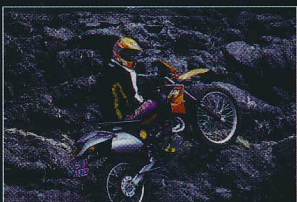


KTM

SPORTMOTORCYCLES

THE NEW KTM 640 LC4



Authorised Dealers for KTM Motorcycles

Clwyd	Colwyn Bay Motorcycles, Colwyn Bay ++	01492 525959
Cumbria	Carlisle Off Road, Carlisle	016974 73892
Devon	Plymouth Off road Motorcycles, Plymouth	01752 606888
Devon	G T Motorcycles, Plymouth	01752 559063
Dyfed	Moto Pross Racing, Cross Hands ++	01269 831110
East Sussex	Bikes of Brighton, Brighton	01273 607635
Essex	Jim Aim Motorcycles, Sible Headinham	01787 460671
Lancashire	Dave Clark Racing, New Lowston, Preston	01772 612118
Leicestershire	Redline Motorcycles, Sibley	01509 816177
Leicestershire	Windy Corner, Leicester	01455 842922
Lothian	Eclipse Motorcycles, Tranent	01875 611400
Mid Glamorgan	Rug Rat Racing, Rhondda ++	01443 435375
Powys	E. T. James & Sons, Rhyader	01597 810396
S. Glamorgan	Robert Bevan & Son (M/C) Ltd, Cardiff	01222 227477
S. Wales	Kick Start Motorcycles, Port Talbot ++	01639 881585
Surrey	Motorite Comp Shop, Surbiton	0181 397 4876
Tyne & Wear	The Bike Place, Gateshead	0191 488 3137
Warwickshire	Stowes Motorcycles, Wellesbourne	01789 840328
West Midlands	Speedaway Motorcycles, Warley	0121 559 1270
Wiltshire	P R Taylor & Sons, Chippenham	01249 657575
Worcestershire	Wildmoor Comp Shop, Wildmoor, Nr Bromsgrove	0121 453 3121

New Dealers: Dual Sports Motorcycles, Ledbury, Hertfordshire Tel: 01531 632745
Lassu Racing, Yorkshire Tel: 01226 727680

MOTORCYCLE CITY

The following branches will be stocking ALL ROAD MODELS:

Avon	Bristol	0117 942 0500
Berkshire	Reading	01734 574044
Devon	Newton Abbot	01626 331020
Hampshire	Farnborough	01252 518107
Hampshire	Portsmouth	01705 828425
London W	Greenford	0181 578 3218
London SW4	Clapham	0171 720 6072
London N7	Seven Sisters	0171 561 9500
Manchester	Salford	0161 737 6000
Middlesex	Heathrow	0181 890 2913
Somerset	Wells	01749 673462
Staffordshire	Tamworth	01827 251720
Surrey	Purley	0181 763 5700
W. Yorkshire	ShIPLEY	01274 771122
IRELAND:		
N. Ireland	Norman Watt Motorcycles, Lisburn	01846 638766
CHANNEL ISLANDS:		
Jersey	G & B Motorama Ltd, St. Helier	01534 22819
Guernsey	Mac's Motorcycles, St. Peter Port	01481 39611
Isle of Man	Road & Track Motorcycles, Douglas	01624 623725

KTM SPORT MOTORCYCLES UK LIMITED
KTM HOUSE, LINCOLN COURT, BOROUGH ROAD, BRACKLEY, NORTHANTS NN13
7BE

TEL: 01280-705 888 FAX: 01280-705 999

TBIM

TRAIL BIKE & ENDURO MAGAZINE

£ 2 . 2 0 J A N U A R Y 1 9 9 9 I S S U E 4 2

HUSKY TE410

We take a blast on
Husqvarna's revised
middleweight
thumper

TT250R V XR250R
Secondhand electric-start,
four-stroke trailies tested

MuZ660
Blez at the Rally
of Discovery



USED & ABUSED DR350



Know what to look out
for when buying a
secondhand
DR350

FANCY RIDING A CCM MOTORCYCLE?

You really should get out a bit more...



So why don't you come and see us at either the Manchester National Motorcycle Show (G-MEX Centre on 8/9/10 January), or The Scottish Motorcycle Show (Royal Highland Showground on 13/14 March).

We'll be showing the full 1999 range of 604E Sports bikes, the 604E Supermoto models, the stunning 604R Roadbike and one or two of the world-beating CCM motorcycles from our museum collection - including the 1998 Paris-Dakar Rallye bike.

Or visit one of our UK Dealers:

- Doug Hacking Motorcycles (Bolton) 01204 491511
- Marcol Motorcycles (Nottingham) - 0115 950 7912
- Marcol Motorcycles (Leicester) - 0116 262 35541
- Woods Motorcycles (Abergele) - 01745 822 922
- M&S Motorcycles (Newcastle) - 0191 261 0121
- The Container Co Eastern (Norfolk) - 01362 698147

The 1999 programme of Factory Rideouts has now been announced - and is already booking up fast!

Not surprisingly when you can join us staying overnight in a luxury log cabin on the shore of Lake Windermere, enjoy a full day's trail riding with our exclusive guide, through the breathtaking Lakeland countryside, and you'll have exclusive use of the latest CCM604E Sport motorcycle with full factory support.

Whether you're a novice or an experienced off roader, you're guaranteed a fantastic time - and riding that will match your abilities - with guidance and advice from some of the country's leading trail riders.

And the cost, including accommodation and motorcycle hire is an incredible £150 - and what's more, if you buy a new CCM within 3 months of your rideout - we'll refund the entire cost of the Rideout.

Contact the factory on 01254 691500 for more details.



FACTORY
Rideout



So that was 1998 then. A year full of surprises, promise, excitement - not to mention a large shot of pain at times. Now we are into the new year and January is traditionally the time when we make a whole load of new year's resolutions... which we then go on to break over the coming few months.

For instance last year Blez resolved to lose weight, sell his XR600 and buy something fitted with an electric start. Oh well, nice try Paul. Perhaps a whole year just wasn't quite enough time to fit in three great big resolutions like those. How 'bout we start with some nice easy ones for '99 - you know like turning in your work on time - just to get the hang of actually accomplishing things.

Mind you, I can't talk. Last year my resolutions were to get out and ride a lot more (I managed that at least), and secondly to get work started on the project bike again. Hmmm, I remember the project bike - it's red... I think.

And so to this year. For '99 I resolve to continue improving TBM. At the recent Dirt Bike Show, many of you came over to our stand to say you like the direction the magazine is heading in. We appreciate your comments and assure you that 1999 will be packed full of even better editions of the mag. More pages, more bike tests and more articles of the type which you guys like reading.

But perhaps you can help us out. We want to continue the growth of TBM and we want your support. If you're thinking about subscribing or have the occasional problem in getting hold of the mag, then subscribe now. The price for subscriptions will be going up shortly but we're keeping it down for one further month to allow you guys to get your subscriptions in. £22 is all it costs (that's a saving of £4.60 at the current rates) plus we stump up the cost of the postage.

So go on, do yourselves and us a favour; subscribe to your favourite mag and receive the next 12 months of TBM direct to your door (and early) for a change. All you have to do to take advantage of this offer is to write your name, address and postcode on a piece of paper and send it along with a cheque made payable to TBM for £22 (or £33 for overseas subs) to TBM Subscriptions, PO Box 9845, London W13 9WP.

If you resolve to do anything this year, make sure it's that you don't miss a single issue of the mag. Cheers guys and Happy New Year.

Si Melber

Edited and produced by:

Si Melber.

Contributors:

Paul Blezard, Dave Cornish, Chris Evans,

Clive Garnham, Neil Pidduck,

John Rushworth

Designed by:

Andy Riley

Editorial address:

PO Box 9845,

London W13 9WP.

Tel (office hours only)

0181 840 4760.

Advertising enquiries:

Call: Paula

Merricks Media

01225 426600

Distributed by:

USM Magazine Distribution Ltd,
0171 396 8000,

Printed in England by:

ROWE THE PRINTERS

TrailBike Magazine

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

Company No:

3051747.

All rights reserved.

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

ISSN 1359-0324

Contents

JANUARY 1999

ISSUE 42

6 NEWS

Some more gossip and other stuff...

8 RALLY NEWS

Squaddies do the Paris-Dakar...

10 LETTERS

Only three pages, was it something we said?

14 TALKING DIRTY

Chris Evans gets his first ever brand new bike, all together now, ahhh...

16 GROUND RUSH

John Rushworth goes in search of white powder, no sniggering at the back there...

19 TRAIL TIPS

This month a way of removing stickers, cleaning your lid and passing your MoT...

22 HUSQVARNA TE410

Clive Garnham rides the new Husky middleweight thumper, what did he think? Read and find out...

28 ON ANY SUNDAY - TT250R/XR250R

We join the Sunday Club for a day's riding and test a Yam TT250R and Honda XR250R in the process.



36 BAGHIRA BEGORRA!

Paul Blezard takes a new

MuZ 660 Baghira to Ireland on the Rally of Discovery and returns, but not without mishap, surprise, surprise...

48 FOUR DAYS AT THE SIX DAYS

Our correspondent Geoff 'Noah' Meyer reports from a very soggy ISDE indeed...

54 USED & ABUSED, SUZUKI DR350

Part two of our new series on buying secondhand, this month, the venerable DR350 in the spotlight

60 15 SECONDS WITH ADY SMITH

How to shave 15 seconds off your special test times by learning with the experts

64 THE UAE RALLYE

... and Caleb and Joshua went off into the desert, and their enduro bikes made a hell of a racket!

68 TUNISIE '99

Si Melber went all the way to Tunisia to bring you this report on the upcoming Rally Tunisie, the lucky bleeder...

Key mate... Which way's Dakar?



Story: Paul Blez
Pix: Si Melber

Army Special - the Gunners team



are responsible for the running of the display team. In a nice bit of role reversal, the superiors have given themselves the job of keeping their men and machines fed, watered and maintained for the duration of the event which should be underway by the time you read this.

Despite the team's modest approach (by army standards), the overall budget is not unadjacent to £50,000 and that's with the bikes

leased from the KTM factory rather than bought outright. The Gunners have received support in the form of sponsorship from Wurth and Mer (ironically, both German companies), as well as from the SSAFA Military Charity and White Lightning Parcel Express and from the funds of the Display Team (which are also self-raised through payments for the shows). But a large chunk of the dosh is coming out of the lads' own pockets, and not a penny out of the public purse. Bless 'em.

After a day spent riding around the sandy tracks of the Longmoor training area in their company, the ed and I were left in no doubt that the riders had more than enough skill and fitness to complete the toughest rally in the world. As serving soldiers in a well-organised display team that does over 120 performances a year, it's a good bet that they have the necessary self-discipline and mental toughness too. All they lacked was any rally experience or navigational know-how. Dakar's that way lads... all the best!

Gunning for Dakar

You've probably heard of the Flying Gunners - the Royal Artillery's motorcycle display team. They appear at shows all over the country doing high-speed cross overs, jumping cars and riding along in human pyramids (NOT to be confused with the White Helmets - that's the other lot)!

When we heard that the Gunners were planning to enter a team in the '99 Dakar Rallye we assumed that they'd be doing it army style - with the full compliment of Land-Rover back-up, four-tonners to carry their spares, helicopter support... plus of course the NAAFI in tow to keep them drenched in tea.

We were wrong. The Gunners have raised all the money for their four man team themselves and they've even had to take leave to do the event, ferchrissakes! Their Dakar team consists of their two top riders, Darren Bidwell (25) and Paul Gower (30), supported by their commanding officer Captain Dave McKay (30) and team organiser Staff Sergeant John Bangs (41) who between them

RANT!

State of the nation....

What's going wrong with the dirt bike industry? In a year which has seen sales of new bikes improve more than 10% on the year before, where are the Japanese manufacturers' glossy ads, their corporate presence, their support for the sport and most of all their belief in the sportsmen and women who keep their products in the news? And what is the ACU doing to help us grow our sport? We're b*ggered if we know...

Sitting in the pub with newly crowned British enduro champ Ady Smith he reflected on his year. Quite a rewarding one you would think, both professionally and financially. Not a bit of it. Obviously Ady has finally fulfilled the potential he's shown for years and no one can take that away from him. But as he revealed to us, some of the realities of life at the cutting edge of British motorsport are rather less glamorous than one might expect.

It also seems hard to believe that as British champ, Ady wasn't there in Australia representing his country in the ISDE. Because as champ why should Ady be severely out of pocket for representing Britain in the most illustrious enduro event in the calendar? You could just imagine that happening in the US couldn't you... Not.

Our own experience of riding in Australia in the late Eighties was that even a dork clubman (such as any of us lot) could easily get funds from the governing body to compete in virtually any international event, especially the ISDE were we to

show a serious interest, and remember Australia's population is only one third the size of the UK's.

The timing of our conversation with Ady was particularly apt, as right now there is the very real threat of at least two or three of our best championship runners downscaling or cancelling their efforts for '99; in part due to the rewards of the sport not really reflecting the huge commitment of time, effort and money they invest in their racing. Do top championship runners like Ady, Rob, Carl or Wyn approach their sport any less professionally and with any less sacrifice than the MX boys like Malin, and Edwards with their motorhomes, salaries and mechanics etc?

The manufacturers usually argue that due to the relatively small turnover of enduro bikes in the UK they can only justify a small investment in the sport. Is that a defeatist attitude or what?

Shouldn't they instead look to the long term and begin to build the off-road market back up to the size it used to be in the late Seventies? And should they also be looking less specifically at the size of the enduro market (in isolation) especially when you remember that it is partly made up of non-specific enduro bikes (ie trail bikes and motocross conversions), and looking more generally at positive publicity for their name across all aspects of off road sport?

There is a market out there; the flourishing grey import business is testament to that. Perhaps before long we'll be seeing the upper echelons of the sport being supported by top dealer teams on bikes which don't even have a Japanese name on the side. You'll notice we've been talking specifically about the Jap importers. You see the likes of the Euro importers like TM, Husky, KTM and Gas Gas all give more than their fair share of support to our sport already despite their modest size. It's the big four that aren't paying their dues.

How is it that Britain has produced arguably some of the best off road riders in the world, yet we can't afford to keep them in this country? Are we doing something wrong? Should the top rung enduro riders be working harder at putting themselves in front of the public, or perhaps they are simply being greedy expecting to break even or make money from a minority sport?

We may be accused of seeing this question more from the riders point of view, that's natural and we certainly don't claim to have all the facts to hand or know it all. But we would be very interested in a variety of views from readers (or the importers) regarding the state of the sport in this country.

If we ever want to win the ISDE team trophy again and excel internationally then things need to change! **TBM**

Dear Trail Bike...

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

70mph from a DR Big... You need a Husaberg mate!



Sick DR

Dear TBM

Help! Just got myself a DR Big (DR800) and it seems to me to be running a bit under power (like 70mph top-end). Is this normal? I hope not. Is there anyone out there who can help me with some info or set-up for this unusual beast, or perhaps anybody who tunes this particular model? If so can they contact me on 0181 856 7687 and ask for Dave please.

Dave
(No address)

Okay Dave your number's in the mag. Bearing in mind that some single cylinder race bikes used to use this engine there should be a number of people out there who can help you out with the problem - and believe me you've definitely got one. 70mph flat out is about 30-40mph down on what you should be able to achieve. Are you sure you're not stuck in third gear? I reckon the answer to your problems however is to

sell the DR and buy my Husaberg which just happens to be up for sale. It definitely exceeds 70mph!!

Getting Started

Dear TBM

I've just read your latest issue from cover to cover and I must congratulate you on a great magazine - it really is informative and interesting. I am fairly new to this particular genre of the biking world, having purchased a ten month old DR650 back at the beginning of the year. I bought the DR because I'd always wanted to try my hand at a bit of greenlaning, and also because I was told it would make an excellent city/commuter bike.

I had planned to use the DR off road but I've been told that it's a bit of a handful for a novice - even though I'm quite a hefty bloke (17st). What do you think? I've recently thought about buying an old armstrong MT500 for taking to the dirt, do you think this bike would be suitable for someone like me to

handle.

Also what I would like to see from TBM in future issues would be a few more articles on how to get started in trail and enduro riding; for example where to go, who to go with and which basic kit to carry with you etc. Also suitable advice as to which bikes to use for those of us on a budget. Your help would obviously be much appreciated.

Mitchell Nix
Harrogate, N Yorks

I've got good news for you Mitchell, The DR650 is an excellent off road bike. Fit it with a decent set of knobby tyres, gear it down a bit, slacken off the clutch and brake levers (so they don't break if you drop it) and find yourself an OS map - there's plenty of trail riding to be done in your part of the country. We tested the DR650 back in '96 and found that it was a remarkably good off roader for a bike of its size and weight. It has a great engine, a low seat height, useful suspension and a fair turn of speed. It's also smooth, comfortable and handles well on the road. The only surprise to us was that Suzuki didn't continue to import them after 1997, I guess they just didn't sell that well. The MT500 would also be a robust off roader for someone of your size, but why bother changing, when you've got a bike that is at least as good, if not better? On your other point, we're planning on running another beginners' guide just like we did back in issues 7, 8, 9, 10 (the first three

of which are still available as back issues by the way). This will guide novices through the basics of getting started and finding out where to ride. Likewise we ran a lengthy article back in issue 17 (now sold out) which told you everything you needed to know about getting started in enduros, and this is also due for an update and republication - watch out for both of these features early in the new year. Oh, and by the way... if you are looking to get started in enduros, I just happen to have a great enduro bike for sale. It's my Husaberg 501, though I'll be sad to see it go...

Baja 500? No... 280!

Dear TBM

At present I own a 1988 Honda XLR250 Baja which is pretty good for the most part except for a slight lack of power - which is what you said when you tested the bike back in issue number ten. My question is, do you know if there is a power-up kit for the Baja such as the XR280 kit tested in US Dirt Bike Magazine recently which uses a Wiseco 75mm piston? And would this improve the speed of

the bike noticeably?
Allister Sly
Alton, Hants

We reckon that anything which works on an XR250R will work just as well on the XLR Baja so we checked with Phil Allen at Allens performance R&D who recommended the following. The stock piston is 73mm on an XR250, boring out the liner to 76mm gives you a capacity of 270cc, or if you want to go bigger, a 77mm slug would give you 277cc, all using the standard liner. The piston kit which includes rings and everything you need except a head gasket (which is purchased separately) costs just £91+ VAT. If you want to tie this in with a hotter cam which should offer good all round power (as opposed to just top end power), you're looking at a further £118 +VAT for an exchange item, and taken together these should offer you the sort of power gains you're after. Allens Performance are on 01949 836733. Mind you if you want real performance gains, you could always buy my Husaberg from me. With 501ccs of brute force, you're never stuck for a bit of speed - you won't have to bore that thing out!!

Easy Start

Dear TBM

Having retired from quad racing some five years ago, I've now been enticed to do some easy green laning with my so-called friends. Anyway I have a 1997 XR400R which I'm told is the green lane dream bike, but I want to know is there a conversion kit out there to fit an electric start to this bike? If so could you publish details in the mag. I've so far been stuck up to my waist in bogs with the bike and then been unable to swing the kickstarter to get the thing going again. Or perhaps I'm just getting too old. Thanks for your help and keep up the good work. TBM is frankly one of the best magazines I've ever encountered.

John Cutmore
Pelton Fell, Co Durham

Cheers for the compliment John. I figure you're probably a newish reader as this debate has been raging on within the letters pages of TBM for most of this year. We believe that all dual-sport and enduro four-strokes should come fitted with both a kick and electric start, and certainly that's the way the market is going. But sadly up till now the Honda XR4 hasn't been available with one. Interestingly enough (especially given your quad background), Honda have just launched a 400cc four-stroke quad in the US powered by an electric start version of the XR4. Although the engine differs in detail from the existing XR, we believe that a leccy start model of the XR may be under development for launch later in the year. Sadly there are no aftermarket bolt-on kits available for the current model and right now if you want an electric start Honda XR you've got to choose between the XR250

Big Bore Baja?
Why not...



Dear Trail Bike...

Super tested elsewhere in this issue and Honda's bulky XR650L. Or I suppose you could buy my ELECTRIC START Husey 501 which just happens to be up for sale...

Wheely Easy

Dear TBM

Could you please tell me which out of the following list of five bikes, is the best for wheelies. The bikes are a Honda XR250R, Yamaha TT-R250, Honda XR400R, Suzuki DR350R and Honda XR600R. The reason I am asking is because I am taking up a wheelie challenge next summer and would like to know which model to go for.

Alex Strachan
Peterhead, Aberdeenshire

Alex, pulling wheelies is all about technique and nothing to do with the bike. Riders who are good at wheelies can do it on absolutely any bike they ride. All dirt bikes are low geared and powerful enough to pop the front wheel in the air and anyone of these would be a good choice. It's worth remembering though that while the XR6 is the most torquey it's the one I'd least like to be lying under when the thing flips right over. Maybe you should start with a lightweight trials bike and progress from there. Having said that of course, a super-powerful and LIGHT weight four stroke like... say, a Husaberg 501 for instance, is just the thing for pulling stonking wheelies on, and strangely

enough I know one that's up for sale...

Feeling Tyred

Dear Si

Just a quickie (if you'll pardon the expression) to add a little tip to your extremely useful tyre changing article in TBM39. Like you said, swapping tyres is a chore at best, but I've found that when changing a tyre in the comfort of your own garage, instead of using a piece of rag or your mum's best duvet to rest it on, use an old car tyre (with the rim removed) and this will give enough support to allow you to do the necessaries, plus it gives enough clearance for sprockets or disc brakes - if you're lucky enough to have disc brakes, unlike me with my pre-historic 1984 MTX200. Hope it's helpful advice, keep up the great work with the mag.

Chris Jenkins
Lynton, N Devon

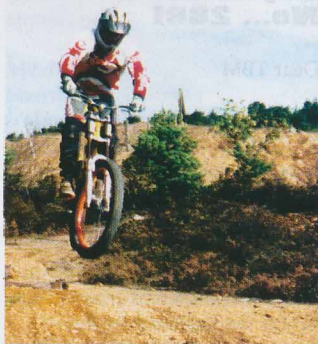
Cheers Chris. Sounds like you need a newer bike to me, and one that's fitted with disc brakes unless I'm very much mistaken. My Husaberg 501 has got discs front and rear and I could be persuaded to sell it, if you're interested...

Hello Boyz!!

Thanks for printing my letter 'Girly Mag' in last month's TBM where you asked to see a picture of my £2000 bouncers. After the reply you gave I just

had to send you the pictures (see below) I hope you like them. Also hope you like the enclosed Christmas card - I thought it suited the warped sense of humour of editor and contributors alike.

Have a good one!
An Ross
Braunton, Devon



Thanks An. I don't know how to break this to you, but it looks like someone's nicked the engine out of your enduro bike. And talking of which, if you're looking for an enduro bike which does still have an engine still in it....

PS you can have something done about those gnomes you know...

The Container Company

The Official Sponsors for the UK Round of the 1999 FIM World Enduro Championship

For the first time in the UK

HM Moto 1999 Range of CRE Enduro Bikes

CRE500 · CRE250 · CRE125 · CRE80



CRE250



CRE500

Stockists



Buy a bike before 31st Jan 1999

Pay 50% Deposit On Any Bike.

Balance 12 Months.
Subject to Status

0%
FINANCE

STOCKIST OF AXO, ALPINESTARS, SIDI, PREMIER, SOUMY & ACERBIS CLOTHING & BODY PROTECTION EQUIPMENT

STRUGGLING FOR PARTS?

DON'T FORGET WE OFFER A FULL MAIL ORDER SPARES SERVICE FOR ALL THE GREY IMPORTED TRAIL BIKES

Eastern Branch (Norfolk)

01362 698147

Western Branch (Mid Glamorgan)

01443 486648

WE HAVE A LARGE SELECTION OF USED TRAIL BIKES IN STOCK

HONDA SL230, CRM250-1 to AR, XLR250, XR250RJ, KAWASAKI KDX250SR, KLX250SR/SE, KDX220SR
YAMAHA SEROW 225, DT200WR, TTR250, TW200, SUZUKI TS200, DR250, RMX250S, DR250ST.



TALKING *Dirty*

Chris Evans joins the consumer set and buys his first brand new bike...

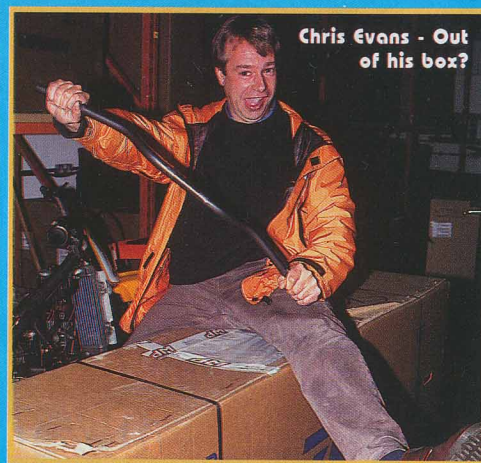
At last - when most single men of my age and socio-economic background have a Porsche Carrera in their garage and a Jo Guest look-alike in the sack, I've finally managed to buy myself my first ever brand new motorcycle. Yes yours truly has somewhat belatedly joined the ranks of the consumerist mainstream and with first hand experience, can now bore the bazoomas off all and sundry about running-in periods, suspension bedding-in times and a whole host of equally tedious topics - hallelujah!

Of course in true Evans fashion new bike ownership wasn't achieved in a seamless way - rather it was all mad panic, angst and not a little chaos. Despite my excitement at the imminent arrival of the new steed, my well-known reluctance to part with hard cash made the whole affair paradoxically painful and I'd have been quite happy to withhold payment for another 12 months were it not for the fact that my existing WR self-destructed in fine fash-

ion (see last month's ramblings), and I was obliged to make a sweaty dash back to Blighty right in the middle of my busy season. I'm late. I'm late. I'm very, very, very late.

Sensing my no time/desperation interface, Si the editor of this esteemed organ, in an uncharacteristic fit of generosity, offered to drive me up to the wilds of Northamptonshire (I suppose somebody has to live there) and pick the bike up in the TBM Semi. Boy was I psyched. Such was my state of pre-ownership excitement that on arrival at our destination instead of the normal three cigarette calming down period getting over the 'near death experience' of travelling in the TBM van, I simply tossed the sick bag aside and bounded off into the reception area as if I'd not spent the last hour screaming hysterically for him to slow down.

Once identified, we were introduced to assorted multi-national, and no doubt very important KTM



suits from around the world who I naively believed had been flown in from the factory especially to witness the ceremonial handing over of my new machine. But before the formalities could commence we were treated to a mug of KTM tea and an hour long tour of the industrial unit. What sadists! Here I was after a 36 year wait within a hairs breadth of getting my sweaty paws on my own new bike and they were forcing me to look in wonderment at their suspension testing dyno, and demonstrating their marvellous new computer. Worse however was to come...

When I could contain myself no longer and began lighting cigarettes in threes, they took pity on me and invited me to take possession of MY NEW BIKE. Almost breathless with anticipation I was led into the warehouse and presented with.... a cardboard box! Talk about an anti-climax. Call me stupid if you like, but it never occurred to me that bikes actually came in boxes - I thought they all had big red ribbons around them with a label saying: 'To Chris, with love from KTM.

Still I managed to put a brave face on it and once the box was unceremoniously dumped in the back of the editorial sled, off we raced back to London. On the way back down the M1, myself and His Editorship discussed various convoluted means of sorting out 'the box', but with nothing finalised by the time we reached the sanctuary of the rolling home counties estate on which sits TBM Towers, we adjourned to the local Taj Mahal tandoori where three tours of the buffet table, six bottles of Cobra beer and nine cigarettes later I felt considerably restored.

It was in this post-prandial haze of nervous excitement that it was decided we'd do the only sensible thing and build the bike up there and then in the TBM back yard. Despite the pouring rain, and with just a pen-torch and the KTM's miniscule toolkit for company we began the construction process - swanky American dirt bike magazines, eat your heart out. And what fun we had. In a symphony of belching, swearing and laughing (I think I might have overdone it a bit on the onion bhajis), we managed to tear the box apart with out bare hands, and with the instructions rapidly turning into papier-mache, set about fixing it all together.

Surprisingly, despite our years of combined 'experience', it wasn't all plain sailing, and without doubt the low point was when the editor in a frenzy of cack-handedness managed to send the left hand footrest spring, ping-ing-off into orbit, so that we spent the next 20 minutes on our hands and knees searching around in the dark and giggling like a couple of schoolgirls. Incredibly despite the almost total lack of visibility, I managed to find the offending item and triumphantly handed it back to Si - which on reflection was a mistake. Seconds later I heard the unmistakable twang of the spring as it scorched past my left ear for a second time and disappeared into the inky blackness for good. Harrumph.

Finally however, three hours later (as opposed to the 40 minutes stated in the manual), and with one springy footpeg and one slightly floppy one, the bike was ready to be fired up. No matter that midnight had long since disappeared under the duvet and we were well into the sleepy hours. I wanted to start my new bike and rev it up proudly. We went in search of petrol, found some two-stroke oil and naturally in our tired and emotional states mixed it up in a ratio of about four to one. We threw it away and started again. Finally when we'd got the ratio about right, we poured in the fuel, kicked it once and away she went. Glorious.

What a great moment that was. The thing looked beautiful, the moon was shining brightly and I just had to have a cigarette. However I'd forgotten that the first lot of petrol was still swilling around somewhere and as I lit my ciggie and dropped the match there was an almighty flash and flames everywhere. We grabbed the bike, stamped on the ground and thanked our lucky stars that my new acquisition didn't turn into toast before I ever got to ride the thing. That experience was still to come...



Long Distance Off-Road Trail Riding In France

**Raid Tour de Morvan
26/27/28 March**

Deep in rural France - just south of Auxerre - the Raid Morvan is ideal for those who want to cover big off road distances. 180km per day, combined with hilly wooded countryside guarantees a challenging ride. **£250 *****

**Raid Burgundy
22/23/24 April**

The area where the country's top enduro riders train. 360km of tight, technical trails over the wooded hills of Burgundy - "Three of the most enjoyable days' trail riding I've ever had - TBM **£250 *****

**Raid Normandie
14/15/16 May**

Takes in the best trails in what is a spectacularly beautiful area. Lots of woodland, lots of sunken tracks and a fair splattering of mud.

"Enjoyed every minute of it" - TBM

£250 ***

*** Easy ** Average *** Difficult**

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

For further information contact:

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

G R O U N D



Snow Fun. John Rushworth goes in search of white powder...

Winter has arrived. Or at least it has up here in Scotland. By the first week in November there was already three inches of snow outside my door. Admittedly it was all gone by mid-afternoon, but as the hills and mountains are regularly white capped now, it got me thinking about riding in snow again.

It can be a real hoot - with an equal measure of pain. Beaches are ace. In fact I must try the old snow skiing trick again. Picture this. One New Year we all decided to take the bikes up to some remote cottage in the middle of nowhere with the beach just a short stroll away. Fiddles, Whisky and fun. After far too many 'wee drams' we all decided it would be a good idea to try skiing behind a bike. A Beamish Suzuki twin shock trials bike in fact. It's the same motor as the old TS250 trailie, though ours was the 325cc variant. My mate had some of those small back-pack skis and once the rope was tied to the rear frame loop we found a suitable bit of beach dusted with snow. I was the volunteer. God knows why, but with an open face lid on I got going and reached about 20-25mph. My own malted lubrication assisted in my failing to notice a dry bit of sand from which all the snow had disappeared. I've never stopped so fast - nor so painfully.

Probably the best time I had in snow was when I lived in the Lake District. One of the crucial factors in deciding whether riding on snow is feasible or not, is the texture and amount of it. Dry fresh pow-

der at three or so inches is great. Anything deeper than that or very wet is pretty useless. With that recipe the wheels will just break the surface and you'll have good traction. The bike was an Italjet twin shock trials bike. I've done a lot of trail riding on these older trials bikes which bear little resemblance to modern ones. Having owned a number of trials bikes I'd like to add that they can make really fun trail steeds. The modern day Gas Gas Pampera is the closest in design to older trials bikes with a seat that is still actually worth sitting on.

My Italjet was a two-stroke, 350cc version. I did have the four-stroke Italjet Scott variant at a later date which made a good trail mount, though it certainly wasn't a good trials bike as it was far too heavy. Where was I? Ah yes, in the Lakes. I lived in Ulverston and my workmate lived on a hill farm near Broughton in Furness. The snow started falling around supper time and by 7pm things were looking great. The white-out had stopped and it was a beautiful night. I'm always up for a little adventure and the darkness and fresh snow looked inviting. Suitably attired in two anoraks I ventured out onto what was once tarmac. My timing was perfect. Most folk had just returned from work and were tucking into their evening meal which meant that my trail ride was person and vehicle free. Save that is, for the snow plough, which was going out of Ulverston and spoiling my fun. The driver must have had the fright of his life as a lime green Billy

Bunter whizzed past him - up and around a banking. What was once a grassy bank was now lovely drifted snow against a dry stone wall - perfect for wall of death antics. I wasn't going that fast and even with lousy lights and a dark but moonlit night, it's amazing how good the visibility can be in such picture postcard conditions.

What a blast. A totally deserted snow trail. The last few miles were interesting going up the farm track as the snow got deeper and drifted. I simply parked the bike in a drift and walked the last few hundred yards to my mate's farm house. He couldn't believe I'd ventured out in the conditions and had to be shown the bike as proof. Did he really think I'd walked in my riding kit some 20 miles for a cup of tea?

My most recent but serious winter escapade came a few years ago on a Kawasaki KLX250R. This again was on a snow covered tarmac trail. Believe me it bore no resemblance to a road. Call me stupid but I just happened to notice that a well known local twisty pass (The Duke's pass in the Trossachs of Scotland) was closed to traffic. I didn't need any more encouragement. Padded like Billy Bunter again, I grinned as I passed the red and white 'Road Closed Due to Snow' sign. At least I was guaranteed a vehicle free passage, unless of course there was another idiot like me out and about! Hairpin mountainside twisty snow trails are just the ticket for rear wheel sliding practice. And experience has taught me to ride well dressed for the conditions - totally padded. Half a dozen spills later (some intentional, some not) I got to my destination, though the radio would have had you believe it was Siberia and all the population were snow bound.

Ice is more dangerous however. The trick when riding over patches of ice is to stay perfectly vertical with as little throttle as possible. Providing it's not a huge expanse of ice you'll get across. A favourite mountain trail that goes up to over 3,000' is but ten miles from my house and on the XR4 it was just too tempting with the snow and glacier like conditions. That's what I like about winter conditions not only are they varied and challenging but there is usually no one about, though there's no way I'm riding ice without good solid handguards. When you go down it happens very quickly, and if you don't have guards, the bars tend to dig in and flip the bike. At least with the guards you can slide safely when (and I do mean when) you fall off.

So whatever you do this winter - don't miss riding in the snow. You can dress like a total oddball and as long as you and the bike are prepared, you'll have a grin from ear to ear, not to mention your road-riding mates' total respect. Go for it...



**MOTORCYCLE & ACCESSORIES
SPECIALIST**

**WE ARE THE PEOPLE TO
DO BUSINESS WITH**

Cherton, Nr Winchester, Hampshire

Tel: (01962) 771122

TE410



**ONLY £4700 INC VAT
GREAT PERFORMANCE
GREAT ENGINEERING
FANTASTIC VALUE**

**COMING SOON
TE410 ELECTRIC START**



 **cycle logical**

SUPASALE

STARTS SAT 2nd JANUARY '99

HUGE

SAVINGS

ON LEADING BRANDS

YOU'D BE

MAD

TO MISS IT!

ABSOLUTLY EVERYTHING REDUCED

CALL IN OR MAIL ORDER ON

TEL: (01443) 218700

FAX: (01443) 203085

MAIN ROAD CHURCH VILLAGE, NR PONTYPRIDD, MID GLAM



We begin this month's Tips page with some advice from Gary Clarke in Charfield, Glos about removing old race numbers from your side panels. He says: 'in wintertime it can be difficult to peel off easily, so try aiming the hairdryer at them for about 20 seconds and then they should come off no problem.' Thanks Gary, and we'd add that the same is true for any old stickers; the idea being to heat them up just enough to melt the glue. Interestingly if you give your new race numbers a quick once over with the hairdryer before you apply them, they tend to stick a lot better.

Dave King from Bagshot in Surrey suggests a few tips if you end up drowning a bike in deep water: 'Once you've cleared the water out of the cylinder by removing the spark plug and pumping the kickstart a number of times, make sure you remove any water trapped in the airbox, and drain the floatbowl before switching the fuel back on and attempting to start the bike, otherwise more water will find its way back into the engine. Note that the airbox may have more than a single drain tube and that they all need to be cleared of water. When you get the bike back home make sure you drain the oil and change it immediately, then change it regularly after the next few rides, as it may take some time before all the water is cleared from the engine. Milky white emulsified oil around the filler or dipstick is a sure sign of water in the oil.'

Dave also adds another tip about cleaning the inside of your crash helmet: 'These days most off road lids come with a removable, washable lining, but if yours doesn't and it needs a wash, here's what to do. Fill a washing-up bowl with warm water and few soap flakes or travel wash to form a good lath-

TRAIL

TIPS

er as well as a dash of Dettol to kill the bugs. Dunk the entire helmet upside down in the suds, and work the soapy suds into the lining with a dishcloth or similar until the water is grey-brown in colour. Repeat with two changes of clean warm water to rinse. Squeeze as much water out of the lining as possible with your hands then blot with your favourite hand towel. Leave in the airing cupboard for a day or two to dry.' Cheers Dave.

John Garrish from Newton Abbot in Devon sent us a few useful tips regarding Hondas and XR600s in particular. He says: 'If you own a Honda and you can't afford a genuine workshop manual, Honda UK sell photocopies of the manual already bound in a ring binder. Mine cost £17 for my XR600 and was a real bargain.' He also adds: 'Because of their construction, the spherical bearings in the XR's rear shock mount can wear quite easily. This isn't usually a problem until MoT time. The quick fix is to press out the bearing, rotate it 90° and press it back in again. Lube the bearings regularly with moly grease, and don't aim the pressure washer at the suspension linkage, save it for washing down the patio!' Cheers John. We'll probably publish a few more of his pearls of wisdom next month, but in the meantime (for the rest of you) get your thinking caps on and send us a few of your best tips...

This month a way of removing stickers, cleaning your lid and passing your MoT

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 9WR.



Bronze Blue Red Green Titanium



Titanium



Bronze



Red



Blue



Green

BioFoam back support

Design concept by ProGrip research & development dept.

relaxed Fit



New Millennium Jersey

100% polyester four sublimatic colors printed. High memory rib cuffs and collar. Six color combination

Ninety-nine Pants

ADULT

Manufactured with extra heavy 700 grams texture made in Switzerland. Large stretch area spandex combined with composite Kevlar keprotec. Lycra pannels and Bio-Foam back support for the best comfort.



Yellow

Reinforced Spandex Kevlar

Yellow



Double stitching all along fingers. Three colors thermal weld molder top. stretch cloth on fingers. Clarino palm reinforced on the thumb and palm areas. velcro wrist closure. Optimized "Air Flow System".

Gloves



CrossGoggle

NEW!
ANTI FOG
GOOGLES
That Really Work



SportGoggle



Hat

Sunglasses Fun



Sport

MetalFashion

With **RVGS SportGrips** **DUAL COMPOUND** **RVGS SYSTEM**



792dual



KidneyBelt



ChestProtector



MITO U.K.
Sole Importers

Parkstone-Pole-Dorset Bh14 OLU - TEL/FAX:01202.741580

CALL FOR A DEALER NEAR YOU

RACEPASSION

RACEPASSION

Quick Blast

1999 Husqvarna TE410

Husky have updated their mid-weight thumper for the new year with the addition of usd suspension and a few detail refinements.

Clive Garnham got a chance to put one through its paces down in Wiltshire... Here's what he found

Back in the days before the YZ/WR400, when thumpers really did thump, and two-strokes were still considered high revving by the average dirt rider; four strokes were an entirely different proposition to today's new generation of short stroke screamers. The four-stroke was traditionally longer stroked, slower revving and much torquier. And then God created Husqvarna.

Husky took a chainsaw to convention and removed everything it felt was superfluous from the old slow-revving thumpers. Their early four-strokes were essentially four-banger top ends mated to a simple two-stroke crankcase which dispensed with many of the thumper's traditional chattels, and concentrated instead on making

Get it on, bang a gong... get it on



PIX: Neil Pidduck

good power at much higher revs than before. In one fell swoop they consigned the traditional four-stroke design to the dirt bike museum, turning the off road market on its head. Other manufacturers liked what they saw and now (thanks to those early Huskys), we have a clutch of revvy four-strokes from a host of different manufacturers which all utilise similar principles to the original Husqvarna design - not to mention a whole load more waiting in the wings.

And then Yamaha went and launched the WR-F. They took the idea of sky-high rev limits and made it stratospheric. Two cams, a proper oil pump and a piston with a skirt so short if it walked past a building site it would get wolf-whistles. Suddenly by comparison, the Husky

Quick Blast

Husky have made a few changes for '99, but what they haven't changed is their bikes' traditional sure-footedness in slippery conditions. Smart move...



(and everything else) looks a little dated by comparison.

It must be galling for Husqvarna whose bikes can quite rightly claim to have been at the faltering beginnings of the new age of the four-stroke (in the late Eighties), to find their products now considered slightly old fashioned alongside the WR-F. But although the basic TE lump has been around for years, it has since its launch, enjoyed much honing and refinement from a factory with enough expertise to garner the first MX world championship for a four-stroke in aeons.

And so to the '99 bikes, mostly just updated from last year's model with a few refinements here and there (there's a proper oil pump for example), and a switch to usd forks from the 98's conventionals. The elements conspired yet again to restrict us to more of a riding impression than a test as the original venue succumbed to flood, and though the day was sunny the ground was wet so the terrain available was limited to a flat winding course with a touch of supercross track to follow. Not the ideal environment for evaluating an enduro bike I grant you, but we managed

to squeeze enough from these limited circumstances to know what we liked, what we didn't like and what needs further investigation....

For a start the Husky is a striking bike to look at - it looks like it's doing 50mph while it's still parked in the pits. There are parts of it that look the business (the tank, seat and rear fender spring to mind), and parts that still look old fashioned too. For example I am assuming they've managed to get the airbox working properly since the similar looking, laughable effort on the early model that I owned back in the darker ages. Not being able to find any deep enough water to ford on the day, I can't say whether it'll chug through like a landing craft or gulp it down like an alcoholic with a double vodka.... but, I hope they've made progress here.

Anyway it fired up easily from cold and burred away quietly through the sexy single muffler as it warmed up. Onto the track and a rapid shift through the gears revealed a healthy pull through the mid to upper mid part of the power curve and as a bonus it will happily continue past where it makes its best power. It wasn't an

awe-inspiring hit of a powerband but I would estimate that it is very comparable with the KTM 400SC unit that I rode quite recently. It felt initially, like the bike may be cursed with a fairly high centre of gravity but that was quickly forgotten when it became apparent with time that it's actually quite a responsive handler, almost flickable for a middleweight of this mass!

Within a few laps the bike had responded so well to the less than ideal conditions, that I gained confidence in its abilities. It was actually a very sure-footed beast (which is after all what you want in an enduro bike), and with its excellent brakes and well mannered suspension, it allowed you to go deep into corners that should really have commanded a more respectful approach. I was definitely having fun until the old TBM curse struck again. I stalled it with the back brake going into a corner and couldn't restart it. To add to the difficulty, the (left side) kick-start shaft is high on the bike, so by the time you actually get your boot on the lever you find a knee somewhere deep in your armpit! Ten kicks later and that turns from a slight inconvenience to a serious gripe... Sorry but I'm six foot tall and currently own an open class four-stroke (KTM

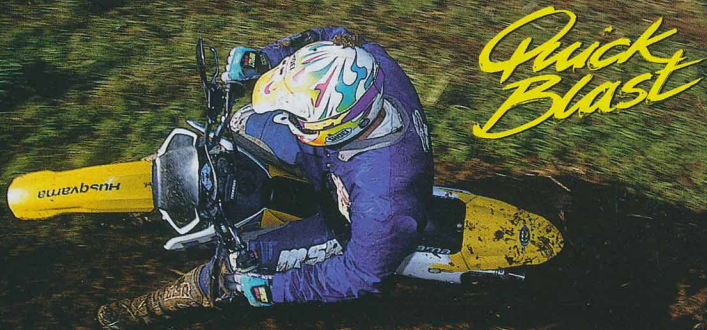
640) and know that it can be easier to get a bike started than that. Especially as there is enough room under the Husky's seat behind the shock to almost house a car battery, let alone a small gel battery running a nice little 1-2kg starter motor. Are we starting to sound like a stuck record on this point? Suffice to say that I eventually started it but had to enlist help later on when it happened again and my patience really deserted me.

Back to the riding again, the bike was smooth and quite forgiving and didn't pound me physically as I circulated. The suspension seemed to react well to the natural course but bottomed quite harshly on the (brief) foray to the SX track (no surprise there I suppose). I would say that there would be few complaints on an average enduro loop, with supple suspension being the hot ticket for maintaining traction over roots and logs. The brakes were excellent and the bike managed to remain straight and true no matter how hard you braked in the slick conditions. The Husky's not the fastest turning bike I've ever ridden, but it's a far cry from the old days of the 510 which didn't want to turn in at all. The 410's chassis is a fair compromise between agility and stability with the emphasis on the latter rather

Beautifully styled, the Husky looks every inch the definitive enduro thumper



1999 Husqvarna TE410



1999 Husqvarna TE410

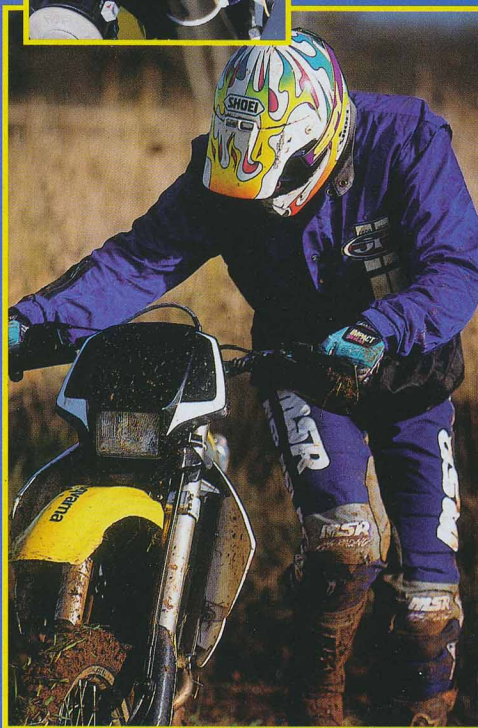
than the former.

Overall I was fairly pleased with the '99 410TE with the obvious exception of starting it when hot. Those seeking out a mid-weight thumper must consider the Husky as a possible alternative to a KTM, HSB, XR or WR in the 400cc category, though any decision on whether it's better than the others will have to wait till we get them all together for a shootout (watch this space). The Husky may not excel at any aspect in particular, but Husqvarna do have a fine pedigree for making winning enduro four-strokes, so they must know something - right? What the Husky does possess is a healthy engine, above average handling, reasonable suspension and excellent brakes - all things which a good clubman enduro rider should look for in a bike of this type. Sadly some of the feelgood factor I was hoping to experience was negated by my inability to start it easily on the day, and though I will acknowledge that these bikes do have a sort of starting personality that you eventually get used to (and that getting it running tends to become less and less of an issue the longer you own a bike), nevertheless, the sooner we see electric starts appearing on four stroke enduro bikes the better.

It should be remembered that there will be plenty of competition in this class soon with at least eight manufacturers claiming competitive 400s appearing or re-appearing over the next two years (some with, and some without electric start). Make no mistake this capacity is set to become the next millennium's version of the 250cc stoker class. As it stands the Husqvarna TE410 is a well rounded enduro tool that will certainly get the job done in the short term, but if Husky are to come out on top of this impending scrap, then they've got to sharpen their pencils and come up with a development leap for the year 2000. **CG**



Husky have a reputation for making winning enduro bikes. But starting difficulties spoiled our enjoyment on the day. Off on the magic button...



IT'S A DIRTY BUSINESS BUT SOMEONE HAS TO DO IT

GUIDED TRAIL RIDING & OFF ROAD INSTRUCTION
TEST BIKES OR YOUR OWN MACHINERY
CORPORATE ENTERTAINMENT
SMALL GROUPS CATERED FOR
LADIES ESPECIALLY WELCOME • LEARNER DAYS

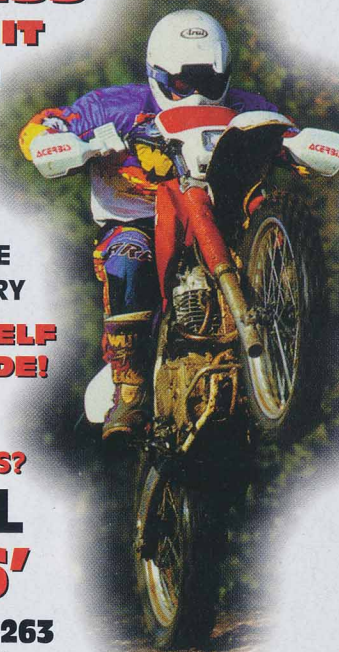
EXCLUSIVE DAYS FOR 4 LIKE MINDED PEOPLE
(MASOCHISTS) USING 'BOGBUSTER' MACHINERY

WE COME TO YOU, EXORCISE YOURSELF TODAY WITH THE ULTIMATE TEST RIDE!

SALES - ACCESSORIES

WHAT DID YOU GET FOR CHRISTMAS...SOCKS?
WHO YA GONNA CALL 'BOGBUSTERS'

PAUL: (01270) 760517 BRIAN: (0870) 7435263
www.dualsport.com/trailbikes email: brianeland@dualsport.com



THE motorcycle centre

Massive Selection of Trail Bikes
XR, CRM, KLX, KDX, XLR, DR, TTR & Many More
Phone us now with all your Off-Road requirements

Almost anything you want we can get!

TRADE ENQUIRIES WELCOME

FOR PARTS RING: (01342) 835498

SALES AND SERVICE

Telephone: (01342) 892768 Fax: (01342) 832903
Unit B1, Lambs Business Park, Tillburstow Hill, Surrey.

We Eat, Breathe & Ride Trail Bikes. Advice, Chat & Coffee are FREE!!!

RING NOW: (01342) 892768



OPEN 9.30am - 6.00pm TUES - SAT



Anyone seen my panty pad?



On Any Sunday

Pics: Si Meiber

For one group of riders, Sundays have become special again. Dave Cornish tracks down the members of the Sunday Club and we join them for a day's riding...

Of all the great British institutions, Le Weekend is probably the most widely accepted by Johnny Foreigner. From Tokyo to Timbuktu, just about everyone looks forward to a couple of days off at the end of the week to unwind, kick back and recharge their batteries before another assault on the dreaded Monday morning.

Yep, us Brits have certainly left our mark, but curiously in this country we don't really know how to make best use of our God given right to do nothing of a weekend. For example for 90% of the population, Sunday involves cleaning the car, cutting the grass or slaving away over a hot Yorkshire pudding before spending a grim afternoon either watching repeats of The Waltons or even worse shuffling around a waterlogged car-park vainly searching for a bargain from the back of some old duffer's ageing Volvo estate.

Thankfully us TBM readers know better. Whether you get your kicks from whipping a nac-nac over a triple, or simply enjoy the countryside views from the seat of a gently pottering Serow, dirt bikers always know how to enjoy the weekend.

Which is where Gorleston-on-Sea based Dean Coston and his mates come in to the frame. Inspired by the many so-called 'Breakfast Clubs' in which groups of thirty-some-things get up at the crack of dawn and blast their high performance sportsbikes down the roads for a couple of uncrowded, high-speed tarmac hours before treating themselves to an 'Olympic Special' at the local Little Chef. Dean decided to come up with a similar formula for him and his dirt riding buddies.

Of course the first problem was where to ride? Green lanes were considered, but thankfully for the local Suffolk residents this idea was sensibly ditched on the basis of being a bit unworkable. Entering some

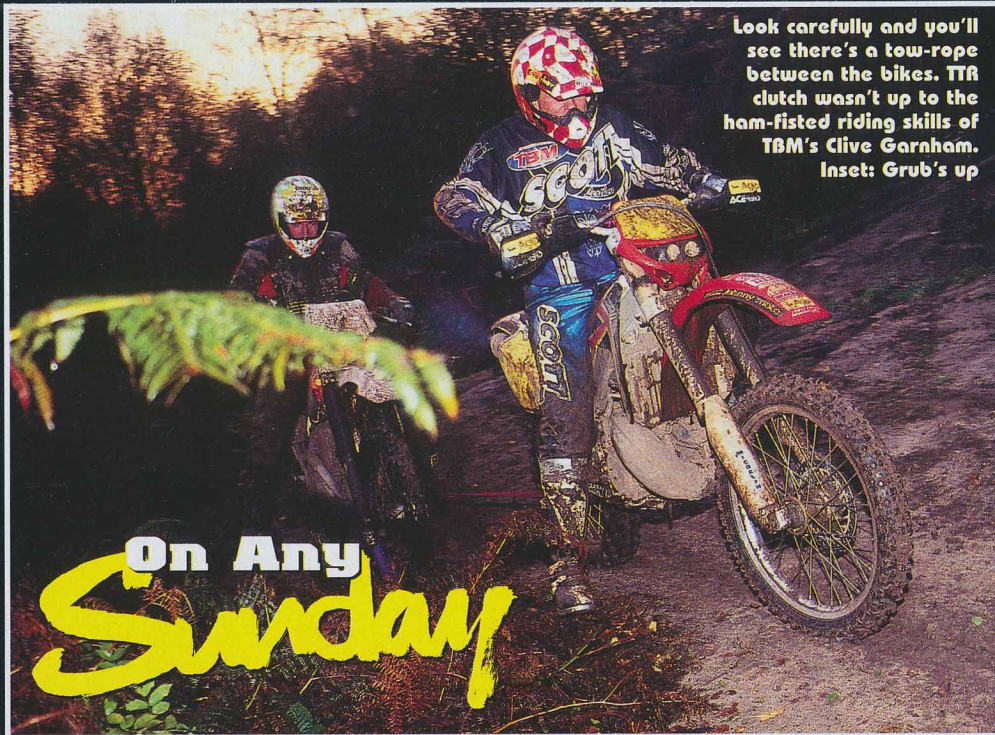
C'mon dad... you rode it last week, it's my turn



local club events was also passed over as the whole idea was to make the Sunday Club as informal as possible with the emphasis on fun rather than having to stick to a set of enforced guidelines. With the nearest MX practise track almost an hour's drive away, this suggestion was snubbed as too much hassle which left the Sunday Club just a couple of options: either find a piece of waste ground, have a quick blast and get chased by the feds; or try and find an altogether more legal outlet for their pent-up dirty aggression.

After a not inconsiderable amount of letter writing and numerous phone calls, a local land owner was contacted who agreed to a 'see how it goes' type arrangement, in which the lads could use a naturally hilly wooded area for the price of a tenner a head; on the understanding that any





Look carefully and you'll see there's a tow-rope between the bikes. TFR clutch wasn't up to the ham-fisted riding skills of TBM's Clive Garnham. Inset: Grub's up

On Any Sunday

trouble would immediately result in the venue being closed down. After finally managing to pull off this pretty impressive deal, the Sunday Club came up with a set of rules to ensure that the area wouldn't be lost by bad management.

Rule number one is that membership is limited to friends (and only by word of mouth), with personal invitees being vetted by the rest of the club. Rule number two is that everyone pays up before they ride. And the final rule is no MX bikes. This was introduced after complaints concerning noise forced the lads to issue a trail/enduro bike-only rule with the proviso that all bikes must be well silenced, As Dean puts it: 'The last time we had lads on crossers here they had a terrible attitude problem, pushing past and abusing slower riders and taking the whole thing far too seriously. So they spoilt it not just for the other riders but for themselves and with the noise problem we risked losing everything we had worked so hard for.'

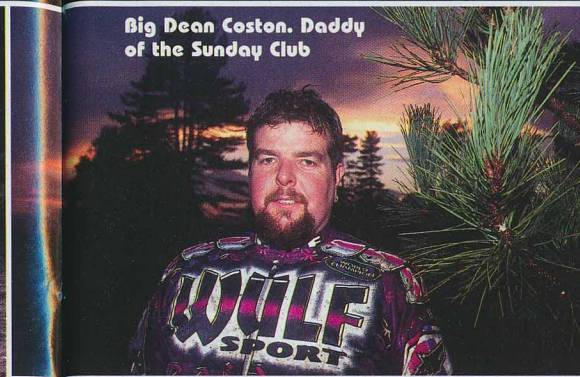
So with a hard core of around 8 to 12 riders of varying abilities, the Sunday Club meets every couple of weeks to hoon around on dirt bikes with little in the way of rules, and a refreshing lack of jobsworth types to spoil the day's fun. Everyone is supposed to muck in and help set-up and maintain the track and in the 18 months that the informal club has been running its regular

Sunday meetings, only the MX incident has given any cause for concern.

TBM were invited along to a recent Sunday Club meeting and despite the rather dismal weather, a healthy turn out of club members were already fettling bikes and brewing-up flagons of hot tea. Most weekends there are two courses laid out; a proper enduro special test which runs for about a mile through bogs, over hills and all round the area, and a kiddies oval where the youngsters (some as young as four or five) can whiz around on their PeeWee 50s in safety while their mums and dads watch from the sidelines.

Typically, before I had the chance to get kitted up, Clive and Si had grabbed the test bikes we'd brought along, and I was left to sit and marvel at the sight of a dozen or so budding Paul Edmondsons mounted on anything from elderly twin shocked trailies to the latest Euro missile. Friendly rivalry seemed to be the name of the game, and in between impromptu races, the lads discuss the last session's finer details and their passing manoeuvres like well trained pros.

And the fun's not just confined to the boys either. Not content with providing a never ending supply of tea and sarnies to the weekend warriors and watching their menfolk large it up, girlfriends and wives are encouraged to 'have a go',



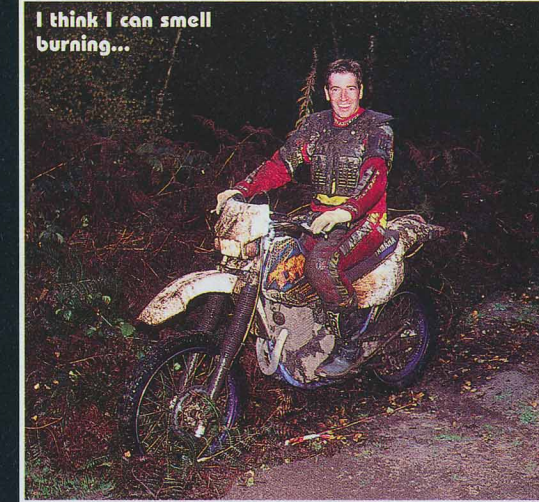
Big Dean Coston. Daddy of the Sunday Club



even if they're not into bikes. So that rather than the usually selfish pastime of riding on your own, the Sunday Club encourages members to bring along the family, with the biggest danger being T-boned by a PeeWee mounted five year old trying to emulate his dad's frenzied blocking technique around the back of the refuelling area.

In fact recently, the number of kids attending the Sunday sessions has actually outnumbered the grown-ups, which of course can only be a good thing for the sport in general, and it won't be long before some of them are out there beating their dads at their own game.

After a short hot-dog break washed down by a mug of steaming hot tea (provided by Mrs Crasher no less), the TBM crew were fully refreshed and itching to make their way back out onto the track. Within a few minutes the race was on again as one after the other, all the riders circulating join in the race. Watching the lead change three times into one corner followed by the sight of the new leader almost looping his CRM at the top of a steep sandy climb, it wasn't long before Team TBM were out there in the thick of it, mixing it with the lads (who were giving us a good run for our money), banging handlebars, showing our front wheels, and generally bounc-



I think I can smell burning...



Some of the lads

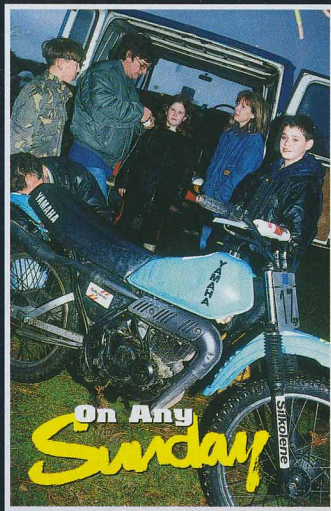
ing off each other into the scenery. This is what dirt biking fun should be all about.

And frankly fun is what the club IS all about. After all where else could you ride all day for a tenner with so little in the way of formalities? The format is simple, ride when you want, as fast as you want, as long as you're having fun and not spoiling anyone else's enjoyment.

To be honest with all the concerns these days over the loss of green lanes, the Sunday Club seem to have come up with a brilliant, no hassle formula for having a great day's riding. After all not everyone wants the pressure (or expense) of racing enduros, and a lot of casual riders can't afford a fully street-legal bike for trail riding. And for the younger rider, this set up allows them to ride and learn at their own pace without being involved in the highly competitive world of schoolboy moto-X.

Let's face it, there's absolutely nothing to stop any one of you doing a bit of local research, finding out a nearby landowner's number and grabbing a piece of the action for you and your mates. Try asking around after an enduro and see what you come up with; after all if the land owner has let his land be used by 120 bikes on a weekend he's going to find it hard to say that you and a few mates will do the land any more damage. Or you could try simply asking a local farmer if he has a bit of rough ground. You never know, pretty soon his sons will be out there riding with you and you're established - what have you got to lose?

With a little bit of determination, anyone can achieve what Dean and his mates have done. So get out there, ask a few questions, make a few calls, and you too could have a similar club and soon be having your own friendly championships. As for me, I can hardly wait until the next time the club's running a Sunday Special... and neither can Crasher Junior, my six year old son!



Electric start, four-stroke and under £2000 for a secondhand one - sounds pretty good to us. TBM took an XR250 Super and a TT250R along to the Sunday Club for evaluation...

Two grand gives you a fair choice of second-hand trail bikes these days, but if you want the smoothness of four-stroke power with the simplicity of electric starting then the choice is currently limited to a handful of bikes. All the big four Japanese manufacturers have a product in the quarter litre category and the bikes (which are designed for the Japanese domestic market), are increasingly finding their way into the UK marketplace.

So what exactly do you get for your money? Well a three to four year old example of Honda's venerable XR or Yamaha's TTR fits within our budget, as do the equivalent bikes from Kawasaki (the KLX250R in leccy start format), and Suzuki's battery-cranked DR250. For your money you can expect a bike that's fairly clean and tidy, but obviously not in mint condition. Few of them will have seen any off road action, but all are capable of being ridden on the trail in standard form.

The question we most often get asked about this type of bike is how different are they from the 250cc (so-called enduro bike) versions we get over here in the UK? The answer is simple; the Yamaha is exactly the same, whereas the KLX and Honda are slightly more street oriented in as much as they have steel petrol tanks and slightly quieter exhausts (there's no DR equivalent of course). The suspension is a little softer too, as you might expect for a bike built for a dual purpose application. For some riders these differences are enough for them to opt for the more single-minded UK model. But I suspect for the vast majority of people, the advantage of buying a bike that's already street legal and comes in an easy-start version, far outweighs any benefit of slightly stiffer springing.

And the reasoning isn't hard to figure out once you've ridden them - after all you don't buy a quarter litre trail thumpette for its performance. They're mild-mannered things that work beautifully on the trail, but they could hardly be described as rip-snorting. Also the kick-start ones can be a bit of a pig to start at times (especially the KLX) which isn't what you need when you've just lobbed the thing and are busy trying to ride it out from the bushes, and shut your mates up at the same time.

And so to the Sunday Club - the perfect outing for a pair of bikes like the XR and TTR. We didn't have a KLX or a DR along for comparison, but to be honest

**Honda XR250R V
Yamaha TT250R**

Yamaha TT250R. Nice wheels



**Distinctly
Secondhand**

the Yamaha and Honda are by far the most popular in this category, so that's what we chose to ride. Out into the playground with the other kids, the first thing you notice about these two is how quiet they are. Both start on the push of a button but you have to listen out for the engine catching because the

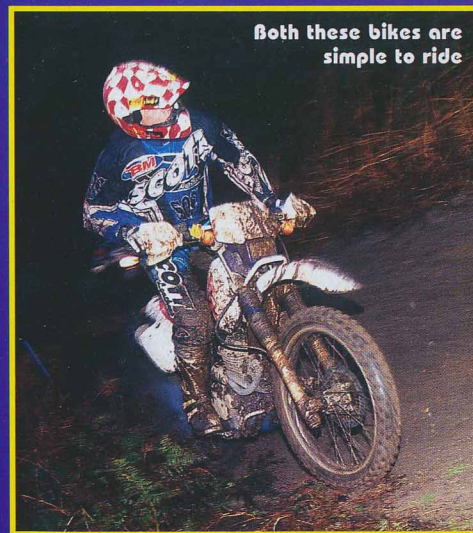
starter motors are often noisier than the exhausts!

One of the beauties of bikes like these is that there's nothing much that'll stop them if you're prepared to go at things hard enough. We found sandy hillclimbs, boggy mud and deep, deep water, none of which phased them in the least, and on some of the loose leaf, technical climbs we found they were much better than the accompanying two strokes which ripped into their powerbands and began to dig themselves in. The thumpers on the other hand never rip into anything, their soft pulsing power delivery is perfect for chugging over quite tricky terrain and their relative lack of all-up weight (each is just over 120kg), means that they rarely get stuck on the boggy bits and they're easy to flick around.

On the other hand some of the power-sapping sandy climbs did require a shift all the way down to first gear to accomplish, though most stuff would be tackled in second gear and you'll rarely encounter anything on the trail that'll stop either of these two. But unlike with more powerful four-strokes, you'll often find yourself holding the throttle open and waiting for the engine to play catch-up. That's simply the nature of the beast. With probably not much more than 20 real-world horsepower at the back wheel, it's a matter of winding it on and waiting for the revs to build.

But perhaps their biggest handicap is their short

**Both these bikes are
simple to ride**



Honda XR250 Super.
Easy to start



**Distinctly
Secondhand**

wheelbases which means that although they're reasonably quick steering (allowing you to avoid a lot of things), they tend to drop into holes and whoops quite a bit whereas a bigger (or more powerful bike) would float over them. There's not really a lot you can do about this but live with it. Try and plane the bike over bigger bumps and although you might manage it for two or three, a long repeat of humps will certainly get you in the end and you'll eventually dive nose first into a hole. Which can be pretty unpleasant as the quick steering tends to cause the front to wash out if you're not careful.

Obviously a softish suspension set-up and relatively modest power delivery contributes to this, though in fairness this is simply one of the few circumstances where these bikes are slightly limited. And talking of suspension, both machines were more than adequate for the sort of usage they'll be getting out on the trail. We trail rode them all around the test area including taking them up some marked out trials sections and they fitted the bill perfectly. We also raced them on the enduro special test where it wasn't too difficult to bottom out the suspension if you pushed reasonably hard; but even so they only bottomed occasionally and the suspension did a brilliant job of soaking up the majority of the hits it took. Remarkable considering that it's non-adjustable, though a heavier or faster rider might favour a set of stiffer springs front and rear. The plain truth is that if you're aiming at riding hard and fast you wouldn't chose a bike like this in the first place.

Tighter going is where these bikes excel. Because they feel light and very compact they can be chucked around with impunity. Plenty of steering lock and a

nice low perch helps maintain control and on slippery sections (like muddy off-camber turns) the bikes really come into their own, finding grip where little is available.

As an everyday trail bike to live with, you'd be hard pushed to find anything more convenient let alone user friendly. They start easily, chug through anything, don't gobble up consumables and are generally pretty frugal when it

comes to running costs. Plus they're the sort of bikes you could use day in, day out commuting into work and then trail riding at the weekend. All they require is a hose down afterwards, an occasional squirt of lube and infrequent chain adjustment. For those people new to the sport who want to dip a toe in the water of off roading without buying something too gnarly, they're a perfect starting off point.

For the more experienced (but laid back) trail rider they are a nice mellow little bike that'll claw its way through, around, or over virtually any obstacle in its path. The adventurous rider on the other hand will almost certainly find them too tame to raise their heartbeat much over a steady resting pace, but then again you can't have it both ways.

If you intend to get into enduros and want a bike to start out on, then opt for a 125cc two-stroke instead and don't bother with small capacity four-strokes - particularly the trail bike versions. On the other hand for the recreational rider who just wants to ride the lanes on an easy-going, predictable and accomplished four-banger, bikes like these are right on the button (ho-ho). With the bonus that whichever one you choose it'll also be an inexpensive and appropriate entry into long distance trials and trail bike rallies.

We didn't have enough time on the bikes to choose between them, (particularly as the TTR's slipping clutch expired after a couple of hours), but the general consensus was that the TT-R had marginally better suspension, and the XR came with the grunty motor. What we did decide was that for under two grand, they aren't half capable of tackling all sorts of terrain.

IMPORTS



WEST COAST MOTORCYCLES

JAPANESE IMPORT TRAIL AND ENDURO BIKES

100 BIKES IN STOCK AT PRESENT

EXCELLENT FINANCE DEALS TO SUIT ALL CUSTOMERS

2 x New Honda XLR200 electric start	£2495	OTR
Honda XR250 1995	£2195	
Yamaha TTR250 1994	£2695	
Honda XL250 BAJA 1992	£2195	
Honda CRM250/2 1991	£1995	
Honda CRM250/2 1992	£2295	
Honda 650 Dominator 1991	£2195	
Honda XR250 1989	£1595	
2 x Kawasaki KDX200 Enduro	From	£1295
2 x Yamaha XT225 Serow	From	£1495
Kawasaki KLR250 K Reg	£1595	
Kawasaki KMX200 1991	£1395	
Honda XL250S 1982	£795	
Yamaha DTR125 K Reg	£1395	
Yamaha DTR125 G Reg	£995	
Kawasaki KMX125 F Reg	£995	
Suzuki DR125 1988	£795	

WE HAVE A NEW SECOND HAND STOCK ARRIVING LATE JANUARY, TO RESERVE YOUR BIKE PLEASE PHONE US FOR DETAILS OF STOCK

SERVICE, MOT AND ENGINE WORK ON MOST JAPANESE BIKES

WE STOCK HELMETS, GLOVES, LEATHERS AND ACCESSORIES

TEL: 01643 702511

UNIT 4, HAWKSWORTH ROAD, MINEHEAD, SOMERSET TA24 5BZ

SOUTH WALES NEW OFFICIAL KTM DEALER W. MOUNTER MOTORCYCLES

46 PENTRABACH ROAD, GYNTAFF, PONTYPRIDD CF37 4BW
WE RIDE AT ALL ENDURO'S, SO FOR ALL YOUR NEEDS RING NOW

Tel/Fax: (01443) 400960

NEW KTM 200 EXC. '98 X2	£3895
NEW KTM 125 LC2 '98 X1	£2650
NEW KTM 60c.c. '98 FULL RACE X2	£1650
NEW KTM 50c.c. PRO SENIOR	£1095
NEW KTM 50c.c. PRO JUNIOR	£995
NEW KTM 50c.c. ADVENTURER	£895
'95 BETA TECHNO CLEAN BIKE	£1495
'88 YAMAHA TY250 CLEAN	£795
'88 YAMAHA PW50 BARGAIN	£550
'88 HONDA QR50 TIDY BIKE	£495
'97 SUZUKI DR650 E/START	£3195
'95 KAWASAKI KLX250 UK SPEC	£2595
'94 YAMAHA SEROW 225 4-STROKE	£2195
'93 YAMAHA TTR 250 E/START	£2895
'93 KAWASAKI KLX650 SPORT EXH.	£2295
'92 SUZUKI TS200R CLEAN	£1895
'92 SUZUKI DR250 CLEAN	£2150

FULL MAIN DEALER BACK-UP & SUPPORT



HONDA CRM 250

We are the UK's only Specialist Honda CRM Dealer

Honda CRM 250 AR (Active Radical) £3,995
'The best Trail Bike to come out of Japan'

Quality Used Honda CRM's always in stock

CRM Mk1 from £1,495

CRM Mk2 from £1,795

CRM Mk3 from £2,495

Used CRM's always wanted

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

Awesome Range of CRM Accessories

*Alloy / Stainless Bash Plates	*Alloy Oval Silencers	*Performance Front Pipes
*Frame Guards	*Disc Guards	*Extra Wide Footrest
*Rear Racks	*Bark Busters	*Replacement Plastic Decals
*Standard & Two Colour Seat Covers	*Bark Busters	*Braided Steel Brake Hoses
*Mugen CRM Tuning Parts	*Full range of Trail Riding Accessories	

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

For more details or copy of our Free CRM Spares & Accessories Price List

Phone or Fax **0115 973 2466**

See our Special Mugen CRM250 AR at the Dirt Bike Show - Stand C20

Leisure Trail UK

Independent Importers of
Japanese Trail Bikes and
Honda CRM Parts Specialists



Oakleys Yard, Beech Ave, Long Eaton, Nottingham, NG10 2AX Tel or Fax 0115 973 2466

HARDCORE 07771 661025

ALL KTM BIKES & PARTS AT BEST
UK PRICES

**KTM LC2 TRAIL
£1995**

XR400 £3795

DR 350 £2995

**RING FOR BEST CASH
DEALS**

ALL KTM MODELS

WISECO PISTONS

LARGE STOCKS BEST PRICES

8 'til 8, 7 days a week!

Baghira

begorra!

**Is the MuZ 660 Baghira a serious trail bike, and could Paul Blezard be trusted to ride one all the way to Ireland and back without a responsible adult? The answer to both these questions are revealed as Blez recounts part one of an incident-packed adventure to the Rally of Discovery on MuZ's unusual big trailie....
Read it and weep!**

Finding a Bike

Ever since I did the very first Rally of Discovery back in 1994, the event's had a magnetic attraction for me. As ever, I'd left things to the last minute, but a call to BSA, the Southampton-based MuZ importers revealed that one of their Baghira big trailies was available and they'd be delighted for me to give it a thorough, er... testing for TBM. Were they mad?

None of the photos that I'd seen of the bike prepared me for the shock of clapping eyes on the beast for the first time. With its bright red seat, stylised purple mudguards and bright yellow tank it certainly stands out from the crowd - but then so did Sid Vicious, and that didn't make him good looking. The MuZ's a sort of psychedelic low-budget version of BMW's R1100GS, and whether you



like the look of it or not, low profile it ain't.

It was well run in by the time I got my hands on it - a bit too well run in some ways - the 1200 miles on the neat little KTM-style speedo appeared to have removed at least half the tread of the Pirelli MT60 rear tyre and the steel bars

had a different bend on either side of the bike. In view of what I had in mind I wasn't bothered about the bars, but the tyre was another matter. The blast back home down the M1 also revealed that the tiny headlight shroud provided almost no protection from the windblast and with the prospect of a long ride down the M4 ahead of me and hundreds more in Ireland, I felt the addition of some sort of screen was essential.

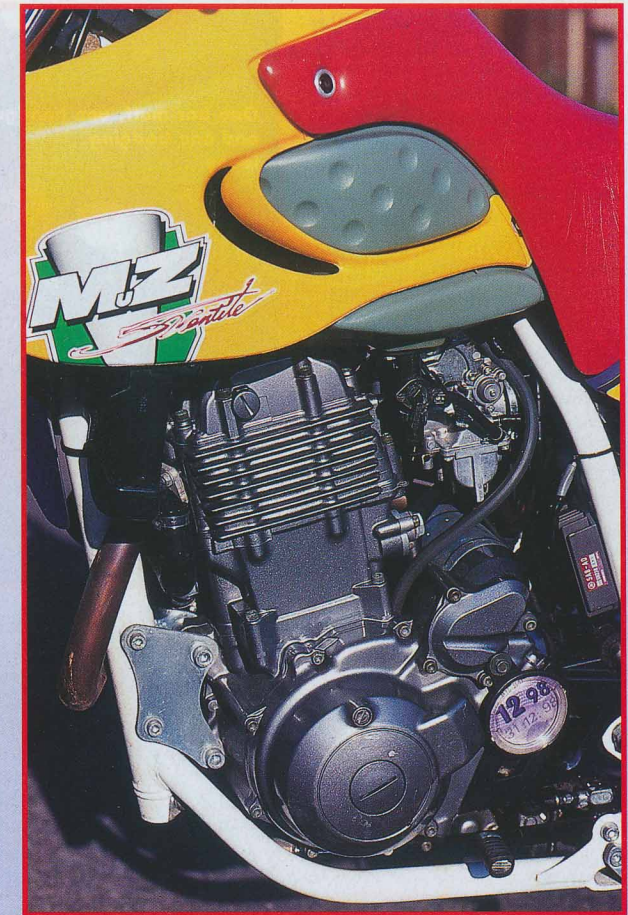
On the plus side I was impressed by the great gobs of torque provided by the five-valve Yamaha 660cc motor, smoothly

Pretty distinctive, maybe.
Pretty... never





Left: More different coloured plastics than a Rubiks Cube. Above: MT21 destroyed in a few hundred miles. Right: Five-valve Yam makes great torque, but surprisingly little top-end. Below: Silencer comes from an Atco lawnmower. Left: Minimalist dials thanks to good steering lock



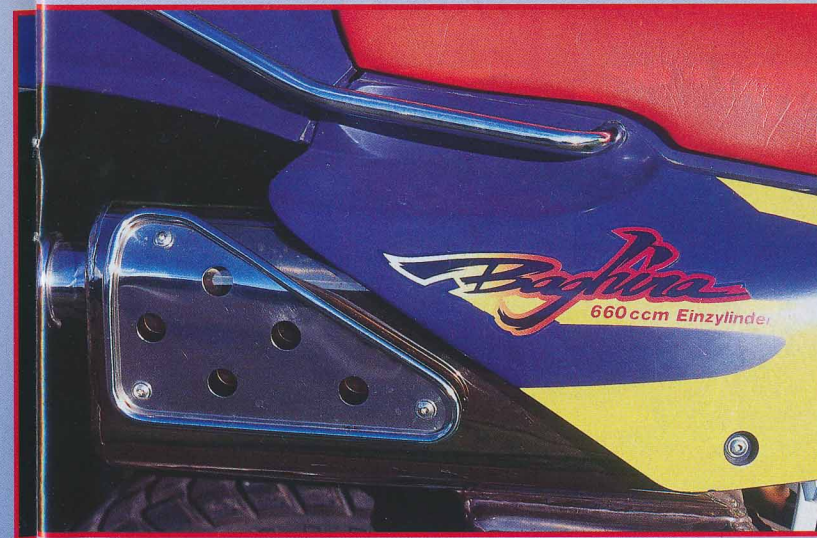
transmitted to the rear wheel thanks to the built in balancer shaft and cush drive hub. But I was struck by how similar the big-bore watercooled motor felt to its smaller and simpler air-cooled brethren, as fitted to the XT600; it actually felt much more like them for instance, than the watercooled Rotax motors fitted to Funduros and Pegasos with which, on paper at least, it has much more in common. The Rotax engine is smoother and faster, whereas the big Yam shares a sort of 'smooth judder' with the other XTs and has more torque low down but less top speed.

Bodged by Blezard

Work commitments meant that I wasn't able to make it to the Sunday morning start of the Rally, but I hoped to catch up with the event by Tuesday night at the latest (even though it ended on the Friday). Yet somehow, come Tuesday evening, I was still faffing about in the outskirts of south west London. By then of course, the Baghira had been well and truly 'Blezified'.

My 'one size fits all' screen sadly couldn't be made to fit on the East German beast because the headlight and cowl are mounted on a wide tubular sub-frame which is in turn mounted off the

headstock. This keeps the steered weight down but meant that I had to start from scratch to make a wind-deflector. After a rummage around in the garage I came up with an old



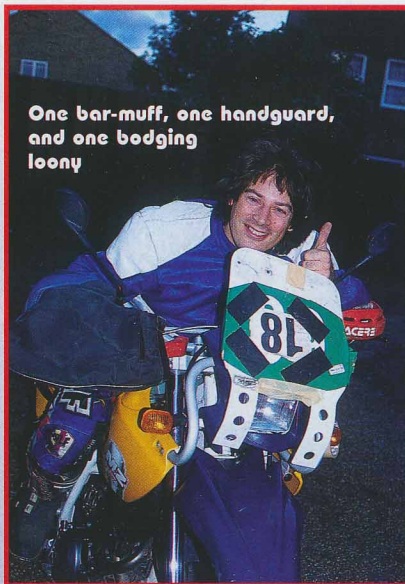
motocross number plate and some plastic corrugated cardboard. Using a combination of engineering principles of triangulation and a spot of Blue Peter inspiration, I lashed it all together with number plate screws and sticky backed plastic to form a sturdy concoction that Val, John and Pete would have been proud of. Kept the wind blast off a treat, even if it wouldn't have won any Blue Peter Badges for neatness.

The Baghira also

comes without handguards, so I dug out my old XR600 units and bolted them on along with my clock bar pad. The icing on the cake (or so I thought) was to wire in the connection lead for a heated jacket that I'd been waiting all summer to try out. I discovered that while the two retaining screws which hold the front of the seat to the side of the tank were easy to remove, they are absolute buggers to replace. Little did I know that I would soon be getting so much practice at taking the seat off that I would get it down to a fine art...

With the bike now kitted out for some serious touring miles it only remained for me to splash out on a new rear tyre. With some serious off-roading in prospect a Pirelli MT21 seemed the ideal replacement. My last minute dash to the tyre emporium was nearly ruined by the MuZ mysteriously refusing to start - with all the symptoms of a flat battery - but I managed to bump start it on my own and just got to the shop before they closed. The bike re-started on the button so I thought no more about it in my hurry to get off to Ireland.

I finally got going long after midnight and immediately discovered that I'd zip-tied the heated jacket lead too far away to actually plug



One bar-muff, one handguard, and one bodging loony

to the gallon - at this rate it was going to be an expensive trip!

Fortunately the bike takes a standard 55/60watt halogen car-type bulb so I was able to buy a replacement in the petrol station. However, the speedo cable is routed just behind the bulb which makes it an absolute cow to get in and out. Before I'd even had a chance to fit the new bulb I'd managed to break the earth wire connection, which meant no headlight at all if I didn't fix it.

With the clock ticking away I got out my electrical screwdriver and carefully unpicked the tiny metal crimping, cut back the broken wire and gingerly re-made the connection. Then, with the greatest of care, re-fitted the slide-on socket to the back of the new bulb complete with its rubber cover. Both beams worked. Hoo-bleed-in'-ray!

But my joy was short-lived; when I pressed the starter button the only sound was the rattle of the solenoid - flat battery again! In des-

peration I persuaded the young assistant in the services to give me a push and the fully laden bike coughed briefly into life, only to stall and resolutely refuse to re-start. Curses! There was nothing for it but to take off all my luggage, and the seat to gain access to the battery again (there's no kickstart). It was low on fluid so I bought some distilled water and topped it up. At this stage I suspected that the plug for the heated jacket was somehow draining current (even though the jacket had not yet been plugged in), so I removed the whole kit and caboodle. By this time a van driver with some jump leads had appeared on the scene and with his help we soon had the bike started and I left it running as I fought with the tricky seat fittings again and loaded all my gear back on. By the time I was ready to go there was a pool of battery water under the bike. Hmmm.



The sandy special test was a good challenge on a big trailie

peration I persuaded the young assistant in the services to give me a push and the fully laden bike coughed briefly into life, only to stall and resolutely refuse to re-start. Curses! There was nothing for it but to take off all my luggage, and the seat to gain access to the battery again (there's no kickstart). It was low on fluid so I bought some distilled water and topped it up. At this stage I suspected that the plug for the heated jacket was somehow draining current (even though the jacket had not yet been plugged in), so I removed the whole kit and caboodle. By this time a van driver with some jump leads had appeared on the scene and with his help we soon had the bike started and I left it running as I fought with the tricky seat fittings again and loaded all my gear back on. By the time I was ready to go there was a pool of battery water under the bike. Hmmm.

After three hours at the services (in the early hours of the morning) it was starting to get light so I hardly needed the poxy headlight any more! While re-loading I also had another nasty shock. In the 70 odd miles since the brand new MT21 was fitted, it had lost several of its central knobs, torn off in huge lumps, and there were large

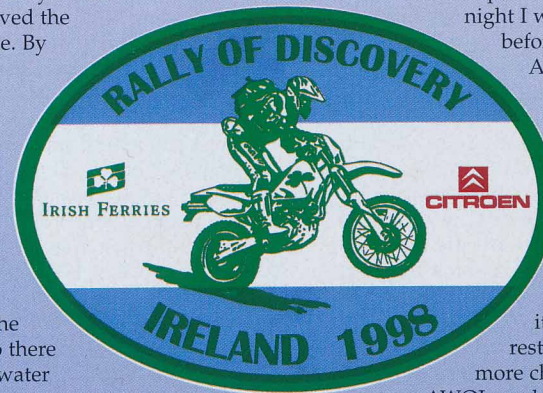
cracks appearing on all the others - lawks! By this time there was no chance of catching even the 6.30am ferry I'd originally been aiming for and my last hope was to catch the fast Lynx service from Fishguard at 11.30. If I didn't catch that it would hardly be worth going to Ireland at all!

With the conflicting concerns of a disintegrating rear tyre and a vital ferry to catch, I resolved to ride as smoothly as possible, keep the speed down to 70-80mph and make my fuel stops as short as possible. Having been up all night I was knackered long before the M4 turned into the A48 but I perked up a bit when the dual carriage-way ran out at St Clears. When I got on the twisty B4313 short cut across the hills to Fishguard I actually started to have some fun, but my enjoyment was limited by the need to restrain my right hand as more chunks of tread went AWOL, and I was seriously concerned that the tyre might actually explode!

When I got to the ferry terminal I just had time to make a 'Mr Angry' call to the tyre shop, a brief rant down the phone to the editor and a plaintiff cry for help to Rally organiser Phil Gunn on his mobile. 'Just call Mick's shop in Mallow - it's on your way and he should be able to sort you out



One's an old fashioned monument... and the other one's a castle





Some of the views were astounding - even if the weather wasn't

- and just a large crater in the carcass where the other 21 had been. As a keen enduro rider and personal friend of Phil Gunn, Mick knew all about the rally and took it upon himself to give the MuZ the sort of once-over that it should have had before I left England.

For example, I'd been a bit alarmed when oil poured out of the frame tube filler hole when I'd tried to check the oil level at Fishguard. Mick confirmed that the wet-sump engine had been massively overfilled (probably by some incompetent journo from another mag, ahem), and we drained a full litre out of it before the level came down to the 'maximum' mark on the quirky L-shaped MuZ dipstick. Mick also noticed that one of the welds on the frame-brace across the back of the tank had actually broken completely. He also checked the charging system, which was working fine, and gave the air filter a much-needed clean.

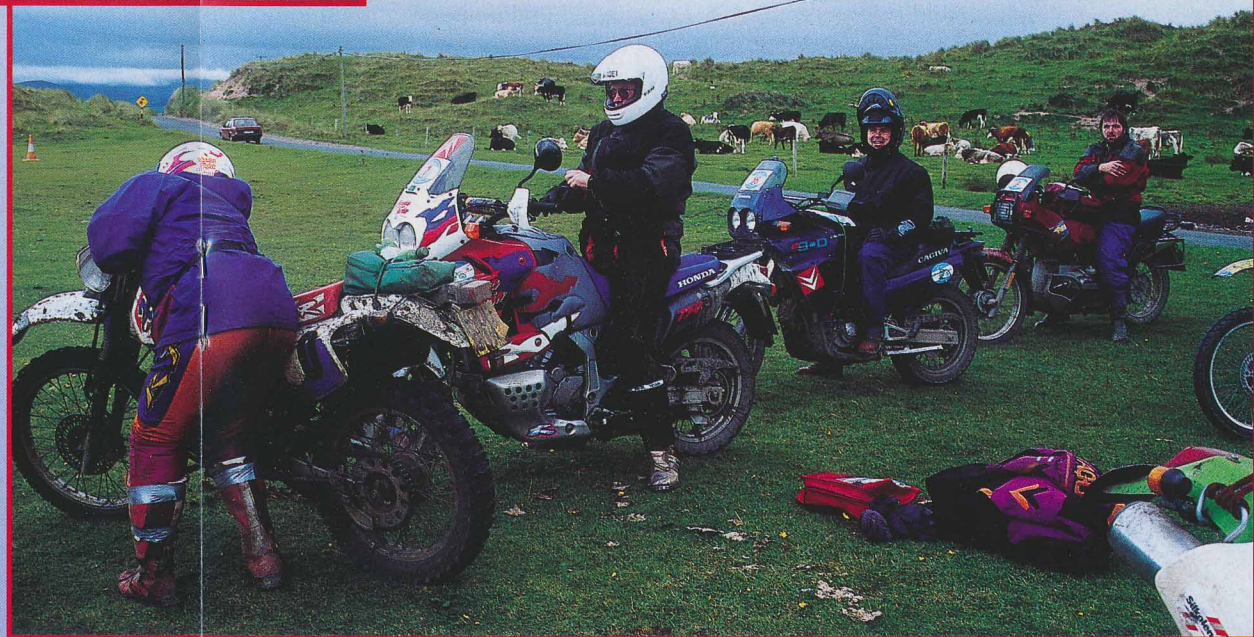
The sun had already disap-

peared over the horizon by the time I finally set off from Mallow for Ballyferriter in the far west of Ireland where the rally troops were billeted for the night. The last section of the N72 after Barraduff was one of the bumpiest main roads I have ever ridden on and is a classic example of why you're far better off on a big trailie than a road bike in most parts of Eire.

It was pitch dark by the time I got to Killarney but the headlight was good enough to allow me to tackle the R563 back road directly to Milltown rather than the long way round via Killorglin - although it wasn't bright enough to stop me sailing into some badly-signed roadworks at 65mph on the straight but narrow road from Castlemaine to Anascaul. All the tarmac had been removed and the surface was made up of a deep layer of gravel. The Baghira took this potential mishap in its stride, staying commendably stable as the meaty Marzocchi forks and Technoflex rear shock soaked up the bumps. I just kept the throttle wound on and blasted through the gravel, giggling like a lunatic. The MuZ had passed its first off-road test with flying colours!

The last 20 miles seemed to take for ever as the road wound laboriously along the southern coast of the Dingle peninsular. By the time I finally rode into Dingle town itself it was gone 10pm

There was a variety of big trailies taking part in the Rally of Discovery this year... But Blez's was the worst maintained



with a tyre' came the re-assuring reply. The high-speed Lynx catamaran hydrofoil was delayed half an hour but at only two hours to cross the Irish Sea it was still twice as fast as the traditional boat and well worth the £30 each way.

By now the MT21 was looking as if it had done the whole Atlas Rallye instead of just 250 tarmac miles across England and Wales so it was a relief to hear Mick's assistant say: 'Sure, we've got a Trail Wing here that should fit' when I called him from Rosslare. They didn't have any waterproof map holders at the port shop but the kind lady there donated a DHL documents envelope with a transparent address cover which she found lurking under her counter. I thanked her profusely, stuffed my map of Ireland inside the clear cover and gaffer taped it to my patent windbreak. Perfect.

Phil Gunn had warned me that the Guardai (Irish police) were on the rampage against speeding motorists after a tragic accident the weekend before, but as with all my previous visits to Eire, the upholders of the law still seemed pretty thin

on the ground and it was the disintegrating MT21 that kept me within shouting distance of the 100kmh limit rather than any fear of being stopped by the feds.

I was still able to enjoy myself on the MuZ; the big single loped effortlessly past the other traffic in top gear and once I got off the main road from Rosslare to Cork the N72 to Fermoy and Mallow was almost deserted. I stopped to take a pic of the castle at Lismore, and remembered the day that the rear pads fell out of my XR600, just up the road from there, back in '95. Happy days...

It was getting on for 5pm by the time I got to Mick's impressive motorcycle shop, and there were just three central blocks out of 24 still intact on the MT21



and I'd been on the road for over 20 hours. I was more than ready for a drink so made a nostalgic visit to the self same pub where we'd spent a convivial evening back in 1994. The Murphy's tasted like nectar as I soaked up the warm atmosphere and listened to the traditional Irish music played informally around one of the tables. It felt great to be back in the Emerald Isle again - it had been a struggle getting here, but I knew it was going to be well worth it.

The Dingle peninsular is in one of the Gaelic speaking parts of Eire, known as the Gaeltacht, which meant that most of the signs are in Irish only. Fortunately I knew that the road signposted Baile an Fheirtearaigh was actually the one for Ballyferriert that I was looking for. A few miles further west and I knew I'd reached my destination when I came to a large building with nearly 50 bikes and several vans parked outside. It was almost certainly the largest gathering of motorcycles anywhere in the West of Ireland on that Wednesday night in September and could only be the Rally of Discovery. Phew! Made it at last!

By the time I finally hit the sack at 2am I'd been up for 43 hours and was feeling a trifle tired. I started recounting my adventures into my tape machine but woke up the next morning to discover that I'd recorded about five minutes of story-telling and 55 minutes of loud snoring... Hey ho.

You won't be surprised to hear that I wasn't 100% organised in time for the start the next morning. I was still sorting out what to take with me and what to put in the back-up van when the first two riders were flagged away, and I was still faffing about when the last ones left 20 minutes

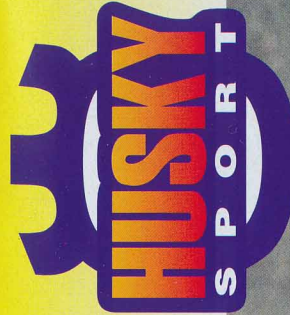


Anascaul. I recognised it as one of the check points from the last day of the '94 event. But in my misty-eyed nostalgia, I lost my footing as I parked the bike on the steep and slippery surface and the Baghira crashed to the ground with a sound not unlike a tram smash.

I picked it up but when I pressed the starter button there was only the dreaded rattle of the solenoid once more so I bumped the bike back into life and latched on to a couple of other rallyists for the ride across the spine of the Dingle peninsular to the first special test of the day, in the grassy dunes on the west side of Tralee Bay, just south of Kilshannig.

later. I was frantically changing riding gear because it had suddenly started to rain and the cheap light-weight jacket that I'd bought from B&Q disintegrated first time out as I tried to put it on over my other riding gear.

I had another attack of nostalgia when I finally arrived at the first check - an old gate post about half a mile up a track in a beautiful spot overlooking Lake



Motorcycle & Accessories Specialist
Great People to do business with....

Husky TE610E....

...Outright Winner of the 1998 Hafren Rally

TE610E



Great Performance

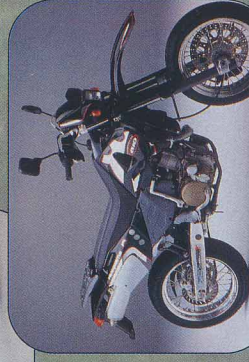
Great Engineering

Fantastic Value

Reliable & Fun



TE410



SM610



TE610



WRE125

"In our opinion the Husky TE610E would make a Demon Rally Bike" Trail Bike
The Green, Cheriton, Nr Winchester, Hampshire,
England SO24 0QA Tel: (01962) 771122





There were no special tests in the first two Rallies of Discovery but they were introduced by Phil Gunn a couple of years ago to help separate the really keen competitors who successfully solved all 12 checkpoint clues on each of the five days of the treasure-hunt-style event. For this test you just had to ride to a series of traffic cones and identify the oil containers hidden beneath each one, but it was done against the clock and choice of route between the sandy hills was as important as speed on the bike. The slippery grass also had to be treated with caution, as several riders discovered. One of those who inadvertently chewed the cud was American Rich Doering who heard about the rally via Phil Gunn's internet website and had flown 6000 miles from Idaho with his girlfriend Linda to take part. Fortunately he'd left Linda to watch the test from the sidelines and the Africa Twin that he'd hired in London was sensibly fitted with crash bars so the hugely expensive bodywork survived the gentle prang completely unscathed.

Julian Bishop, on the other hand, kept his wife Clare on the pillion of their R1100GS in order to make it easier to look under the cones and never looked in any danger of dropping the humungous beast (er... that's the bike I'm referring to - his wife is much more petite). Equally impressive was the speed with which Welshman Craig Dodd manhandled his TDM850 around the dunes. Fitted with a reversed rear tyre on his 18 inch front wheel, Craig was only seven seconds

slower than me and I thought I did well to come fourth on the big butch Baghira. Gill Myers was seven seconds faster again on her XT350 and was only beaten by Justin Barry who scorched around on his XR400 like, well, like the expert enduro rider that he is.

The weather had cheered up no end by this point, which made our time-wasting detour up an overgrown peat cutters' dead end track easier to bear than if it had still been hissing down with rain. In fact the sun was shining as we made our way back down to Brandon bay but as we headed south west up the dead end track to the check at Lake Gal, we rode straight back under the dark umbrella of a black sky. The last couple of hundred yards to the check was up a steep grassy track and while I was just able to make it 'feet up', the Trail Wing carved a muddy scar as it spun frantically all the way, despite having the engine chugging at little more than tickover.

By this time we were running very late for the lunchtime check at Tralee so I left some of the rallyists to ride at their own pace and nailed the Baghira eastwards. It was like riding out of a dark cave as I headed back towards the still-shining sun over Brandon Bay and the MuZ launched itself over the rises on the straight but narrow track. On the main road to Tralee the unencumbered beast hit an indicated 95mph, by far the quickest it had gone so far, but I regretted having a rim lock put on when the Trail Wing was fitted the day before because it was making the rear

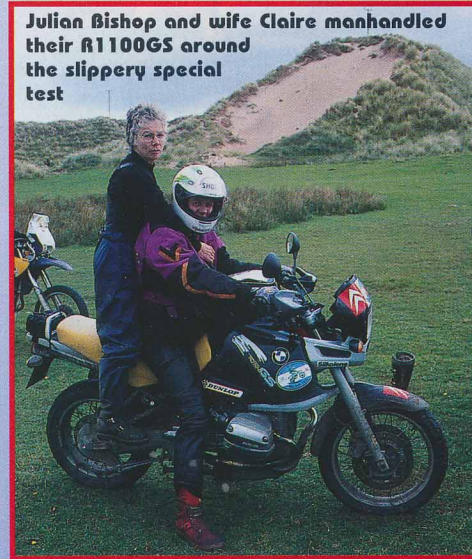
end judder at anything over 80mph.

The 20 odd miles to Tralee slipped under the wheels in even fewer minutes, but most of the other rallyists were long gone by the time I got there. Fortunately Pat Whelan was still parked up in the support van and he furnished me with all the maps I needed for the rest of the day, plus another copy of the list of questions and map references that I'd already managed to lose.

A fill up revealed that the MuZ had been sipping fuel much more frugally at about 45mpg, despite the high-speed thrash from the last check. Even so it was still running onto reserve in less than 100 miles which made for frequent fill-ups although this was less of a problem than you might imagine because for some reason Eire seems to have nearly as many petrol stations as pubs.

There was heavy traffic on the N69 to Listowel and I found out why when I saw all the people going into the racecourse. I used my London despatch riding techniques to fight my way through the car-choked town centre and caught up with the Americans on the Africa Twin and their travelling companions, none of whom were

Julian Bishop and wife Claire manhandled their R1100GS around the slippery special test



taking the quest for checkpoints terribly seriously. That's one of the great things about the Rally of Discovery; you ride at your own pace, pick your own route and do as many or as few checkpoints as you please. Personally, I like to do as many as possible simply for the challenge and the fact that Phil Gunn usually puts them in such interesting and out of the way places which you would simply never get to see otherwise.

There was a great view of the Shannon river estuary from check seven which was the trig point on top of Knockanore mountain. You could actually see the next check, on Carrig island, six miles below. I had to do some emergency repairs to my, by now, somewhat battered DHL envelope map holder and it was gone 6pm by the time I'd found the penultimate check of the day. Actually I was starting to get a bit paranoid about missing the last ferry across the river Shannon from Tarbert to Killimer because it would have meant an 80 mile detour via Limerick. I still had one more check to get to on this side of the river, at least 25 miles to ride and someone had said that the last ferry sailed at seven. I 'flew' up the RS21 from Newcastle West and got to the Flying Boat museum at Foynes in about ten minutes. If it hadn't been shut and I'd had more time I would have liked to look around this shrine to the first passenger carrying aircraft to cross the Atlantic. The coast road to Glin was made up mostly of fast, open sweepers and I was able to hold the MuZ throttle wide open most of the way in a thoroughly enjoyable thraxe.

Rather than risk running out of fuel or breaking my neck chasing a non-existent final ferry it seemed sensible to stop for both petrol and some reliable information. Sure enough, the lady at the traditional shop-with-petrol pumps assured me that the ferries ran for at least another hour so I was able to relax for the last few miles into Tarbert. Last time I'd been on this little car ferry (in the opposite direction), we'd sailed into thick fog and come out the other side into bright sunshine. This time it was dry and light when we boarded, and dark and raining when we docked the other side and I was glad that we only had a handful of miles to ride to our overnight stop in Kilrush.

By the time we'd showered, eaten and marked up our maps for the final day of the rally it was gone 11pm. Would we still be able to get a drink in the pub in the main square where half the rally were already cosily ensconced? Hey, this was Ireland - what do you think? The door was locked but when we said the magic password 'Er... can we come in please' we were soon let in and the 'craic', as they say in Ireland, was already in full swing. **PB**

To be continued: Next month Blez has to overcome more tribulations as the Baghira's battery continues to play up, the chain snaps and he unwittingly insults an Irish colleen. Will he and the Baghira make it back to Blyth? And does anyone care anymore? All will be revealed in part two of Baghira Begorra in next month's scintillating TBM...



Report: Si Melber Pix: Geoff Meyer

Four

(and a half) days at the International Six Day Enduro...

In what can only be described as bizarre circumstances, the recently held International Six Day Enduro turned out to be a bit of a farce. A clash of personalities (before the event even got underway) had led to the resignation of the (original) course designer, but worse was to come as this year's Six Days in Australia was hijacked by both the 'greens'

and the unseasonable weather. The omens weren't good. The organisation was in disarray, unpredictable weather all over the world had caused off road events to suffer this year, and to cap it all, Aussie tree huggers were unhappy about the routing of some parts of the course. The last time Australia hosted the Six Days back in 1992 it was an

outstanding success - could this year's event ever live up to the high expectations everyone had of it?

With Geraint Jones and Steve Plain acting as outriders for the British teams (they ride the course a few days before and report back to their teams about timing and hazards on each check), the Brits came prepared for a tough but enjoyable Six Days. What they got was a muddled and frankly unsatisfactory event.

The Six Days was lucky to get underway at all after the 'greens' opted for a bit of course sabotage the night before the start. Gates were chained shut, temporary bridges removed and worse still, metal rods inserted into trees at head level. The course crew worked tirelessly from 4am until just before the start to clear the course.

Day one started well enough with brilliant sunshine and a long if not too technically demanding course. Traditionally it's always an easyish





Rob Sartin loved the mud, but the organisers didn't!



straightforward, with nothing in the way of stoppers. In the heat the British team suffered, but by evening time their prayers had been answered.

It began raining as the last of the competitors arrived back at the parc fermé on the second day, and it was still raining as they lined up for the start of day three. At this rate it would be much like a Welsh round of the British championships. The Brits rubbed their hands in glee and looked to make hay while the sun... er, didn't shine. But the downpour had been heavier than they thought: nearly four inches of water had fallen in just 16 hours

and the course was waterlogged. Though our lads revelled in the conditions, the organisers weren't happy. Deep water left some riders stranded at river crossings and the whole day was scrubbed from the proceedings - though our teams had used the worsening conditions to good effect. Even the muddy MX tests were scrapped and the competitors were diverted onto the roads for a long, wet and miserable ride home, while the officials were left to try and sort out a rapidly deteriorating course.

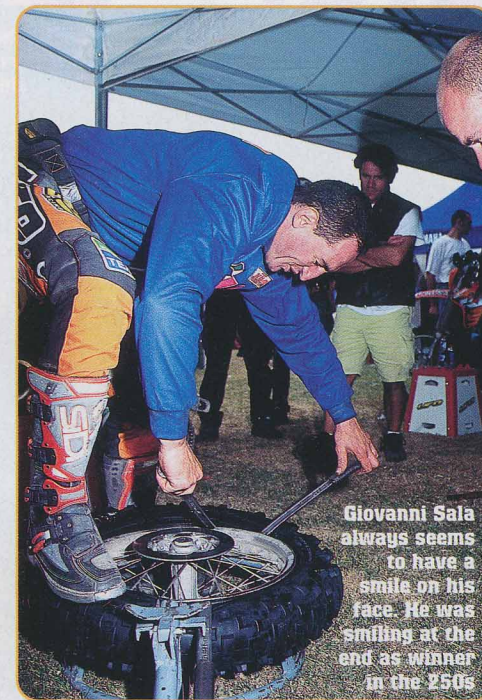
By the next morning it had finally stopped raining

but the course was sodden. The organisers had no choice but to scrap the whole day's riding and just count the two special tests. The British lads used their spare time well and headed into town for a good old fashioned fry-up. In the end the day began at 11 o'clock instead of the scheduled 7am start with a 45min ride by road to the special test. Having completed their tests the riders then returned to the start, had an hour to sort out their bikes and then repeated the whole exercise.

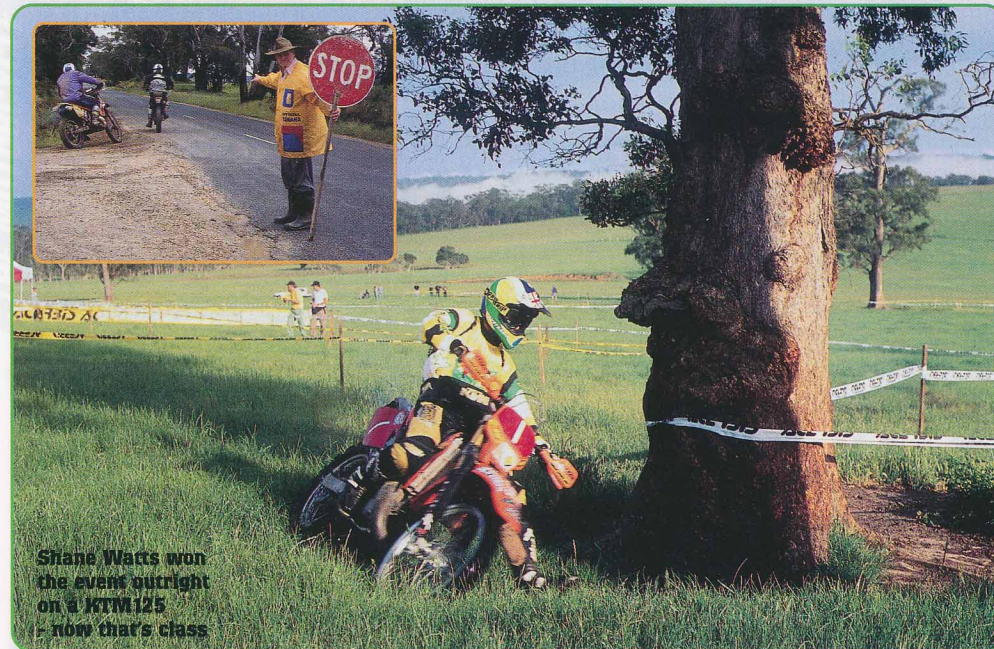
By this stage there were grumblings coming from many of the teams - not just the whinging poms. Welsh rider Wyn Hughes summed it up when he said: 'It's really disappointing. To be honest we pay a lot of money to come to the Six Days and we end up riding along the roads. The [British] team could have really used yesterday and today to make up some time on the others... the course wasn't too bad.'

John Deacon, a veteran of more than a dozen Six Days adding: 'It's not much fun... you come here to ride six days and you get this. I don't know why they did it like this today...'

Traditionally, day five is a bit of a trail ride (relatively speaking), and with the tracks beginning to return to normal, the Brits set about salvaging what they could from a miserable and frustrating event. The sun came out and with the event still running on B-schedule, the times between checks weren't a problem. Great scenery did little to make up for



Giovanni Sala always seems to have a smile on his face. He was smiling at the end as winner in the 250s



Shane Watts won the event outright on a KTM125 - non that's class



Wyn Hughes didn't get the chance to shine in the gloom

Trophy, Spain the Junior one and local hero Shane Watts took the overall win (on a 125 - awesome!).

Other class winners were Giovanni Sala (over 175cc), Ben Grabham (250cc, 4-str), Joel Smets (the four-stroke MX world champion) (400cc 4-str), and Anders Erikson (500cc, 4-str). Individually Mark Vaughan (CR125) claimed 18th in the 125s, Rob Sartin (TM250) got 19th in the hotly contested 250 class, and Jason Fraser (YZ400) and John Deacon (XR400) got 17th and 20th respectively. Those four were the only British riders to finish with top 20 places in their class.

It's easy to moan about it afterwards, and no doubt the organisers had a hell of a job on their hands to keep the event going while all sorts of stuff was happening around them. But somehow we expected more from the Aussies. An easy course meant a greater than average finishing rate and didn't allow some of our tougher, more resilient riders to shine. You can't help wondering what the result might have been had the washed out days not been cancelled.

The next Six Days is being held in Portugal later this year, and you can bet it'll be a whole lot tougher than this one was. But for sure it'll be a while before the Brits will be persuaded to venture over to Aus again for little more than an expensive four day trail ride!

some of the disappointment.

Finally the last day was on them, three easy checks, the last of which is the traditional motocross. And that was that. Not six days, more like four - or four and a half at a push. For the record the British Senior and Junior Trophy teams both ended up in tenth place, but could have done a whole lot better if the organisers had given them chance to prove themselves in the slime. Finland won the Senior



Just like Wales... only warmer!

TAYLOR
Racing

THE MOTORCYCLE SPECIALISTS

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

Telephone 01249 657575

DR350 SPECIALISTS

SUZUKI & KTM MAIN DEALERS

KTM640LC4

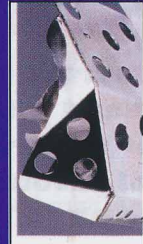


LATEST TECHNOLOGY ULTRA-LIGHT TITANIUM COMPLETE SYSTEMS/SEPERATES AVAILABLE NOW

HOT NEWS
FOR DR350 + XR400
ONLY £499.99

SUPERTRAPP EXHAUSTS FROM £199.95

Polished Alloy Bash Plates for
XR250/400/600
DR350/650 KTM400/620



All Stainless competition Silencers -



No rust, more power!

Stainless Steel Front Pipes most modern Trail Bikes



DR350W
NOW ONLY
£3199

SX/GENERATION SILENCERS SUITABLE
FOR MOST 125'S FROM £69.95

RM250 @ £3399
RM125 @ £3199



NEW ALLOY FRAME GUARDS ONLY £39.99



Suzuki's long-running DR350 - perhaps the best all round four-stroke trail bike of the decade?



Used & Abused

Words & pix: Si Melber

Suzuki DR350

Part two of a series on buying secondhand bikes takes a look at the trail riders' perennial favourite: the Suzuki DR350.

When they come to write up the dirt biking history of the 1990s which bike do you think will be the one which most represents the decade? XR400R? WR400F? Personally, I reckon the one that'll come to be regarded as the most influential as far as trail riding goes will be the ubiquitous DR350. Now in its eighth year of production, the DR believe it or not, is the most popular trail bike (in terms of numbers) among TBM readers. The bike which introduced a generation of dual sport riders to the joys of shooting the trail has continued more or less unaltered throughout the whole of the 1990s. If that isn't a measure of success, I don't know what is.

DR History

When the DR350 was first introduced into the UK back in Feb 91, it more or less revolutionised the dual sport market overnight. Prior to that time the only mainstream choice of modern mid-sized four stroke trail bikes had been Yamaha's torquey but slightly cumbersome (and rather antiquated) XT350, and Honda's ill-fated XR350. Then there

was the DR. It came with long travel suspension, a lovely little revvy sohc lump, and a modern looking set of plastics. It rapidly established itself as the trail riders' favourite mount - even though it had a bit of a reputation as a pig to start.

Its success at the time lay in the fact that it was up to date (it had yards of suspension travel), robust (they survived crashes remarkably well), and the fact that it worked exceptionally well both on road and trail. 85mph was possible on standard gearing, yet the bike could be plonked along a green lane on a whiff of throttle. Where other mid-sized four-strokes had felt slightly lethargic and cumbersome, the DR was sprightly and willing: the Suzook would easily hoist the front end in the air - and keep it there if required.

Suzuki quickly sorted the starting problem and since that time the bike has only received minor updates dur-

ing the intervening years; so that the DR350 remains today what it has always been: one of the most friendly, versatile and fun dual-sport dirt bikes that you can buy.

DR Spec

There are two versions of the DR350 to choose from: an enduro version (the 'R' model, distinguished by its plastic tank and smaller headlight) and a trail bike version (the 'S' model). Although essentially very similar machines there are a number of detail differences which distinguish one from the other. Prior to 1995 both bikes had kick starts, but in 95 the trail bike got an electric boot to do its starting while the enduro version soldiered on with the kicker. The enduro version has

slightly beefier suspension front and rear with an adjustment for rebound and compression on the rear shock - it also has a cartridge-type fork. Obviously the trail bike has a full compliment of switches, lighting, indicators and dials whereas the enduro version only comes with much simpler (and smaller) head and tail lights. The enduro bike also has an alloy rear subframe loop, a straight pull carb (as opposed to a diaphragm type on the trail bike), aluminium nipples on the wheel spokes and a slightly longer wheelbase with more conservative geometry for greater stability on the rough. Not surprisingly, the enduro bike is lighter (it weighs a claimed 113kg as opposed to 130kg for the electric start trailie), and slightly taller in the saddle (920mm compared to 890mm). The trail bike also has a useful pair of



DRs can be tuned to give much more power than standard

Three different states of tune - all of them great fun to ride



**Used
& Abused**
Suzuki DR350

hand loops either side of the rear fender, a metal tank with a locking cap and rear footpegs.

Needless to say a number of trail bike versions have been adapted by their owners for purely trail use, which involves removing all the surplus road kit and swapping the tank for a plastic one - there are aftermarket big tanks available which are one of the most common accessories for the DR. While the enduro versions - if they are to be

used on the road - have to be fitted with a speedo and brake light switch as well as dipping headlight and horn etc. Once these mods have been carried out the bikes are extremely similar. For sure the enduro bike feels a smidge tauter and has a couple of more horsepower, but the difference isn't as great as you might imagine, and of course later trail bikes have the advantage of that electric start.

DR Tips

The DR gearing is pretty good as standard, but a one tooth smaller front sprocket (14T) helps gear the bike better for off road. The DR can be lowered by about 30mm by having the rear shock professionally disassembled and fitting a larger bump stop. Drain the carb float bowl after every wet trail ride, and spray contact cleaner into the ignition switch. Fit a larger bash plate - the standard one isn't really up to the job. The suspension tends to sag after about a year's hard trail use; check the spring lengths and service the suspension regularly. More power is available by cutting out the top of the air-box, but jetting up correctly afterwards is crucial - if you're not sure, don't bother. Check the air-box drain pipes for obstructions, and fit a venting kit to the carburettor. And remember to check the oil level only when the engine is warm.

Getting the thing started isn't usually a problem though. Certainly the earliest models had a reputation for being difficult to start particularly when hot, but in '92 Suzuki changed the internal kickstart gear ratios (and shortened the kickstart) improving the starting enormously. They can still take a couple of

kicks to get going, but even those early ones seem easy to start by current standards (no names, no pack drill). In 1994 both versions got an automatic decompressor (before the electric start trail version was released in '95).

Riding them

Depending upon your level of riding ability and experience, you'll either love the DR350 or find it a little staid and unexciting. Obviously the more experienced trail rider may want more than the standard DR can offer, and there are a range of tuning parts available which can turn a docile 350 into a grunty 385 or a rip-snorthing 441. To ride a DR350 is to experience what a mid-sized four-stroke trailie should be like. The suspension is long and supple; the handling is reasonable (though they can feel a little heavy on the front end), and the engine is nice and torquey. As a package though they gel nicely, with a decent riding position and well thought out ergonomics. On the road the DR can feel a little flighty with

a vagueness about the front end, and a tendency to headshake at higher speeds, but they're certainly quick for a 350 four-stroke, and they feel absolutely unburstable.

What goes wrong?

Make no mistake the DR350 is one tough motorcycle. I'll never forget slinging one down an alpine road on its side at about 40-50mph, straight into a concrete bridge after I lost it on diesel. The bike only needed a new clutch lever after that... though I needed a new elbow. Apart from the usual Suzuki failings of poor quality finish and iffy paintwork on the frame, the DR is nigh-on bullet-proof. Some have



Big-bore motors are common

racked up incredibly high mileages with little in the way of problems, but like most small capacity four-bangers, regular oil changes are necessary to keep the motor running sweetly. Occasional cam-lobe problems have occurred and the cams and heads are not cheap, so a constant diet of fully synthetic is a worthwhile investment.

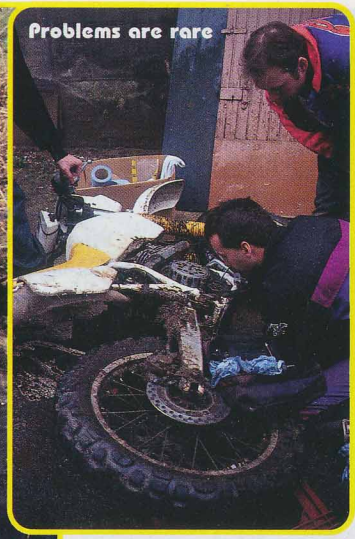
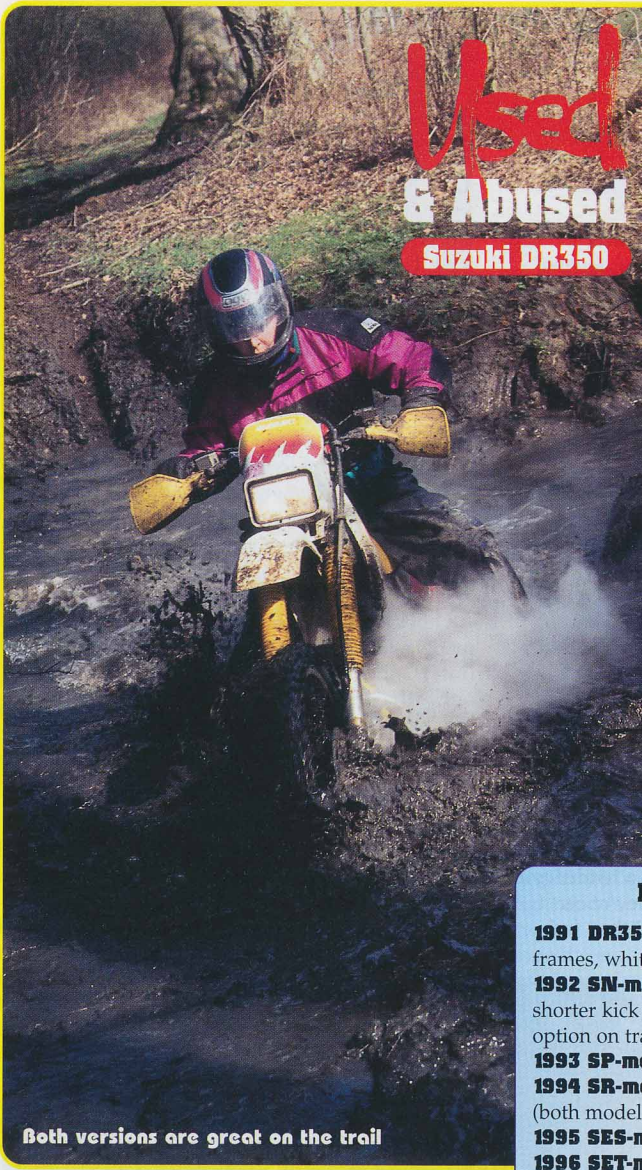
Other faults include rattly camchains on older models, failed bearings on the balance shaft (rare), and a rogue bolt which occasionally came out of the end of the selector drum giving gear selection problems. In terms of cycle parts the trail bikes have a tendency to wear out the rear wheel bearings (particularly the sprocket plate bearing), the ignition switch is prone to corrosion, clutch cables can corrode internally (because of a low U-bend which fills with water), and the spherical bearing where the rear shock joins the linkage wears out. Oh and watch-out for wet mud collecting on top of the battery (trail bike)

Blue and white models are slightly less numerous than yellow ones



Used & Abused

Suzuki DR350



Problems are rare

because it has a nice set of new graphics. Like any secondhand bike you should examine the machine (and owner!) carefully. Make sure the engine is quiet, that it doesn't smoke or rattle and that the bike feels together and well maintained. Ask about usage (any racing), oil

Model History

- 1991 DR350** launched (both versions), yellow frames, white plastics
- 1992 SN-model** (trail). Improved starting mods, shorter kick start (both models). Blue/white option on trail version
- 1993 SP-model** (trail) unchanged
- 1994 SR-model** (trail). Auto decompressor fitted (both models)
- 1995 SES-model** (trail) electric start fitted
- 1996 SET-model** (trail) black option. Improved electrics, new forks fitted (enduro model)
- 1997 SEV-model** (trail) lost rear cush drive, white/purple, black/grey option. Stainless exhaust fitted to enduro model
- 1998 SEW-model** (trail) unchanged

Thanks to Pete Taylor (Taylor Racing), ET James (01597 810481), Chris Evans and Dave King for their help with compiling this article. For a full range of DR accessories give Taylor Racing a call on (01249 657575).

Both versions are great on the trail

which can cause it to discharge slowly over time. The front disc isn't the most substantial example and tends to wear rapidly or bend if struck by a rock. Other than that the DR is pretty strong overall, the suspension linkage is fitted with grease nipples and the bike is designed for regular off road work.

Buying one.

There are plenty of used DR350s around so remember don't buy the first one you see just

My One - Chris Evans

I had a '91 DR350S (the trail version) and a '94 DR350R (the enduro version) imported from Canada. The trail version I had for about two and a half years, during which time it proved mega-reliable. I did about 20,000 miles on the thing (virtually all off road) including a trip to Tunisia, as well as a number of long raids in the Pyrenees and Portugal.

As standard it's quite heavy but you can shed a lot of weight by junking all the road gear (including the battery), however think twice before getting rid of the rear mudguard subframe as the heavy plastic fender has trouble supporting its own weight. On the trail version the rubber mounted footrests start to sag badly if you ride a lot off road, and on mine two of the footrest mounting bolts eventually broke off. The standard rubber mounted speedo/rev counter block also broke off at the mountings. The thing ate wheel bearings and I changed them for good quality double sealed units.

Although my DR350S was a pre kickstart gearing-change model I never had any problems starting it though they do seem to vary. If it refused to start when hot I either cleared it with the decompressor pulled in or else kicked it with the throttle wide open. I gave it regular oil changes, and the only problem I had was when I adjusted the tappets myself and messed it up. The mechanic who fixed the problem said they are bums to get right, but I think he was just being kind!

There's a lot of tuning parts available to hot the DR up, but to be honest if you've outgrown the thing, you're better off selling it than spending a small fortune on tuning - they sell like hotcakes, even today. The only mod apart from lightening it is to fit some stiffer springs to firm up the suspension a little. Better still just buy the enduro version in the first place. It's like the trail version but with all the things you'd do to it yourself already done - decent suspension, plastic tank, firmer seat, lightened, solid mounted footrests etc.

I've tried a lot of DRs fitted with big-bore kits (I even had one fitted to my own DR-R), but while the improvements are noticeable, the extra power tends to show up chassis and suspension weaknesses. Having owned two-strokes for over two years, I rode a bog-standard trail one the other day and was impressed at how good it was. As a comfortable, easy to live with, modest performing trailie that you can ride to work on, it's not bad at all. The trouble is that the XR400R is so much better. **CE**



changes and approximate mileage. Check the suspension over, (rear shocks have been known to fail occasionally) and lift the rear wheel off the ground and try and feel for any slackness in the linkage or bearings. Walk away from anything that doesn't look or feel right - even if it's cheap - there will always be another one in the paper next week.

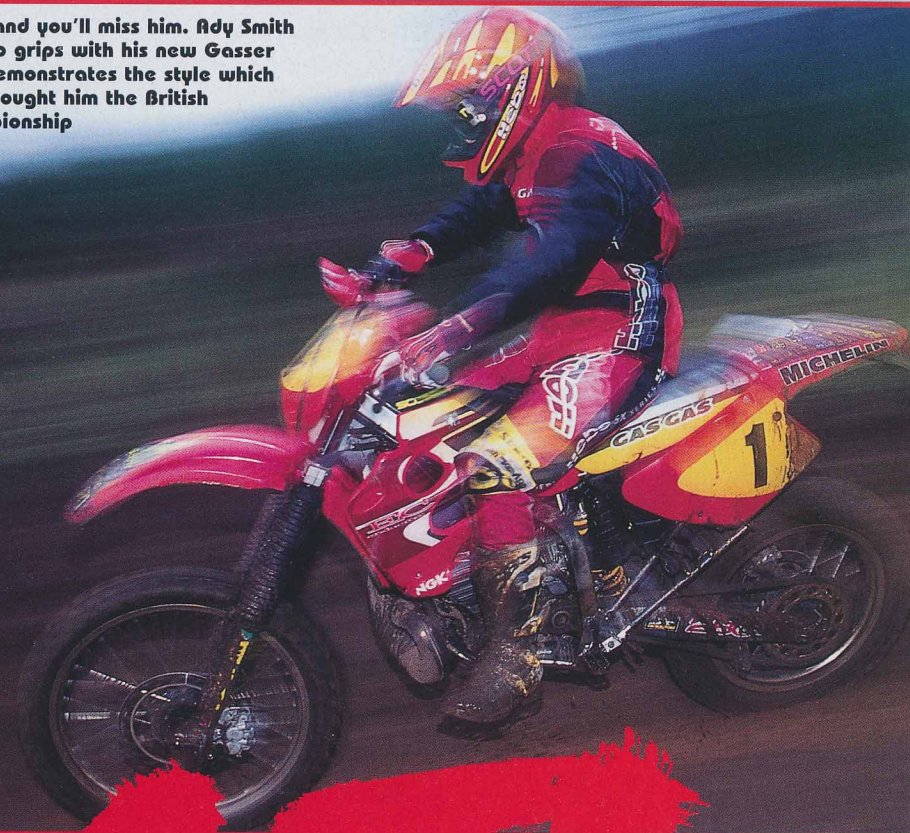
The earliest DRs are now changing hands for as little as a grand (a couple of hundred quid less if its tatty). For that you should get an H or J reg with plenty of usage, but essentially sound. The same bike in pristine condition will still fetch more than £1500, while the top figure for something only a year old is around three grand (for the trail bike version), £400 less for the enduro. Remember the enduro bike is about £600 cheaper when new so expect to pay less for this model

(though it tends to be a bit more in demand). Prices generally fall between about £1250 and £2500, and depreciation is pretty low, but obviously it all depends upon condition.

The choice between models is largely dependent upon whether you want (or need) an electric start or not, and if you intend using the bike for commuting to work. If you're simply looking for an off roader then the enduro model is probably the one to go for, but for those people looking to use their bikes on the road during the week, opt instead for the trail bike version. Both are equally good for regular trail riding on, and any well maintained and tidy model will make an excellent and robust green laner for a rider looking to get started. Not for nothing is the DR350 so popular among trail riders. Buy yourself one, and you'll find out why...

Blink and you'll miss him. **Ady Smith** gets to grips with his new **Gasser** and demonstrates the style which has brought him the **British Championship**

Pix: Neil Pidduck



15 seconds with Ady Smith

Whatever speed you ride at, you could always do with going a little faster, particularly on that all important enduro special test? Enduro schools are the way to improve your style, timing, and ultimately speed. Clive 'elbows down' Garnham joined newly crowned British enduro champion **Ady Smith** at one of his enduro schools to see whether Ady could indeed work miracles...

That's right you too can shave 15 seconds off your special test time. Sounds too good to be true, doesn't it? Bit like those adverts to earn a million pounds from the comfort of your own armchair whilst losing five kilos a week eating junk food and without getting off your fat ass in the process.

It's easy to be sceptical but that's the sort of improvement (the 15 seconds - not the low fat millions) that most of the participants of Ady Smith's recent enduro school held at Tunstall forest in Suffolk enjoyed. Over a short (2.5 minute) lap it was such a significant increase in performance that a couple of the riders couldn't understand where they'd found their extra turn of speed! Nevertheless they went home happy indeed having had a great weekend and managed a serious improvement for their 65 quid.

The laid out course (which had been the special test for previously held enduros), was loamy in nature, just perfect for the cold and fairly wet condi-



Okay lads... Which one of you put superglue on me sprocket?

tions of the Saturday allowing the moisture to drain away. That meant it provided grip, drive, berms, ruts, jumps and fast flat corners; perfect to mimic a good variety of the conditions found in the average enduro course. So as Sunday's conditions improved dramatically with the cloud lifting to reveal glimpses of sun, it was an ideal location to enjoy a damn good ride!

With the ink barely dry on his new Gas Gas deal, Ady now resplendent in new gear began the icy Saturday morning with a talk on general bike prep, tyre changing and maintenance using his new 250 as guinea pig. It was so cold that all we really wanted to do was just ride round in circles for 20 minutes to get warmed up so we probably didn't pay as much attention to this as it warranted, especially as he did pass on the odd tip, hard



A miserable day in Suffolk is about to get a lot better

Clive 'Elbows Down' Garnham demonstrates how he came by his name!



Well, what are you waiting for - Christmas?

Ady Smith

It may have taken him 15 years to achieve it, but Ady Smith has finally won the overall honours in the British Enduro Championship. Along the way five second places and four 125cc championship victories have come and gone, and Ady has more enduro experience at championship level than anyone else currently on the scene. His switch to Gas Gas for 1999 shows that he not only believes in himself, but that he's still into the sport which has captivated him for so long. Next year Ady's Gasser will be wearing the number one plate on its side and you can bet that he's as keen as ever to retain it. Details of Ady's other enduro Schools by phoning him on 01283 813760.

sending us off to tackle various hazards including some trials-like sections, slippery off cambers, steep up and downhills and finally jumps.

After a short refreshment break we returned for probably one of the most instructive parts of the weekend as we spent a good hour or more walking the course, looking at it from a championship-level perspective: choosing lines and discussing the best approach to the track as a special test. Armed with this knowledge and a few new lines we were then unleashed onto the course to set about ravaging our morning ST times to gauge the improvement. They ranged from noticeable to meteoric with the average being a 15 second improvement, and only one rider was stupid enough to actually get slower in the afternoon (look I crashed alright!). All the time, Ady was there to answer any specific questions happy to mould the instruction around our special requirements.

Although you might not think it from my riding, I have now attended a variety of MX, enduro and rally schools in various countries and found them to be incredibly useful at picking me up on bad habits and hopefully putting me right. No matter how competent you are, there's always something you can learn, and a technique that can be improved upon. Plus (as my girlfriend keeps reminding me), bad habits are hard to break.

Everyone improves from teaching, and frankly just being able to pick the brain

of the guys who race at Championship level each month is beneficial in terms of knowledge. Ady is fortunate in that he can not only rip around a ST in double quick time, but he's also capable of telling you how he does it. Probably the only alteration I would suggest to his school would be to move the maintenance and bike-prep part of the course to the Saturday evening as everyone is just too keen to get riding first thing - particularly if its cold.

Improvement doesn't come easily to anyone, especially if you already ride regularly and don't seem to get any better. So if you can gain 10-15 seconds in a weekend with Ady I'd say that you'd be mad not too. Oh... and if you want to earn millions from the comfort of your own home, just send a cheque for £100 made payable to Clive Garnham at the usual TBM address...

15 seconds with Ady Smith

like demented lemmings, he went back to basics and began with correct riding position and how to attack both bermed and flat corners, sitting and standing, finishing with how to brake-slide and square off flat corners, which saw us going through all sorts of comical pirouettes as we tried to copy his example - well it looked easy enough! Thereafter we finished the day riding a longer winding course to put into practise what we'd learnt.

After availing ourselves of the local pub grub, we retired to our sumptuous B&B run by a couple obviously convinced that motorcyclists were obliged to be leather clad and nail young ladies to trees - fortunately we didn't disappoint them!

Sunday morning confirmed Ady's promise that today would really test our mettle as we were greeted by the sight of a circuit of slippery logs being pegged out for us. First things first though, brandishing a stopwatch and clipboard he sent us off, one by one, for a timed lap of our special test (ST) course to act as an indicator of just how much we'd listened. The day's instruction proper then began with slow speed control, the idea being that you can't really control the bike properly at high speed unless you've mastered the fundamentals of slow speed skills. Ady then demonstrated the techniques required for clam-bering over obstructions (like the log piles) before

earned from his years of top flight competition. We were riding soon enough though and it became obvious that there was a pretty broad spread of talent there. From Gilles Lalay veterans to beginners - so Ady had to tailor his tuition for those familiar with British championship events, right through to those who've never competed in any form of off road competition at all, a tall order indeed.

As we familiarised ourselves with the conditions, Ady circulated the course watching for any glaring errors in our riding. As you can imagine he was kept pretty busy stopping us all at regular intervals to try and correct some of our more obvious flaws. After a while, when we'd got some excess energy out of our system (we were knackered basically), Ady collected us all to begin the schooling proper. With plenty of points to raise having had his fill of watching us flounder

Give it a handful mate



Right now Britain's top rallye racer John Deacon is charging across North Africa on the Granada-Dakar. But the UAE Marlboro Desert Challenge at the end of last year was his preparation event. He kept a diary for TBM and this is what happened...

I had planned to do the UAE Desert Challenge as a way of getting into the swing of desert riding again, and to fine-tune my navigational skills. It also would give me the opportunity of shaking down my new KTM Rallye bike and getting it properly set-up in time for the ultimate test - Dakar 99. The bikes had only just been built and the factory had to air-freight them out to Dubai at the last minute. I stepped off a plane two days before the start of the Desert challenge and was amazed at how hot it was. I knew it was important to hydrate regularly so I did what any self-respecting Brit would do in the circumstances and headed for the nearest bar.

The next day I collected my bike from the KTM workshop and set off with rallye legend Alfie

Pix: Fred Kringsman



Roof of Africa legend Alfie Cox was there for KTM



UAE DESERT CHALLENGE

Cox to put some miles on it. We left the workshop with the KTM mechanics freaking out because the factory bikes of Kini, Meoni, Arcarons and Roma still hadn't turned up from the Egypt Rallye. Perhaps they wouldn't get a ride in time. Back at the signing on (at the Hyatt Hotel), all my paperwork was in order and I breezed through with the minimum fuss. The organisers who were all English or Irish were incredibly helpful and went out of their way to make us feel welcome.

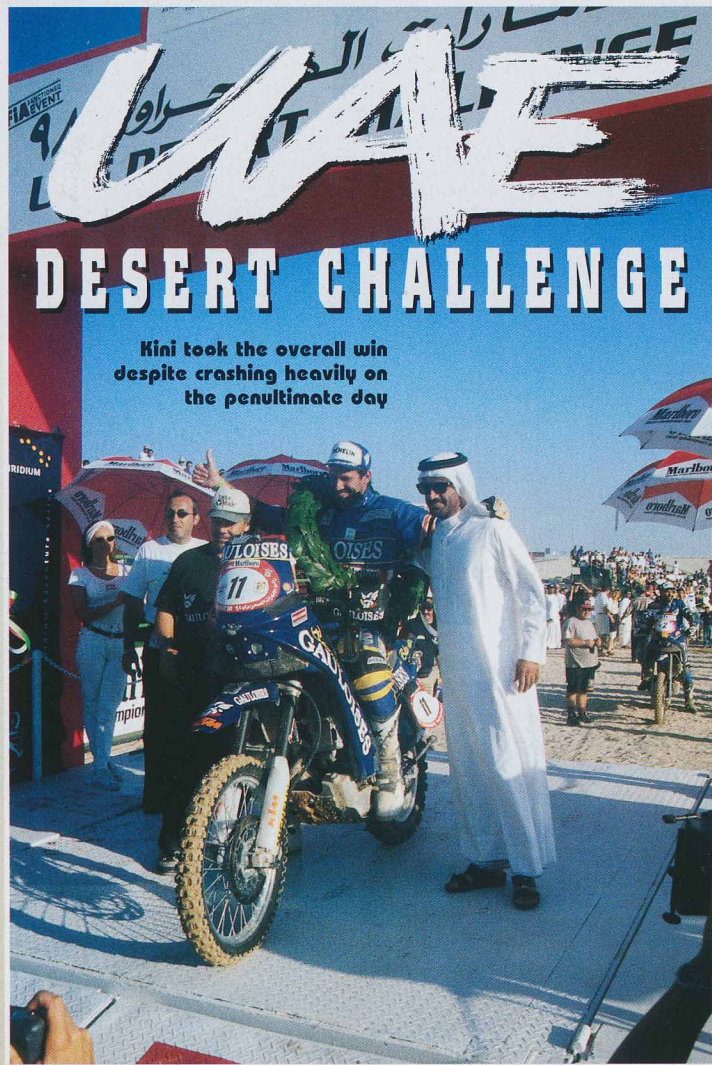
Day One

I woke at five am, had a small breakfast and set off in the company of some other rallyists for the 160km ride to Abu Dhabi.

We had to be there for eight am for the official start, but even at

this time of the morning it was beginning to warm up. We arrived at the start in plenty of time and I wandered over to have a quick chat with Stephane Peterhansel who looked strangely odd in his car racing overalls - he was driving for Nissan. I asked him if he had his shovel and sand ladders with him and he just laughed. Special Stage One (SS1) began on the outskirts of Abu Dhabi and took us straight into the desert. Although the day looked quite short, it was reasonably complex navigationally and the dust meant that spotting tracks and hazards was often very difficult. I quickly caught Gauloises Blondes rider Jurgen Fink, but he took a wrong turning and in the dust I just followed him.

We'd only made a small mistake but two or three riders had got past us in the meantime and then disaster struck - I ran out of fuel. I was only



Kini took the overall win despite crashing heavily on the penultimate day

two kms short of the refuelling point but by the time I'd scrounged some juice from Husaberg rider Olle Ohlsson I was already 20 minutes down on the leaders. The rest of the day was no problem and we arrived back at the Arjan bivouac about 2.30ish. I even had time for a swim in the specially provided pool - what luxury. The only work on the bike was to change the air filter.'

Day Two

'We left the Bivouac at six am for the start a few km away at six-thirty. This next stage looked very difficult and dangerous, we were heading for a place called The Empty Quarter, and were

riding towards the rising sun. What with the dust and the head-on sunshine it was very difficult to make out any hazards (ditches and the like), but it was fast going and I did the first 150km in just over an hour. I spent most of that time swapping paint with TBM's Andy Coker and was amazed at how fast his Husaberg Rallye bike was - clocking 165kmh at times. Mind you, it blew up later!

'Works rider (and past Dakar winner) Edi Orioli had some electrical problems and I spent the next half of the race dicing with him, before he eventually cleared off and I had a few problems of my own. I managed to case-out the sump-guard on a big rock and split a fuel hose. The repair only took four or five minutes, but when I arrived back at the bivouac Edi was already there and had been for about 20 minutes. He'd found a short cut through the dunes between check-point (CP) three and four, and although it's not strictly within the rules, I just put it down to experience and made a note to remember it myself for next year!

'We finished that final stage in about four hours (not bad for 425km) and spent the rest of the day swimming and catching some rays.'

Day Three

'This was easily the most beautiful day of the rallye and made the whole trip worthwhile. The fantastic dunes were interspersed with cathedral-like rocky outcrops which had to be cleared, and riding along was like surfing on a mountainous sea. The sand was unlike the stuff I had ridden on in Dakar - much finer and redder in colour - and there was a mist which hung around in the valleys and played havoc with visibility, caking my goggles with dust.



Deax and Cox

'We'd started at 7.45 in the morning, but come mid-morning I was feeling really strong (my fitness training had paid off), and I was making up a lot of time on some of the other riders. Unfortunately the stages weren't all that long and I arrived back at the bivouac at just before two pm, in time for more sun and swimming. When I got there Heinz Kinigadner (who had been leading the rallye) looked pretty beaten up. He'd had a high speed crash just 20km from the finish and had been helped back onto his bike by five of the top works riders who'd decided to ride with him to the finish of the day - preserving his leading position. Evidently he'd crashed while travelling over a series of small dunettes, the bike had swung sideways, thrown him off and he'd rolled several times before coming to rest with his right leg trapped between the handlebar and the tank. Ouch.'

Day Four

'The last day at this beautiful bivouac. Each day we'd been treated to silver service under the stars by the waiters who all wore white gloves - boy, was I going to miss this place. The final stages took us back towards Dubai for the finish 600km away. It was another beautiful day with a nice mountain section towards the end. I made up a lot of time in the last 50km when the navigation became very difficult because of all the tracks in the sand. I managed to find

Results

- 1 Heinz Kinigadner KTM
- 2 Fabrizio Meoni KTM
- 3 Alfie Cox KTM
- 4 Jordi Arcarons KTM
- 5 Oscar Gallardo BMW
- 6 Edi Orioli BMW
- 7 Carlo De Gavardo KTM
- 8 Mohammed Mattar KTM
- 9 John Deacon KTM
- 10 Clayton Enslin KTM
- 31 Steve Hague KTM
- 44 Andrew Coaker HSB

the right way and arrived sixth overall (on the day) with Jordi

Arcarons in tow for the last ten km. Kini had managed to get back on his bike thanks to a pain-killing injection and amazingly caught Meoni (who was in second place) and ride to victory - incredible stuff. The final special - a side by side rally-cross - had to be cancelled because of bad light and that evening I donned my best shirt for the awards ceremony where I was credited with ninth place overall.

'I've made my mind up, I'm definitely coming back to the UAE again next year. This was my first ever Dubai Rallye and the superb organisation, awesome beauty of the place coupled with a top-ten finish has confirmed it for me. Let's hope I can do as well in the Dakar.' **John Deacon**

Steve Hague was another of the Brits to finish - with a respectable 31st place



Looking tanned and relaxed, Frenchman Cyril Neveu sits at a table with a black coffee in front of him and a copy of TBM in his hand. He studies the magazine and asks me about some of the pictures - where were they taken, did I ride the bike myself? His English is slow and faltering. My French is worse. Between us we make ourselves understood.

I'm here on the Tunisia recce to experience first hand the sort of conditions competitors will tackle on this year's event. But I can't avoid simply blurt-ing out the question uppermost on my mind: How will the organisers prevent a repeat of last year's tragedy and make the rally a great event again? Cyril is silent for a moment. At first I think he hasn't understood the question, but he's simply formulating his reply.

'You know' he says in a French accent so thick he could be present-ing Eurotrash, 'to ride Rallye Raid,



The tragedy at last year's Optic 2000 Tunisie Rallye when three competitors died, hung a dark cloud over this traditional 'clubman Rallye'. But has the rallye organisation learnt any lessons from this catastrophe? TBM caught up with organiser (and five times Dakar winner) Cyril Neveu in Tunisia, and asked him what changes will be made to make this year's event safer and more enjoyable for rallyists...

you must love Africa. You ride in the open, across the sand - it's the same as on the sea or in the mountains - people go there because they want the challenge, they don't think about safety, they think about conquering the elements, about testing themselves and the rewards it brings. The desert is a truly beautiful place, but it can never be totally safe. If it was then no-one would want to go there.'

His reply catches me out. I'd expected him to say he was deeply sorry about the tragic loss of life and that NPO (the rallye organisers) would be doing everything in their power to ensure it never happens again.

But instead he simply fixes his deep brown eyes on me and smiles. He looks at me as one motorcyclist to another and without saying another word I understand him. If racing dirt bikes across tracts of the Sahara were as safe as playing beach volleyball, who'd bother with volleyball?

But NPO haven't simply ignored the aspects of safety. They realise that they have to decrease the risks, and for this reason they've made a number of detailed safety changes which should make the rally a much safer affair. For a start all the cars will be fitted with VHF radio. If a car driver spots an injured rider he can radio for assistance immediately. Secondly a GPS is compulsory for this year's event, and unlike the Dakar where the organisers forced competitors to rent unreliable and costly units, the choice is left to competitors - they simply have to have one, whichever make they choose.

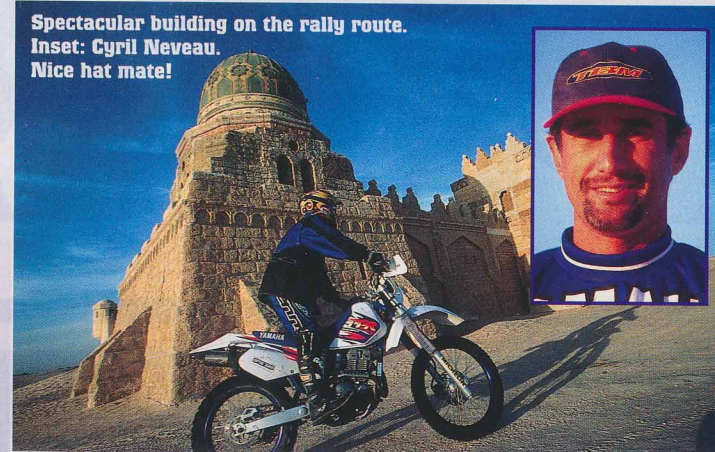
New for this year is a safety briefing on the dangers of dehydration, and there will be a roaming medical officer on hand who has the right to exclude anyone from the rallye who looks dehydrated. Doctors will also be at the start of each of the special tests as well as in the bivouac; if they spot someone looking unwell, they'll be treated on the spot.

According to Cyril, there was another reason why three of the entrants died from dehydration last year: 'They didn't respect the desert.' Even though there's a rally going on, the elements can still be dangerous, and as he says: 'the desert is still the desert.' Adding that 'the organisation is responsible for the framework of the rallye, but the riders must take some responsibility for themselves. If they feel unwell, they must ask for help.'

And another thing, last year (according to him) a

Spectacular building on the rally route.

Inset: Cyril Neveu. Nice hat mate!



lot of water was wasted by competitors who drank from the bottles supplied at refuelling points and then poured the rest of the bottle over their heads (or machines) to cool down. That meant there wasn't enough water to go round at some checkpoints. 'Water is a valuable resource in the desert' Cyril says, rather pointedly, 'it shouldn't be wasted.'

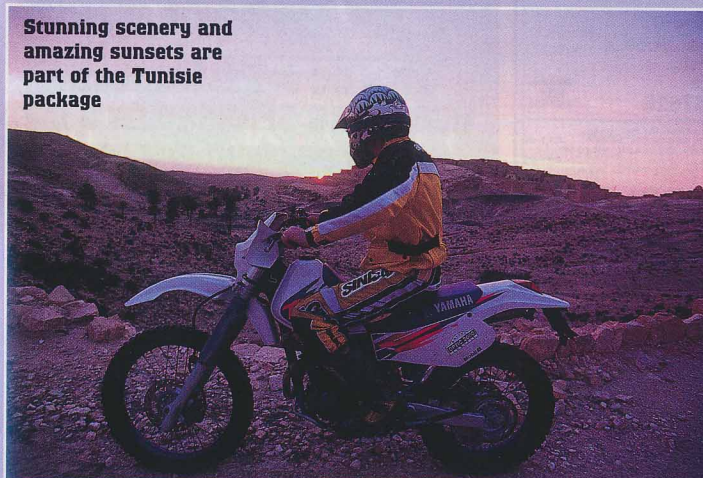
So am I convinced that the '99 Optic will be a better and safer event? Yes, I reckon so. But desert racing will never be 100 percent safe, it's part of what attracts people to it in the first place. The organisers have taken steps to make this year's event safer, and gone some of the way towards making it more enjoyable with longer special tests and fewer lengthy liaison sections (another criticism of the event last year). And from what I saw of the course from the seat of a TT-R, it looks to be a fantastic and varied challenge to any self-respecting off-roader.

I hope that the tragedy which blighted the '98

event is never repeated, but the fact remains: conquering the desert is a challenge which is not without its risks. If it was, it wouldn't be the same sort of challenge - would it?

It's not too late to get an entry for the '99 Optic 2000 Rallye Tunisie or the accompanying Raid Essilor which follows the rallye using supplied TT250Rs (or if you prefer, your own bike), and joins it each evening at the bivouac. For more details contact Desert Rat (Nick Palmer) on 01579 384384.

Stunning scenery and amazing sunsets are part of the Tunisie package



T '99 Tunisie

classified

BIKE SALES


DAVE CLARK RACING HUSABERG MAIN AGENT

LARGEST STOCK OF HUSABERG SPARES IN THE COUNTRY
TEST RIDES ALWAYS AVAILABLE
1998 MOTOCROSS & ENDURO HUSABERGS
NOW IN STOCK
LARGE SELECTION OF USED ROAD REGISTERED ENDURO
MACHINES IN STOCK - RING FOR DETAILS
TEL: 01772 612118
FAX: 01772 454633

Desert Rat
RALLY RAID ASSISTANCE TEAM

UK DISTRIBUTOR FOR
MD ROAD BOOK HOLDERS
ICO TRIPS
GARMIN. GARMIN GPS
+ ALLOY FABRICATION
RALLY BIKE PREPARATION
MOUSES/TYRES
RALLY ASSISTANCE TEAM

PHONE (01579) 384 384 FAX (01579) 383 108
EMAIL: desertrat@compuserve.com
WEBSITE: www.zyworld.com/desertrat



TRANSEUROPEAN IMPORTS

YAMAHA WR 400F	NEW	£3850
HONDA XR 400RX	NEW	£3750
HONDA CRM 250AR	NEW	£3995
KTM 125 LG2	NEW	£2100
KTM 380 EXC '98	S/HAND	£2950

OTHER MODELS AVAILABLE
PLEASE CALL FOR FANTASTIC PRICES
TEL: 01943 876117 MOBILE: 0961 555275
VISA AND ACCESS ACCEPTED. FINANCE AVAILABLE

TREVOR POPE MOTORCYCLES THE SOUTHS LEADING CRM DEALER

CRM 250 - 3	£2495	RMX250 '96	£2200
CRM 250 - 3	£2595	CR250 '97	£2295
CRM 250 - 1	£1695	KX250 '91	£975
RMX250-5	£1995	CR250 '92	£1150
TTR250 Electric Start	£2395	KX60 NEW	£1475
KLX 250	£1799	LT50 QUAD NEW	£895
KDX125SR	£1199	CRM250 TAIL PIPE	£58

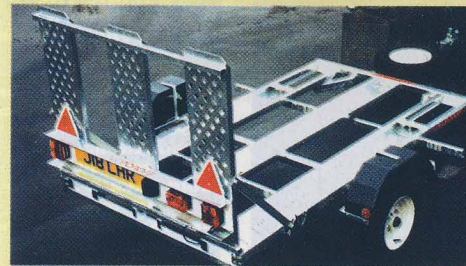
NEW 99 PROGRIP IN STOCK NOW
NEW COLOURS

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

section

PARTS & ACCESSORIES

KLIPONOFF



Quality, Safety, Style

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

RACKS FOR CARS 4x4's VANS & MOTORHOMES

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

CONTACT GILES WALKER
WALKER ENGINEERING

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

IN CHAINS

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

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

420/428 Chain & Sprocket kits from	£27.00
Alloy rear sprockets from	£16.00
520 Chain & Sprocket kits from	£39.00
Steel rear sprockets from	£14.00
DID 520 V6 0-ring chain	£48.00
Renthal bars Plain-£26.00 Coloured-£28.00	
DID 520 VM X-ring chain	£55.00
Brake Pads from	£10.00

SETTING THE STANDARD FOR STANDARD MACHINERY
01425 474800
UNIT 9, HIGHTOWN INDUSTRIAL ESTATE, RINGWOOD, HANTS BH24 1NZ

DAVE COOPER TRAILERS

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

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

DELIVERY AVAILABLE
Stair Wheel £18.50 extra
Trailers come with independent suspension, clip-on loading ramp, tie-down loops, wheel support chains, security locking facility, removable light board and 6 external colours. NEW wall mounting brackets - to hang your trailer on your garage wall - £15.00 pair

TRAILERS
Single Bike£199
Double Bike£229
Tribble Bike£299
Quad Trailers£299

ALL PRICES INCLUDE VAT

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

PARTS & ACCESSORIES

XC LIGHTING KITS FOR CR-KX-RM-YZ
XC LEGALIZER KITS
XC LIGHT SWITCHES
XC WIRING LOOMS
XC A/C HORNS
XC HYD BRAKE SWITCHES
XC 400/600 XR HEADERS BIG BORE

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

HUBS TALON SPROCKETS
SUPER MOTO WHEELS EXCEL AND AKRONT
SPROCKETS, HUBS, DISCS, WHEELS, CLUTCH BASKETS ETC..

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

FULL CNC MACHINE SHOP SUB-CONTRACT FACILITY
TALON ENGINEERING LTD
44 LYNX TRADING ESTATE, YEovil, SOMERSET BA20 2NZ
TEL: (01935) 471508 FAX: (01935) 431825

PARTS & ACCESSORIES

KTM Eurotek MSR
MOOSE OFF-ROAD
GORE-TEX CLOTHING

WET PLUG! DRY CLUTCH
GORE-TEX JACKETS AND PANTS FOR ENDURO TRAIL AND RALLY. (SOLE UK IMPORTER) SEND £1 P+P FOR YOUR '98 CATALOGUE. HELMETS, BOOTS, SPARES, ACCESSORIES THE ALADDIN'S CAVE FOR OFF ROAD BIKING

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

classified

BIKE SALES



RT
100% Australian
www.dualsport.com
INFORMATION 0870 742 6936
FREEPHONE 0800 458 6936

P.O.A. RACING
DOCTORS LANE, ECCLESTON,
CHORLEY, LANCOS PR7 5QP
OPENING HOURS
Monday - Saturday - 9am-5pm

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

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

TRAIL BIKE REPAIRS IN CHESHIRE
ALL DIRTBIKES SERVICED & REPAIRED TO THE HIGHEST STANDARD
SILKOLENE OILS FROM STOCK
LEWIS LIGHT MACHINERY (01625) 859739

Crete Trail Bike Adventure
Escape the English Winter!
B+B+evening meals in a beautiful old farmhouse.
Explore spectacular scenery & experience traditional Cretan hospitality on a trail bike.
Laid back & relaxing fun holiday
For information phone
John or Sarah on:
00309 32396762

ALLENS PERFORMANCE R & D
MOTION-PRO M/X TOOLS
IMPORTER OF KEIHIN & MIKUNI CARBURETTORS ACTIVE REEDS
White Bros Catalogues (20) Now in £11 INC VAT
BIG BORE STAINLESS FRONT PIPES - SUPER TRAP EXHAUSTS
POWER UP KITS XR250, XR400, XR600, XR650, DR350, KIX250 PLUS HUSABERG
KIX650, KTM CARBURETTORS FROM 22mm - 45mm AIR FILTERS:
WHITE BROS., K&N,
RAM AIR THROTTLES:
OVER 15 TYPES IN STOCK.
FITTING SERVICE
AVAILABLE.
FULL SPARES BACKUP

NOW AVAILABLE
YZ400 & XR400, WR400, XR600
Big Bore Pipes
& Pro-Meg Silencers

WHITE BROTHERS DISTRIBUTOR
KEEN PRICES

TEL 01949 836733 FAX 01949 836734
Unit B9, Moorbridge Road, Bingham, Notts. NG13 8GG

PREMIER RK
£139.95
(INC. FREE GOGGLES)

NO LIMITS
Unit 3, Llangollen Rd,
Acrefair Nr Wrexham
01978 - 820808

ENDURO JACKET & JEANS

99 SINSALO ENDURO RANGE
Waterproof, Windproof & Breathable

JACKET	£149.95
JEANS	£99.95
GLOVES	£32.50
DRY SOX	£29.95

more Enduro accessories

SINSALO BUM BAGS	£24.95
SMITH REGULATOR ANTI FOG GOGGLES	£24.95

W.PROOF GLOVES £32.50

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

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

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

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

section

PARTS & ACCESSORIES

The Italian Job
"TOP NOTCH USED MACHINES FROM ITALY"

Honda XL600RM X2	from £1650 NOW from £1400
Kawasaki KDX200 1990 4,000 km. Excellent.	£1050 NOW £1600
Honda Dominator X3 All excellent.	from £2250 NOW £1995
Kawasaki KLR 250 '96 6,000 km.	£1750 NOW £1500
Suzuki DR650RS '89 Excellent.	from £1850 NOW from £1700
Yamaha 600 Tenere Kck only.	£1600 NOW £1450
Yamaha XT600 '86 13,000 miles. Excellent.	£1650 NOW £1500
Honda XL600R X3 All	£250 Off. NOW from £1350
Honda Transalp '87 Superb, low miles.	£3395 NOW £2000
Yamaha TT600 W '89 Excellent.	£2400 NOW £2250
Yamaha XT225 Serrow '93 5,000 miles.	£2195 NOW £1995

MORE STOCK ALL REDUCED

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

SALES, SERVICING, REPAIRS, ENGINE WORK AND "OVERLAND" PREPARATION
Come for a test ride
(01892) 668280 & (0850) 921570
Guy Milner & David Lambeth
Crowborough - East Sussex

GREEN LANES, MOORS & MOUNTAINS

HOLIDAYS
Two days riding in the Berwyn Mountains of North Wales on your own trail bike
£85
Call me now on
01978 823063

KIR TRAILSPORT
Tyres & Accessories by Mail Order

Bridgestone Trail & Enduro Tyres	
ED02 Excellent Trail Tyre 4.00 - 18	£43.90
ED04 Enduro Rear Tyre 4.10 - 18	£38.90
ED03 Enduro Front Tyre 3.00 - 21	£33.90
ED16 All Terrain Tyre 4.00 - 18	£37.50
ED15 All Terrain Front 80/100 - 21	£31.50

Barum Trail, Enduro, Mx & Trials Tyres
C11 Awesome off-road tyre 120/60-18 £38.00
TR1 Hardwearing Trials tyre 4.00-18 £32.00

Trail / Enduro 'O' Ring Chain/Sprocket Kits
Quality 520 chain & Steel Front and Rear sprockets
RMX250, DR350, KDX200, XR250 - £84.50
XR400, XT600, KLR650 - £88.95
All prices include VAT

Please phone for a copy of our free illustrated price list
Tel 01949 850530 (anytime)

H-C Travel
For the Ultimate Motorcycle Tours:

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

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

AIR COOLED FOUR VALVE
XT's . TT's . Tenere's . XR's
ALWAYS WANTED
• Repairs • Parts • Tuning
David Lambeth Engineering
Tel/Fax (01892) 668280

To advertise in Trail Bike & Enduro call Paula on:
(01225) 426600

KTM SPARES AND MOTORBIKE SALES
FOR FAST MAIL ORDER SERVICE
DON'T DELAY CALL TODAY
TEL: 01509 816177
REDLINE MOTORCYCLES

MasterCard VISA SWITCH Access

**Ever borrowed
a mate's copy
of TBM and
enjoyed it?**

Shame on you!

**Twelve copies of
the most exciting,
informative,
not to mention
downright
original
magazine still
costs just
£22.00**

**Please make cheques
payable to**

TrailBike magazine

Send your subscription to:

TRAILBIKE MAGAZINE

PO BOX 9845

LONDON W13 9WP

**Get
yourself
a sub!**

**That special price means
that you pay for 10
copies but receive 12
So instead of freeloading
get your own copy and
ease your conscience**

**GET YOUR
HANDS**



**ON A PAIR
OF THESE!
BINDERS
WHAT ELSE!**

**FOR THE BARGAIN PRICE OF
£6.50 EACH WHICH INCLUDES
POSTAGE AND PACKING
AS FOR CHARMAINE,
WELL, YOU COULD START BY
BUYING HER A DRINK...**

FREE CLASSIFIEDS

BIKES

Suzuki DR350S, 94 exc cond, T&T, MT21s Renthals, b/busters, spares inc tyres etc, £1850. Tel Neil on 01635 38987 (Berks)

KTM 125LC2 Full power, electric start 100% road legal trail bike, 1997 (sand-coloured) model only 1500 miles from new, ideal for trail debutant or more experienced rider who wants a light-weight two stroke, superb handling on and off road, easy 70mph cruising, comes with rack as standard, £2,500 ono; also available: complete set of brand new 1998 plastics and seat to fit above or any of the KTM two stroke enduro range. £200 or may split. Tel 0181 979 1508. (SW London)

Yamaha 750 SuperTenere, red/blue, H-reg, MOT, 30,000km, stainless exhaust, engine bars, Datatagged, S/oiler, h grips, new c+s, discs, pads, battery, rectifier, carbs, exc cond, £2300 ono; also **Kawasaki KDX200H**, R-reg, hardly used, never raced, exc cond, almost as new, £2550 ono. Tel 0155 475 9989 (Llanelli)

Suzuki RM125, N-reg, brand new tyres, Renthals, Cycra h/lamp, h/guards, skid plate, frame guards, h/duty tubes, spares, riding gear, immac, £1600 ono. Tel Richard on 0143 279 9988 (Hereford)

Suzuki DR650, P-reg, 2000m, Renthals bars, Acerbis h/guards, low ride setting, £2700. Tel Roy on 0145 563 4884 or leave message (Leics)

Honda XR600, M-reg, vgc, Renthals, b/guards, sump guard, new c+s, serviced, £2600 ovno. Tel Paul on 0117 968 7808 (Bristol)

Kawasaki KDX200 enduro, air cooled, E-reg, T&T, very clean, many extras never used off road, mint cond, £1295 ono. Tel Phil on 0170 845 1173 (Essex)

Honda XL500s, red, 1980, T&T, new s/s silencer, new rear brake shoes, good cond, £750 no offers. Tel 0178 561 3344 (Staffs)

Yamaha XT600Z Tenere, A-reg, Italian

import, T&T, only 23,500km, vgc, £1250 ovno. Tel Nik on 0178 723 7282 (Essex)

Honda Transalp, 1996, road use only, 6000m, Scottoiler, Desert bars, mint cond, £3200. Tel John on 0121 246 6229 (W Mids)

Yamaha TW200, 1990, T&T, clean, low miles, new battery & rear tyre, delivery poss, 3 green lanes only, garage kept, low seat, trail or commuter bike, £1300. Alan Brook, 36 Egerton Ave, Hextable, Swanley, Kent, BR8 7LQ
Honda XL250, T&T, genuine 4000m, as new cond, you will not find a more original 1975 trail bike, £1125. Tel Rick on 0181 386 3646 (Herts)

Armstrong MT500, C-reg, panniers, bags, some spares, manuals, £850 worth of bills this year, vgw, quick sale, £1000. Tel Clive on 0127 181 6046 (Devon)

Yamaha WR250, 1994, L-reg, vgc, new c+s, tyres, Dynoport exhaust, Pro-race suspension, Renthals, spares package, £1800 ono. Tel Jim (after 6 pm) on 0177 686 0244 (Stranraer)

Kawasaki KDX200SR, very few miles, absolutely great cond, road legal, enduro/road bike, comes with 2 sets of tyres, tank cover, £1300. Tel Tom on 0183 582 3610 (Roxb'shire)

KTM 400SC, March 1998, R-reg, immac 4-stroke enduro, 100% reliable, very easy starter, new bike arrived, must sell to best offer. Tel 0149 527 2451 (Gwent)

KTM 620, 1995, 10,000km, 20ltr main & rear rally tanks, reinforced sub frame, ally bash plate, screen, b/guards, will deliver, £3695 or p/x for tidy 2-stroke. Tel Jim on 0131 315 2647 (Edinburgh)

Yamaha XT350, M-reg, only 612m, yes only 612m! Ideal winter run-around, £2500 offers. Tel Tim on 0158 249 2758 (Beds)

KTM 620SC, 1996, P-reg, 6000km, exc cond, £3300 ono. Tel Martin on 0191 534 5902 (Tyne & Wear)

Honda XR600, 1995, T&T, exc std cond, new wheel bearings, chain, grips, clutch cable, pads, regularly

PLEASE START MY SUBSCRIPTION FROM ISSUE NUMBER ()

NAME.....

ADDRESS

.....

.....

POST CODE **BIKE OWNED**

serviced, £2500 ono. Tel Paul on 0163 325 1114 (Gwent)

Honda CRM250 MkII, white, clean bike, T&T, Renthals, guards, good tyres, £1850; also **Kawasaki KDX250SR**, eats CRMs for tea, very clean, little off road use, 5000km, T&T, selling for new bike, can be seen at Canterbury or Eastbourne Tel 0132 346 1941 or 0976 321008 (Sussex)

KTM 620EGS-E, R-reg, 2800m, brill dual purpose m/c, elec start, Acerbis h/guards, £3800 ono. Tel 0134 783 8272 (Yorks)

Fantic 241 trial bike, 1987, air cooled monoshock, good orig cond, many parts recently replaced, can deliver or meet halfway, £525. Tel Roger on 0125 265 4722 (Hants)

Kawasaki KDX250, 1992, full enduro spec, new c+s, recent engine overhaul, very well maintained regardless of cost, £1495 ono; also **Suzuki TS125R**, yellow/blue, 1991, H-reg, T&T, new rear tyre, full power ideal green lane m/c, vgc, £975 ono. Tel Neal on 0170 366 1043 (Hants)

Yamaha IT250 enduro, 1982, T&T, total rebuild restoration, vgc, £895 ono. Tel Mark on 0198 125 0491 (Hereford)

Suzuki DR350, 1994, L-reg, MOT, 2700m, immac cond, maintained regardless of cost, first to see will buy, £2000. Tel John on 0152 473 4775 (Lancs)

Cagiva W12 350cc, 1993, elec start, 6000 road miles, immac, Gripsters, £1450. tel 0129 377 4856 (Surrey)

Armstrong 560 enduro, 1985, T&T, recent engine overhaul, good reliable bike, battery, lights, fully road legal, £1100 ono. Tel 0178 275 0884 (Staffs)

Suzuki DR350, elec start, P-reg, 8000m, CRD rally pipe, jetting kit, K&N, Goodridge, Renthals etc, road use only, vgc, £2300 or poss p/x XT600E or similar. Tel Filip on 0171 259 2640 (London)

Husqvarna WR125, 1995 model, T&T, good clean example of this pukka enduro bike, £1795. Tel Martin on 0192 521 3316 (Cheshire)

Kawasaki KDX200E3, H-reg, very

good all round, FMF pipe, Wiseco piston, new brakes, 3 owners from new. Tel Craig on 0144 383 0432 or 0144 383 9272 (Mid Glam)

Gas Gas 250EC, 2 mths old, ridden 3 times, brush guards, nagging injury forces reluctant sale, £2950. Tel Jason on 0146 267 3414 (Herts)

KTM 125EXC, 1994, T&T, professionally lowered, great trail or enduro bike, £1350; also **Kawasaki Z650**, take trail bike p/x. Tel 0145 272 8609 (Glos)

KTM 400SC, March 1998, only 600km, mainly trail use, £3950 or consider swap for fully sorted enduro outfit. Tel Peter on 0159 481 0170 or 0159 483 7309 (Glos)

Honda CRM MkII, good cond, 'O'-ring chain, new MT16 tyres, sump guard, Barkbusters, Renthals, sports tailpipe, tail pack, £1850. Tel Denny on 0191 236 7719 (Northumberland)

Honda NX250, K-reg, baby dominator, T&T, showroom cond, illness forces sale, can deliver, beautiful bike, £1850 ono or p/x for why. Tel 0163 586 9136 (Berks)

BMW R1100GS, 1994, M-reg, 14,000m, full BMW s/h, panniers, heated grips, tankbag, new tyres, exc cond, £5495; also **Suzuki DR350**, 1995, N-reg, 5000m, Mikuni flatslide carb, Acerbis tank, sump guard, h/protectors, exc cond, £2395 ono or p/x for **RMX250/CRM250**. Tel Nick on 0181 532 2520 (London)

Kawasaki KX80, 1994, average cond, new tyres, runs well, suitable for up to 14 yr old, £950. Tel 01827 56136 (Staffs)

Suzuki RM250, 1992, road registered, side stand, handguards, new c/s pads, tyre, vgc, J-reg, bargain price, £750 ono. Tel 01234 308671 (Beds)

Kawasaki KLR600, G-reg, 89, vgc, e/start, new Avon Gripsters, MoT, road use only, £1800 or will swap for enduro/trail 250-350cc. Tel 01446 775789 (S Glam)

Honda XL250S, V-reg, MoT, new shox, c/s, too many spares to list, v reliable, £400 the lot. Tel 01296 688542 (Bucks)

Yamaha XT350, 1990, white/red, exc cond, MoT, reliable bike, Micron exhaust, recent c/s, brake pads, Renthals, £1200 ono. Tel 01525 382820 (Beds)

Honda XR600R, P-reg, Renthals, Supertrapp and std exhaust, exc cond, low mileage, £2800 ono. Tel 0976 910349 (Herts)

BSA B2555, '72, just been totally rebuilt, all new parts, outstanding or swap **Honda SL/TL125** or **Yam 125**. Tel 01708 222417 (Essex)

Honda XR650L, 97, R-reg, 2500m, e/start, only used for travel to work, as new, may p/x early Dommie. Tel 01202 603040 (Dorset)

Kawasaki KX250, Q-reg, ex Ady Smith, vgc, some spares, engine just rebuilt, £1250 ovno. Tel Oscar on 0589 900542 (Wirral)

Kawasaki KLX650C1, 93/K, T&T, black/green, 4500m, green lane use, hence £1495, may p/x **KDX200** etc. Tel 01302 859857 (S Yorks)

Husqvarna WR125 enduro, 94/L, T&T, rebuilt eng, new tyres, may p/x **KDX200** or similar or sell £1150 ono. Tel 07771 716928 (Bristol)

Yamaha TTR250, 4-stroke, e/start, light, all day range, b/plate, h/gurds, oil cooler, X-ring chain, unused past year, v clean, serviced, £2450; also **DT125R MX**, recently rebored, new piston, fully serviced, slean tidy fun bike, good tyres, £450. Tel 01622 735829 (Kent)

Suzuki DR200, 1990 G-reg, indicators, toolbag, barpad, £700, make good commuter bike. Tel 01732 461530 or 0958 654298 (Kent)

Yamaha TT250, excellent cond, great trail and green lane bike, T&T, O-ring, £1100, come and look. Tel 01449 780302 (Suffolk)

Kawasaki KDX200E2, 1990, T&T, good cond, one owner from new, mainly trail use, £1100; also **Fantic 245 Trials**, £650 ono. Tel 01933 315307 (Northants)

Yamaha TT600R, R-reg, May 98, light use only, bargain at £3300 ono. Tel 01858 575995 (Leics)

Honda Monnier XR440 Rallye, 98/R,

superb race bike ready for the Optic, HRC kit, Ohlins shock, Excel rims, Ico, r/book reader, cost £9000 will take £6300. Tel 01494 485822 (Bucks)

Yamaha WR200, 97, road reg, fat boy pipe, new tyres, c/s, exc cond, great trail bike, good value, £1995. Tel 01702 554281 (Essex)

Kawasaki KLR600, 84/A, profess eng rebuild, big end camchain etc, T&T, vgc, £1300; also **XL500R**, Italian imp, good cond, T&T, top fun bike £1000. Tel 01522 822947 (Lincs)

BMW R100GS, 89, 21,600m, s/s exh, BMW luggage, heated grips, T66s, blue/white, brilliant allrounder, £2600 or poss p/x enduro bike. Tel 01832 274238 (Northants)

Honda XR600R, 96, 13,000km, IMS tank, frame & h/guards, Renthals, K&N, recent c/s, tyres & bearings, £2600 ono. Tel 01620 860929 (East Lothian)

Yamaha WR400F, 98/S, vgc, hot starting no problem! £3550 ono, poss p/x cheap trail or road bike. Tel 01285 860252 (Glos)

Honda XR400RV, Acerbis h/gurds, twin spot h/light, Hot-Tip insert, Pro-Tapers, green lane use only, immac cond, £2500km, £3000. Tel 0411 892446 (Lancs)

Husqvarna TE610, team colours, 6 months old, std, mint cond, R-reg, taxed, 800m only, £3200, road bike forces sale. Tel 01905 452447 (Worcs)

Suzuki DR350S, 92/J, yellow/white, commuting & light green lane use, new O-ring, c/s, pads, exc cond, 12k, kept in dry garage, lovely bike, £1700. Tel Paul on 0961 155539 (N London)

Kawasaki KLR600, 87 Italian import, T&T, green, gold rims, Renthals, braided hose, 29k, garaged, good cond, house move forces sale, £1250 ono. Tel 01705 756560 (Hants)

KTM 400SC, 97/P, exc cond, 2000km, Pro-Taper bars, new Renthals c/s, brush guards, b/plate, easy starter, can deliver, £3650. Tel 01691 622379 or 07801 088895 (Shrops)

Honda XL125S, 82, rebored, new bars, not used since summer, £600 ono. Tel 01305 848468 (Dorset)

Honda Africa Twin, 750, N-reg, RWB, 7000m, T&T, FSH, immac, tall screen, Baglux tank cover, the best you'll find, £3995. Tel 01865 820971 (Oxon)

Suzuki DR350R enduro, N-reg, 3,800m, green laned, orig cond, superb off road, one owner, £2300. Tel 0181 668 6099 (Surrey)

KTM 250EXC, 97, exc cond, eng rebuilt by KTM dealer, Pro-Tapers, new plastics, c/s, Pro-circuit pipe, lods of spares, new Mich Comp-4 tyres. Tel 01222 865384 or 0467 205543 (Gwent)

BMW R80G/S, 80, MoT, s/s exh, braided hose, carrier, v clean & tidy example of this versatile classic, £1875. Tel 01606 782159 (Cheshire)

Aprilia RX125 enduro, 95, v low mileage, T&T, maintained regardless, forks just serviced, fully road legal, spares, £1675. Tel 01782 535989 (Staffs)

Honda XLR250 Baja, E-reg, exc cond, just serviced, MoT, spares, £1150 ono. Tel Simon on 01707 396943 (Herts)

KTM 400SC, P-reg, well maintained, urgent sale as funds required for Dakar, £3500, call Andy Mac on 01753 725222 or 07771 695488 (Bucks)

Kawasaki KDX125, H-reg, re-sleeved barrel, new piston kit, powder coated frame, recent tyres, battery, chain, full Fresco zorst, £1050 ono. Tel 01785 245922 (Staffs)

Suzuki DR350, 91, H-reg, Renthals, brush guards, new f/r bearings, new fork seals, new t/pipe, £1450. Tel 01923 677138 (Herts)

Suzuki RMX250 enduro, yellow/blue, rebuilt susp, new parts inc c/s, plastics, tyres, twin h/lights, b/busters, £1350. Tel 01730 815956 or 07801 554576 (W Sussex)

Yamaha TY250 mono, f disc, new tyres, plastic coated frame, road reg, vgc, £625 ono. Tel 01525 712958 (Beds)

Honda XR600RW, 98/R, Werx grafix, immac cond, ridden for approx 70hrs, regular services, £2850. Tel 01252 792425 (Surrey)

Suzuki DR350, J-reg, 1750m, blue/white, high-comp piston, uprated susp, two spare wheels, DEP

silencer, big tank, full b/plate, batt eliminator, exceptional, £1750. Tel 0181 393 5428 (Surrey)

KTM 620EGS-E, 98, 3000m, exc cond, great all rounder, e/start, b/guards, b/plate, must sell hence only £3200. Tel 01347 878476 (N Yorks)

Suzuki Djebel 250, e/start, 14,000km, road use only, vgc, 94/L, £2495 or p/x. Tel 01904 637169 (Yorks)

PARTS

Supertrapp tail pipe and mid-section, suit XRs etc, half new price ovno. Tel 0155 475 9989 (Carns)

Single bike trailer, very secure, very light, fold-down ramp and lighting board, spare wheel, recent tyres and bearings, £120; also 19" tyres, 1-MT81 enduro one sportsman event, 1-trials pattern for South & SE Centre events plus one tube. Tel 0125 265 4722 (Hants)

Boots, Wulf Motocross, size 9, never worn, new £110, £60 ono. Tel Nigel on 0160 881 1222 (Oxford)

Yamaha XT550 front end, £50; Bombardier 250cc engine, needs re-bore, £100; exhaust for Bombardier army bike, £40. Tel John on 0129 927 0493 (Shrops)

Yamaha YZ400 exhaust system, enduro engine guard, stainless frame guards, all new, pair of wheels for KTM620, complete, as new. Tel Christian on 0129 526 5087 (Oxon)

XL185S rolling chassis with tank seat, & V5, £50. tel 0181 997 8604 (Middx)

Honda Africa Twin workshop manual, new, 1992 on, £20; adjustable bike rack, £35; Dominator rear wheels, one new, other with disc carrier, £120. Tel Stuart on 0147 470 8973 (N Kent)

DR350 original exhaust, £40; original brake lines, £10; also set of MT21s with some life left, £20. Tel Filip on 0171 259 2640 (London)

Yamaha XT350/TT350 Clymer workshop manual, as new, £12 inc P&P. Tel Ian on 0170 369 3692 (Hants)

Bultaco Pursang rear wheel complete,

good cond, Akront rim, £75 ono. Tel Graham on 0134 284 2439 (Surrey)

Rally Bits road book holder; 22ltr tank for KTM; unused Acerbis bash plate for KTM, various kits, offers. Tel 0145 272 8609 (Glos)

TBM from issue 1-40, inclusive, £70 inc p&p. Tel 01332 344495 (Derby)

Yamaha YZ490 front end, forks, steering yoke, wheel and brake, will fit XTs etc, offers. Tel 01392 875202 (Devon)

KDX125 front wheel, c/w disc, mint cond, £40 ono. Tel 01384 822074 (B/ham)

Mousses, five pairs, used but in good cond, £20 each; also Talon wheels, black anodised with Talon discs, mint cond, suit KTMs, £300. Tel 01222 865384 or 0467 205543 (Gwent)

Sidi Top Action Evolution boots, size 45, 10.5 UK, brand new and unworn, still boxed, cost £190, sell £125; also Triumph Tiger Ventura luggage syst, L-brackets, no rack as new, £35. Tel 01845 578389 (N Yorks)

New tyres, Dunlop, K750, 120/90/18, Mich Twinduro 4x18, Sirac 90/90/21, £35 each, part worn 18 & 21" Metzellers, from £15 to clear. Tel 01462 626008 (N Herts)

XL125S/RC eng, worn out but contains replacement Honda stator, plus spare cylinder 56.75mm and carb, £20. Tel 0181 807 6838 (London)

DT175MX new spares, DID HD c/s, clutch cable, f/brake cable, full gasket set, Boyesen reeds and misc o&s, £40 the lot. Tel 01943 877024 (W Yorks)

DR350 plastic (enduro) tank, brackets & new decals, £75, carb 33mm f/s (14DO1) £50, Wiseco 385cc & barrel, 3000m, £120, engine to break, details on 01244 533855 (Cheshire)

XR600R Acerbis 23L big tank, brand new, still in wrapper c/w full fitting kit, £110 + postage; also clutch side cover for XT600 Tenere, magnesium alloy, £40. Tel daytime 0181 840 4760 (TBM)

Breaking Yamaha YZ250 (86/87) & DT175MX engines offers; also spares/repair Beta TR32 trials mono

84, needs big end, 250cc, eng dismantled, £195. Tel 01275 892644 (Bristol)

WANTED

Wanted Honda XR650L 94 Acerbis big tank, bash plate, b/guards, chain slider, plastics, spare parts, why. Tel 01309 673807 (Inverness)

Wanted all parts for Suzuki DR800 or DR750, 91, plastics in any colour plus left hand engine case for same. Tel 01763 221256 (Herts)

Wanted back & front wheels for XT350 and large size chest protector. Tel Alex on 01482 351381 (Hull)

Wanted CRM or KDX200, pay up to £1400, must be registered for road, consider other makes. Tel Paul after 4.30 weekdays and anytime w/e 01332 690428 (Derby)

Wanted CRM sales brochures any model, must be mint, genuine enthusiast, good price paid. Tel 01489 890466 (Hants)

Wanted TT250R plastic tank, any other spares considered. Tel Martin on 01460 67526 (Somerset)

Wanted Yamaha XT600E 97 copy of owners manual and service maint requirements, plus any performance hints. Tel 01480 466181 (Cambs)

Wanted YZ250 or RM250, road legal, must be localish and in good cond, money waiting for right bike. Tel Roy on 0127 375 5304 (W Sussex)

Wanted KTM 640 Rallye in exchange for Suzuki TL1000 V-twin Superbike, black, UK bike, 1987, immac, 6000m, or sell. Tel Ian on 0374 800736 (Cambs)

Wanted engine for 1989 Cagiva WMX125, complete or full bottom end. Tel Mick on 0142 388 0118 (N Yorks)

Wanted travelling companion for overland journey to Asia with experienced overlander, depart April/May. Tel Jim on 0131 315 2647 (Edinburgh)

Wanted front exhaust pipe for Suzuki TS125X, 1990, G-reg. Tel 0137 272 9776 (Surrey)

