 1990 (August), T&T, new DEP exhaust, K&N filter, just re-ringed, only used for trials riding, £1600. Tel David on 01305 848468 (Dorset)

**Kawasaki** KLR250, 1987, Q-reg, MOT, new c/s, brakes, h/light, seat, fork seals, £600. Tel 0191 551 4762 ((Tyne & Wear)

**Yamaha** DT125R, 1994, L-reg, 7500m, exc cond, Renthals, new rear tyre, £1600 ovno. Tel Cheryl on 015395 58631 (Cumbria)

**Husqvarna** 510, K-reg, 4-stroke, MOT, W/P, usd, Ohlin rear, spares, Renthals, Acerbis brush guards, fully sorted, £1700 ovno poss p/x for XR, DR TT 250 KLX. Mr A Robinson, 6 Adwalton Close, Freshbrook, Swindon, Wilts. SN5 8NG

**Armstrong** MT500, ex-army trail bike, T&T,

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**Kawasaki** KLX250, 32bhp, enduro, L-reg, many new parts, road reg, regularly serviced, if you want a good used bike dont miss out, comes with good quality 2-bike trailer, £2000. Tel Andrew on 0116 281 2027 (Leics)

**Suzuki** DR385, 1995 (M), MOT, Acerbis hand-guards, fork guards, MT21s, Cobra pipe, K+N Dynojet, exc cond, £2150 also DR350 engine for breaking. Tel Steve on 01702 434169 (Essex)

**Suzuki** RMX250, 1995 reg, Acerbis sump guard, 'O'-ring chain, frame protectors, MXA seat, recent full engine rebuild, mint cond, must be seen, £2495. Tel Wayne on 01453 883254 (Glos)

**Honda** XL600LM, blue/red/white, twin h/lights, b/tank, e/start, vg motor, very tidy bike, can deliver after sale, £1350 ono. Tel Andy on 01204 669147 (Lancs)

**Honda** CRM250R, Mk1, good cond, Acerbis b/guards, Renthals, 'O'-ring chain, MT21s, plus spares, £1595. Tel Keith on 01203 618183 (Warks)

**Suzuki** DR200, G-reg, T&T, good cond, 'O'-ring chain, many new parts, low mileage, superb trail bike, two owners from new, Renthal bars, £850 ono. Tel Allan on 0161 427 3683 (Cheshire)

**Kawasaki** KMX125, P-reg, Feb '97, Full power, one (mature) owner, just had second service (3000m), run in with care, only used on road, £2200 ono. Tel Henry on 0468 075951 or 0181 574 3043 (Middx)

**Yamaha** FT500, 1978, vg orig cond, fitted with factory lighting kit, £1850 ono. Tel Neil on 01392 272923 (Devon)

**Kawasaki** KMX125, blue, 1991, complete engine overhaul, 16000m, exc cond, Avon Gripster tyres, starts first kick, Autolube, lights & indicators, reliable economic machine for road or trail, £895 or poss p/x. Tel 01622 851279 (Kent)

**JCM** 240cc, comp trial bike, 1990, hardly used, mono disc front, drum rear, £500 ono or swap for enduro/ modified trail bike, value up to £1000, cash/bike waiting, will travel. Tel Ellis on 01992 639098 (Herts)

**Honda** XR250R, 1992, K-reg, T&T, Renthals hand guards, full Technosel Decals, new tyres, superb cond, may swap for Husky WR250, CRM, KDXSR, or sell £2000. Tel Chris on 01538 755034 (Staffs)

**Suzuki** DR350S, 1991, H-reg, white & yellow, T&T, exc trail bike, 380cc big bore kit fitted for extra go, £1700. Tel 01633 881628 or 0410 794053 (Gwent)

**Yamaha** DT175MX, 1980, MOT, recent engine rebuild, enduro tyres, Fresco, fitted jack-up kit, Renthals, bush guards, well sorted green laner, £495. Tel Ian on 01489 787415 (Hants)

**Honda** XLV750R, import, E-reg, bog std, new gearbox, £2150; also Suzuki DR600, F-reg, some minor bruises, mechanically perfect, £1350. Tel Kelvin on 0171 250 1094 (London)

**Yamaha** XT600E, black, 1997, P-reg, only 1600m, taxed, Datatag, immac cond, never trailed, fsh, baby forces reluctant sale, £3895 ono. Tel Paul on 01793 537423 (Swindon)

**Husqvarna** WRE125, 1994, L-reg, T&T, low mileage, fully road legal enduro, 31bhp, Acerbis brush guards, 'O'-ring chain, new Pirelli enduro tyres, good cond, well maintained, £1850. Tel 01749 343488 (Somerset)

**Honda** CR250, 1991, H-reg, MOT, good cond, serious bike, Hi-torque porting, frame guards, hand guards, new rear plastics, full lights, full test, £1400 ono. Tel (after 6 pm) 0114 250 9121 (Sheffield)

**Yamaha** DT200WR, 1992, J-reg, MOT, new piston & rings, new Decal kit, £1800 ono. Tel Steven (after 6 pm) on 01379 640492 (Norfolk)

**KTM** 400SC, 1995, N-reg, the ultimate all-rounder, immac cond, balanced engine, new rear tyre, c+s, trail use only, gorgeous, gorgeous, gorgeous, £3100. Tel Dan (days) 01433 630451 or (eves) 01433 631018 (Derbys)

**Suzuki** DR350, P-reg, enduro model, Renthals, Acerbis, Bark Busters, skid plate, flat side carb, spare exhaust, regular maintenance to high standard, not tarted up, genuine callers only, £2500 ovno. Tel 01257 401103 (Wigan)

**Suzuki** TS x 2, 185cc, white, T&T, Hi-Tech reed valves, new fork seals, exc cond, £495 ono; and 250cc, 1980 yellow, T&T, few extras, exc engine, good cond, also £495 ono. Tel Lea on 01702 522564 or 0468 435103 (Essex)

**Honda** XR250, 1979, T&T, beautiful orig cond, new tyres, shocks, etc, fast appreciating classic, twin shock, low mileage, very reliable, cheap insurance, bargain price, £900 ovno or may p/x newer bike, Tel Les (after 6 pm) on 01195 325474 (Derbys)

**Honda** XR400, UK model, 1997, P-reg, 3300km, good cond, green lane use only, £3100 ono. Tel Rodney on 01253 810338 or 812997 (Blackpool)

**Yamaha** DT200R, E-reg, T&T, new c+s, exc trail bike, £950 ono; also Suzuki DR350, enduro, L-reg, T&T, engine rebuild cost £800, all receipts, £2000 ovno. Tel Mark on (eves) 01686 622646 (Mid Wales)

**Yamaha** TW200, 1995, 400m only, showroom cond, taxed, Datatag, model reviewed TBM issue 21, April 1997, £2195 ovno. Tel Paul (eves) on 01793 537423 (Swindon)

**Kawasaki** KLX650, green, mint cond, new chain, front sprocket, and back tyre, very nice and clean bike, £2800 ono. Tel (after 1.30 pm) on 01502 575887 (Suffolk)

**Kawasaki** KMX125, 1992, J-reg, T&T, new c+s, good cond, very reliable, two owners from new, last owner 3.5 yrs, £995 ono. Tel Mark on 01793 831104 (Swindon)

**Montesa** 308cc, trail bike, Q-reg, vgc due to rebuild, non runner, registered for on or off road use, lovely bike, £450. Tel 01926 633064 (Warks)

**Yamaha** TY175, 1980, road registered, rebuilt engine 50m, new everything, receipts for £500,

sell £600; also Yamaha TY80, big wheel, rough, £100 or may p/x for XT600E. Tel Tony on 01253 820128 (Lancs)

**Honda** XR250, C-reg, 1986, T&T, brush guards, 'O'-ring chain, f/disc guard, good cond, new bike forces sale, £1200 ono. Tel Adrian (day) on 01452 530511 or (eve) on 01452 854143 (Gloucester)

**Armstrong** MT500, one of the best examples to come from the MOD, late engine No : 297000, hardly used, £1500 ono. Tel Paul on 01785 716553 (Staffs)

**Yamaha** XT600ZE Tenere, 1989, needs rebuild, £500 no offers. Tel 01460 241573

**Honda** XR250, 1995/N, 6000km, excellent std cond plus bartkbusters, recent c/s, tyre, pads, trail use only, £2850. Tel 01952 813129 (Shropshire)

**Suzuki** RMX250, 1991 road legal, MoT, Kayaba USD forks, brush guards, frame guards, bash plate, MXA graphics, FMF tail pipe, exc cond, no expense spared. Tel 01752 784910 (Plymouth)

**Honda** XR600R, 1984, T&T, 34000m, good cond, genuine reason for sale, £1000. Tel 01903 892860 (W Sussex)

**MZ** works enduro replica, genuine factory bike, excellent condition, £1700 ono. Tel 01925 658247 (Cheshire)

**Honda** CR500, 1994, T&T, new c&s, Talon Wheels, weighted flywheel, full lighting, revalved suspension, 97 Graphics, DEP silencer, new P&R, vgc, £1795 ono. Tel 01691 682506 (Shropshire)

**Honda** XR250RS, 95/M, 7000km, VGC, £2300; also Yamaha TT600E, 97/R, 1400km, obviously superb, £3500, both have extras, one must go. Tel eves or w/e 01465 714125 (SW Scotland)

**Honda** XR600RT, 1996, h/guards, new chain, some spares, well maintained and looked after, sex on wheels, £3000 ovno, consider p/x for s/car outfit. Tel 01242 241764 or 07970 124950 (Glos)

**Armstrong** MT500, ex army, 4000m, T&T, black, reliable, £995, or p/x super-light trail or road reg trialsbike, cash either way. Tel 01257 263137 (Lancs)

**Yamaha** DT175MX, 79, white, 12000m, T&T, good cond with new tyres, c/s, brakes, seat, plus DEP tailpipe, and h/guards, £700 ono, plus all orig parts. Tel 01397 700620 (N Scotland)

**Honda** XR250RH, T&T, new tyres, c+s, grips, throttle, Plastics, seat, tank covers, levers, bearings, cables, etc, new & used spares, £1650. Tel Paul on 01633 251114 or 01633 251815 (Gwent)

**Yamaha** Serow, blue/white, elec start, H-reg, T&T, 13,000kms, exc cond, 'O'-ring chain, wonderful trailie, I've got two so one must go, £1700 ono. Tel Brian on 01323 761895 (E Sussex)

**Honda** XLR250 Baja, 1991, H-reg, T&T, Renthals, Barum enduros, brushguards, vgc, £1400. Tel Graham on 01483 760293 (Surrey)

**Honda** XR600R, P-reg, 1997 model, road use only, 15000km, as new, new car is reason for sale, no time wasters, £3400 ono. Tel Steve on 01453 547458 (Glos)



**Kawasaki** KDX200SR, exc cond, low mileage, 18" back wheel, some trail use only, new piston kit, £1550. Tel Merlin on 01269 870853 (Carms)

**Yamaha** TT600 Enduro, 1985, T&T, one of few remaining original bikes, recent engine rebuild cost £600, invoices available, change of circs forces reluctant sale, £1700. Tel Andrew on 01845 525937 or 0410 579159 (N Yorks)

**Husqvarna** 510, K-reg, T&T, Renthals, Acerbis h/guards, w/p front, Ohlins rear, spares, loads of 'grunt', £1700 ovno or poss p/x for XR, KLX250. Tel Andy on 01793 611341 (Wilts)

**Honda** XR250R, 1997, P-reg, exc cond, totally standard, minor off road use only, £2395 ono. Tel Alan on 01494 524568 (Bucks)

**Montesa** 348 Trials, 1980, good cond, road reg, £350; also Yamaha XT250, 1980, T&T, cantilever mono, lovely cond, some spares, £800. Tel 01483 276570 (Surrey)

**Honda** XR400RV, 1997, UK spec, 1000m from new, carefully run in, it's been my fun, it could be yours for £3300. Tel Tom on 0113 286 8840 (W Yorks)

**Honda** XL250R, 1984, RFVC, twin carb model, MOT, vgc, Cobra Exhaust, runs great, can deliver, £750 ono. Tel Chris on 01709 710645 (Yorks)

**Suzuki** DR350, N-reg, frame protectors, Acerbis tank, service history, spare tyres, other extras, exc cond, fun bike only, £2550 ono. Tel Paul on 0181 668 6652 (Surrey)

**Yamaha** YZ250 Enduro, 1987, T&T, good runner, road reg, £650 ono. Tel Mick on 01827 55195 (Staffs)

**Honda** XR650L, elec start, K-reg, MOT, 10,500m, good cond, £3250 ono; also unused IMS 4-gall tank £100. Tel David on 01522 821609 or 0411 332043 (Lincs)

**Kawasaki** KLX250R Enduro, T&T, M-reg, mint cond, £2250 ono. Tel Guy on 01705 348789 (Hants)

**Suzuki** DR350SN, 1993, K-reg, 11,000m genuine, only used for commuting, so vgc, £1950 ovno or will consider cheaper bike in p/x. Tel Kevin on 01384 820862 (W Mids)

**Aprilia** Pegaso 650, 1995, 18,000m, road tyres, spare 17" front wheel, good cond, £2600. Tel 01347 848448 (N Yorks)

**KTM** 620, 1995, purple trim, 10,000km, 20L main tank (Kinigadner's), 20L rear side tanks, reinforced rear sub-frame, ally bash plate, screen, brushguards, tuned by Austrian KTM works mechanic, includes orig tank and plastics, £4650. Tel Jim on 0131 315 2647 (Edinburgh)

**Honda** XR400 rally bike, 1998, UK model, prepared for desert rallies by the experts - Challenge 75 in Paris - no expense spared, 34L tank, MD elec roadbook, ICO trip, GPS mounting, KTM-style fairing, twin headlights, bash-plate mounted water tank and tool box, padded suede seat and much more. Tel Alex on 0171 603 2414 (London)

**Husqvarna** 610TE, June 97, very little use, perfect cond, easy to start, the ultimate trail bike,

£3995. Tel Paul on 01443 836189/839759 (Mid Glam)

**Yamaha** XT500C, 1976, 17,000m, good cond, complete working order, £1200. Tel Joe (eves) on 01494 521637 (Bucks)

**Kawasaki** KMX200, 1992, black, T&T, recent clutch, ceramic bore, Renthals, 520 'O'-ring, Scottolier, many spares, inc complete set of wheels, lowered seat, £1240 ono. Tel Jacky on 01453 751560 (Glos)

**Honda** XR600RT, 8000m, one owner, fsh, lots of extras, standard stuff to go with it, very tidy, £3300 ono. Tel Stephen on 01290 553556 (Ayresshire)

**Honda** XR250RT, new model, 1996, N-reg, 2500m, Renthals, alloy sump guard, recent c+s, pads, wheel bearings, green lane use, vgc, fsh, first to see will buy, Tel John on 01845 578389 (N Yorks)

**Yamaha** XT350, Nov 95, black, 1400m, Datatagged, no mods, exc cond, £2750 or will consider p/x for older trail bike plus cash. Tel Martin on 0115 922 5037 (Nottm)

**Yamaha** DT175, 1975, P-reg, twin-shock, very original, stood for 5 years, £695; also Suzuki TS250(M), 1977, R-reg, T&T, used daily, new bike soon, so reluctant sale of my bikes. Tel Neil on 01325 461029 (Durham)

**Honda** XR250RT, 1996, green laned only, superb cond, heated grips, very little use by mature owner. Tel 01252 326050 or 0385 336608 (Surrey)

## WANTED

**Wanted** Yamaha XT500, prefer mint but any considered, cash waiting. Tel Stephen on 01865 875230 (Oxon)

**Wanted** KLR250 carb, CDI, left side panel. Tel 01935 863684 (Somerset)

**Wanted** for Kawasaki KLR650 Tengai, off to Morocco soon, want any bits to improve off road performance, guards, suspension, tank, lights, etc. Tel Barry on (day) 0860 676793 or 01635 569729 (Newbury)

**Wanted** exhaust for Yamaha XT550, anything considered. Tel Roger on 01375 841886 (Essex)

**Wanted** rear shock for Honda XR600R. Tel Paul on 01851 703927 (Isle of Lewis)

**Wanted** for '92 DR350, chainguard, toolbox and number plate carrier. Tel 0181 979 3497 (Surrey)

**Wanted** desert rally equip to fit KTM400, large tank, sumpguard, mousses, spare plastics etc. Tel 01452 728609 (Glos)

**Wanted** tune-up parts for KLX650C, exhaust, cams etc, also wide rims, Excel or Akront suitable for s/moto. Tel 01282 699410 (Lancs)

**Wanted** Suzuki SP370 W/shop manual plus any info appreciated. Tel Phil on 01925 570476 or e-mail on psrb@student.open.ac.uk (Cheshire)

**Wanted** mint cond trailbike to P/X for my

Kawasaki Zephyr, cash either way. Tel 01388 832946 (Co Durham)

**Wanted** workshop manual for Kawasaki KLR250DS, 1988, £25 for good cond. Tel Dave on 01423 343541 (Hereford)

**Wanted** Honda XL250S/500S, may consider Suzuki TS250ER, must be in good cond, willing to pay good price for the right bike, can collect; also wanted luggage rack to fit Yamaha XT250. Tel David on 01904 490764 (York)

**Wanted** front & rear wheels for DR350S. Tel Cliff on 01203 306931 (Warks)

**Wanted** Honda XR600R in very good cond, P or R-reg only, best price paid for right bike, will travel. Tel Richard on 01639 760457 (W Glam)

**Wanted** front wheel & disc if poss for KMX200, good cond preferred. Tel Ian on 01604 454792 (Northampton)

**Wanted** exhaust, de-restricted off road silencer for DR650SE. Tel Martin on 01737 351781

**Wanted** exhaust for KL250, A3, V-reg, prefer complete system, but silencer may do; also tool holder that sits opp side to silencer. Tel Allan on 0113 2931353 (Leeds)

**Wanted** 16L Plastic petrol tank for DR350, must be in vgc. Tel Mark on 01691 657569 (Shropshire)

**Wanted** MD road book, pref s/h, any parts for Africa Twin, front disc covers etc, also info on accessories for same. Tel 0115 976 2015 (Notts)

**Wanted** Yamaha DT175, 1973-1978, twin shock, in as orig cond as poss; also wanted Honda XL250(S) or TS250 or KL250 for work bike, anything considered, cash waiting, will travel. Tel 01325 316726 (Cleveland)

## PARTS

**KLR** bits clear out, new clutch lever, front wheel, rear wheel, two front discs, (250, 600 A1/A2), forks (250), swingarm rear sub frame, make me an offer, it's all got to go. Tel Henry on 0118 962 9307 (Berks)

**Engines**, breaking for spares, Yamaha XT250 & Suzuki TS100. Tel 01209 843877 (Cornwall)

**Kawasaki** KMX200 parts, 18" rear wheel with disc, £45; new 48T JT rear wheel sprocket, still wrapped, £9; new 14T gearbox sprocket, £3; exhaust £15, or £60 the lot. Tel Ian on 0117 956 7509 (Bristol)

**XR400** chrome CRD bashplate, as new, £50; B+B tailpipe insert, as new, £60. Tel Graham on 0181 932 4337 (W London)

**XR400** FMF Performax exhaust, complete with all discs, works end cap, boxed, cost new £220, £160 no offers; XR600 Acerbis bash plate, £20; fork & disc covers, £20; orig clocks, £45. Tel 01225 891163 (Wilts)

**Transalp** workshop manual, £12; comfort seat, £30; front lamp & clock set, £40; rear hub, clutch cover and screen, £10 each; also few MTX bits. Tel 0181 979 3497 (Surrey)

**Yamaha** DT175 x 2, mono, 1 complete but non running engine, needs major surgery, other in bits, engine incomplete, prefer to sell as one lot, make a reasonable offer, no dealers, prefer enthusiast, buyer collects. Tel 01844 215707 (Oxon)

**Yamaha** monoshock frame with V5, was DT250MX but should suit almost any engine, may be able to deliver, offers around £150. Tel John on 01933 679195 (Northants)

**KTM** 250EXC, for spares or repair, 1989, G-reg, 99% complete, engine completely rebuilt, £350 ono. Tel Dan (day) on 01433 630451 or (eve) 01433 631018 (Derbys)

**XT550** forks £80, f/wheel £60, r/wheel inc new Avon tyre £70, h/light c/w bracket and indicators £40, also all engine parts available. Tel after 4.30 01232 861385 (N Ireland)

**Single** Bike trailer, exc cond, galvanised, £150; also KLR250 f&R wheels with Pirelli MT17s, £30 each, Trelleborg Tenmaster MX rear, 4.50x17 £20. Tel after 6pm 01543 876135

**Honda** MTX 125/200 Haynes manual as new, £4, sump guard £5, new rear sprocket (520) £5, rear end red m/guard carrier, light, frame support, all £10. Tel 01242 678106 (Glos)

**Honda** XL250, RFVC, monoshock, barrel good, may split. Tel 01297 35708 (Devon)

**Front** pipe, FMF Gold Fatty pipe for Honda CRM250s, hardly used £120 ono. Tel Alex on 01903 525426 (Sussex)

**Army** Bombardier 250 exhaust, ally coated, won't rust, £50; Ohlins shocks, 16", vgc, need re-gassing, £100. Tel John (after 5.30 pm) on 01299 270493 (Worcs)

**Triumph** Tiger Givi wing-rack kit, £45; part worn T66 rear tyre, £10, Baglux trail bag, no harness, £15. Tel Paul on 0115 946 4368 (Nottm)

**BMW** P/D twin shocks, Quadrant, compression/rebound damping, very heavy duty, as new, 415mm long, would fit MX/road trail bike, £110 ono; also Yamaha DTR125R, power valve kit and DEP can, £150 ono; f & r wheels with tyres & discs, £90 ono. Tel Rich on 01279 501187 (Herts)

**Laser** Pro-Duro for Honda Dominator, 92 on, £90; also Nonfango rack, £20; compact 3-man tent, lightweight, £35. Tel Steve (eves) on 01767 222328 (Beds)

**KX250** F1, std exhaust pipe and silencer, unused cond, £80. Tel Robert on (H) 01484 648299 or (W) 01937 837340 (W Yorks)

**KDX200**, 1992, spares, Works Connection alloy f/guards, new, Boyesen carbon reeds, unused, Acerbis fork + disc guards, DEP silencer, r/pads, unused, side panels, f m/guard, whole front end, swingarm, shock, and more, Tel Graham on 0191 536 5179 (Tyne & Wear)

**Dunlop** part worn tyres, KS60, front, 80/100 x 21, £20; rear, 110/90 x 18, £25. Tel 0116 283 3376 (Leics)

**Acerbis** DHH (double halogen headlight), red/white, unused, cost £60, will post, £35. Tel Graham on 01483 760293 (Surrey)



