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**TBM**  
TRAIL BIKE & ENDURO MAGAZINE

£2.20  
ISSUE 52  
NOVEMBER 1999



First Test  
**KTM**  
400/520EXC!



**Suzuki**  
**DR400Z**  
Inside the new  
electric-start,  
water-cooled DRs



• ISDE • StaffBikes: XR600 & CRM/CR • Husky TE610E - Cheney Triumph • XR400R Buying Guide •



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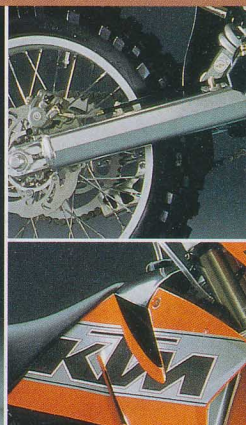
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## No MX please, we're British!

**T**here are laws against discrimination - and quite rightly so. Discriminate against someone on the grounds of their sex, creed, or colour and you could find yourself in a lot of trouble. Yet simply ignore that person or group and you can get away with murder.

It's a similar matter in the dual-sport market. To some people, motorcycles divide up neatly into road bikes and off-road bikes: off road bikes (essentially motocross machines) are handled by one department (generally run by ex-motocross riders often with little or no experience of the needs of trail and enduro riders), and road bike departments by people who've never ridden off road. Obviously I'm generalising here, but you get the picture.

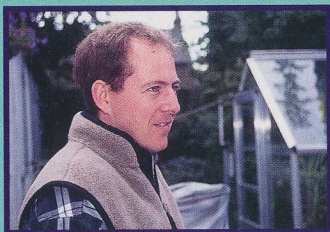
The trouble arises when you try to bridge the gap between both markets - like TBM does. Because of the nature of our sport, trail and enduro riding doesn't necessarily slot neatly into one or other of the pigeonholes that certain people wish to place us in. In other words we fall between two camps - neither department has the knowledge, budget or enthusiasm to deal with our particular demands and requirements, and consequently we tend to get ignored.

Which is a big mistake to make. We may not be as young, sexy and prestigious as the MX market, but we have got one trump-card up our riding jerseys. Because when it comes to buying power (which when all's said and done is what it's all about), we've got much fatter wallets than the majority of our pre-pubescent berm-busting brethren.

Yet season after season, year in year out, motocross gets stacks of money thrown at it - with megabuck race teams, fully paid riders and glossy full colour ads in their specialist press, and this despite the hard truth that in terms of units sold in the UK, it's a bit of a lame duck.

Let me give you some figures to back that up. In a good year a big importer will look to shift somewhere between 300 and 500 MX bikes in the UK, and in order to achieve that figure, will need to spend serious money keeping a number of supported riders and a full-blown race team on the go. Now then - how many race teams do you see riding Suzuki DR350s huh? Yet the humble little DR will probably sell nearly 350 units alone in the UK this year (inc both trail & enduro model). And that's without a single penny being spent on advertising or promoting it, and we're talking about a bike which has remained essentially unchanged for the past eight years, not some hot-shot new model. Likewise the Yamaha DT125R will probably sell nearer 600 units, yet I can't remember the last time I saw one advertised, and I've certainly never seen an MX rider aboard one.

So how many of these bikes do you think they could shift if they turned their hands to marketing them properly? I don't know. But I do know that with a little bit of lateral thinking (what about a DT125R cup in the trailbike rallies for instance?), together with a small amount of advertising budget and a complete change in attitude, bikes like the new DR400Z, XR650R and others of their ilk could become serious sellers, and at a fraction of the cost (and with a much greater profit margin) than virtually any MX-er. Makes you think, doesn't it...? **Si Melber**



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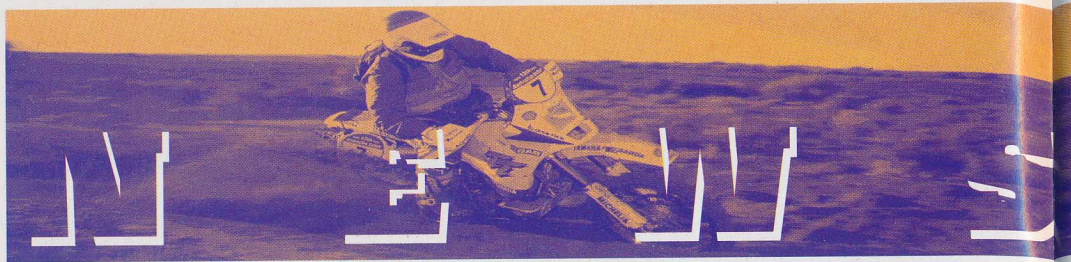
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Budget enduro racing on an old British banger in the trailbike class...





## Suzuki DR400Z Launched in Paris

**S**uzuki launched their all new water-cooled DR400Z at the Paris show, and as predicted in last month's TBM there are three versions available: an electric start trail bike, an electric start enduro bike and a kickstart enduro bike - though Suzuki GB won't say officially which models will be brought into the UK.

At the heart of the new

machine lies a completely new engine: a compact, dry-sumped, liquid-cooled, dohc, four-valve motor with a bore and stroke of 90x62.6mm to give a displacement of 398cc. There's a forged hi-compression piston (the underside of which is cooled by a crankcase oil-jet), running in a plated cylinder; while the valve-train features a narrow-angle, big-valve head with high lift

cams and shim-under-bucket adjustment.

The transmission is a wide ratio five-speeder, (with a separate magnesium clutch cover), driving a 520 O-ring chain. There's an automatic decompression system on the electric start models together with an auto and manual one on the kickstart version.

The lump is then slotted into a semi-box-section, cro-moly, oil-bearing frame, with a light-weight bolt-on alloy rear sub-frame (even on the trail bike). Up front a pair of 49mm cartridge forks are adjustable for

compression and rebound on the enduro bike (comp & pre-load on the trailie) and clothed in a thick set of gaiters. While at the rear there's a linkage-type monoshock operating a piggy-back shock adjustable for pre-load, rebound and compression (pre-load & comp only on the trailie). Sensibly Suzuki have chosen to fit the rear linkage of the enduro bikes with grease nipples but for some reason have left them off the trail bike!

The new DR is wrapped in a stylish set of commendably narrow bodywork featuring a slender but very comfortable seat (we've had a quick sit on it already), and a slimline plastic tank which holds a useful 10L of fuel (steel tank on the trail version). Other points of note are nicely styled fenders, the rear of which (on the enduro bike) features the most incredibly compact rear lamp we've come across. Made from a thin strip of flexible, translucent plastic implanted with bright red LEDs, the tail lamp is not only

unbelievably light, flexible and water-resistant, but doesn't generate heat - it simply glows red!

At the front (on the enduro bike) there's the practical if slightly dated (12V/55W) headlamp assembly lifted off Suzuki's RMX, while the trail version has an uglier 12V 60/55W glass version behind which sits a neat digital instrument cluster featuring a digital speedo, odo, two trip meters (with addition and subtraction capability), a clock and stopwatch function. The enduro bike gets the minimal mechanical odometer lifted off the old enduro DR350.

**Trail bike comes in electric start only, but with all the necessary road equipment and a choice of blue, silver or yellow paint. Price will be under £4000.**



Additional equipment to be found on the trail bike version (apart from the obvious roadgoing accessories, and a choice of silver, yellow, or blue paintwork) includes rear pegs, a thicker front disc, an electric cooling fan, a rear fender bag, a slightly smaller but quieter exhaust, a thicker base gasket (reducing

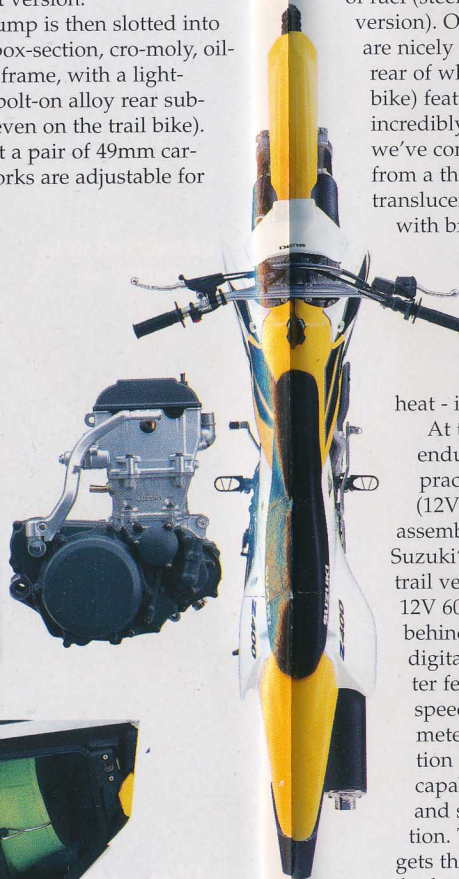
compression ratio from 12.2:1 to 11.3:1 to facilitate the use of 87 octane fuel) and a 36mm Mikuni CV carb in place of the Keihin 39mm flat-slide.

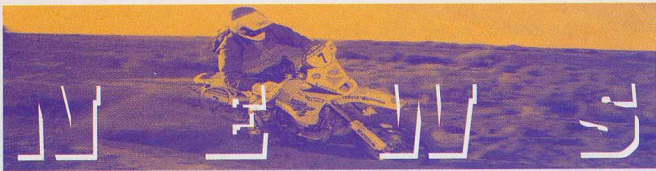
That all adds up to a weight of 132kg for the trail bike (DR-Z400S), 119kg for the leccy-start enduro bike (DR-Z400E), and 113kg for the kickstart model (DR-Z400) - all claimed dry weights.

### First Impressions

There's no question Suzuki's new DR400Z looks to have exactly the right credentials to make a stunning off road thumper. With a powerful new motor (Suzuki are claiming over 40hp), electric starting, fresh looks, slimline bodywork and an excellent track record established by the best-selling DR350, they have once again stolen a march on the other Japanese manufacturers in the

**Enduro bike comes in either kick or electric start versions - yellow only. LED rear lamp is a first...**





dual sport market.

In particular the fitment of an electric starter will doubtless tempt buyers away from Honda's XR400R and Yamaha's WR400F, and almost certainly establish the way forward in the mid-weight thumper category. And while for pure racers there may be sharper tools in the shed (like KTM's new 400EXC), for the regular clubman enduro and trail rider, we can't think of a better equipped four-stroke.

If the bike is as good as it looks then Suzuki should shift plenty when they finally arrive

in March 2000, and we're betting that many riders will want to opt for the electric-start enduro version and then add the necessary road gear, rather than choosing the trailie and removing the bits they don't need.

Believe it or not, Suzuki GB didn't think there was a market for the electric start enduro bike until we spoke to them today - and hadn't bothered ordering any. Now you should be able to buy one early next year - and it's all down to us!

Are we good to you, or what...?



No it's not a CR250R, but in fact the latest version of the Derbi Senda 50. Styled to look like the alloy-framed Honda CR, the Derbi uses a steel beam frame to support its diminutive 49cc motor. Other changes include restyled bodywork and a new twin headlamp fairing. Sixteeners will definitely want one!



Cagiva showed off their new Navigator - a Gran Canyon powered by a liquid-cooled Suzuki TL1000 engine, in place of the old air-cooled Ducati 900 lump. There's a new chassis, modified bodywork (with a taller screen) and a much more touring oriented feel about it - along with matching hard luggage on the Navigator-T. The new bike is slightly heavier than the old - and looks a lot more bulky, but although the Suzuki lump is detuned slightly, it should give much better performance than the Ducati engine. We loved the Gran Canyon when we tested it back in issue 40, because it handled so well. Whether the more powerful but bulkier Suzook motor will feel as nice is anyone's guess. The Navigator will be available in late Spring and should cost about £7000 - the same as the gran Canyon.

## SNIPPETS

• Mark a date in your diary for the annual Dirt Bike Show at Donington Park (in the East Midlands), which runs from 2nd-5th December. As usual the TBM wrecking crew will be there to answer all your questions, renew your subscriptions and sell you a back issue, a baseball cap and a binder. For those that haven't attended before, this show is specifically targeted at off roaders, with a chance to ogle all the latest bikes, purchase some new gear and generally talk dirty with a bunch of like-minded loons. So come up and see us on stand B9A, buy us a beer, and we may even sort you out a prestigious TBM sticker for your bike. You know it makes sense...

### Enduro News

• British Enduro Champion Ady Smith has announced dates for his winter off road enduro schools - with the aim of covering different parts of the country. The venues are Howey in mid-Wales, Tunstall Forest (Suffolk), Bennington (Hertfordshire), and Helston (Cornwall). The dates are still to be confirmed but schools will run from November through to the end of February. Interested riders should contact Ady direct on 01283 813760 or 07801 384170.

### Rally News

• Dates have been confirmed for next year's Rallye Tunisie - which will run from 14-23 April. Like the Dakar, the Tunisia also features stages in Libya, and you can get more details about how to enter (as well as bike prep) from UK co-ordinator Nick Palmer at Desert Rat on 01579 383108 or 384384.

• The official 1999 Granada-Dakar Book which documents in detail the story behind this year's race has just been published. This glossy, full colour book packed with more than 150 pages featuring some of the best Dakar pics you'll ever see, costs £29.95 (+p&p) from JD Racing - and if you're quick you can get one signed by John Deacon himself. More details on 01752 848888.

• KTM took a clean sweep at the Rallye of Egypt recently, securing the top five places after the BMW team withdrew before the start - unhappy with the organisation. Their hunch was to prove correct, after various competitors got stranded in the desert and missed by the sweeper truck. In the end Meoni won from Roma with Alfie Cox third. *Fred Krijgsman*

From World Championship Experience

# Dear Trail Bike...

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

## Breaking the Mould

Dear ed

I'm a born again trail-rider with a 15 year gap. I had been riding for about three months until one glorious Sunday morning whilst negotiating the Peddars Way in Norfolk the front wheel came out of a deep tractor rut and I sort of high sided. Although I didn't come off the bike, I ended up stamping very hard into the ground - so hard in fact that my femur (thigh bone) decided to shatter the top of my fibia (shin bone) - technical terms learnt through frequent trips to hospital to have my glassfibre cast adjusted.

I managed to lift my leg back onto the footpeg and ride for about half a mile, crossing a small stream until I came to a tarmac lane where I promptly fell off and lay in the middle of the road. I sat there for a while trying to figure out where I was, when luckily a farmer and his wife came along, phoned an ambulance and took my bike back to his farm for which I was very grateful.

I was taken to Kings Lynn hospital where I was X-rayed, plastered and given a pethedine suppository (oo-er), before being packed off to my local hospital - a jolly journey of some 80 miles on the back seat of my step-father-in-law's Fiesta. When I got there, to my dismay I was admitted to hospital for a drug-induced stupor, lasting almost a week.

That was some nine weeks ago and I'm still on crutches

though I have managed to strip and clean my XR600R. I now have a choice, I can wait and see if my right knee is going to allow me to still kick start my bike, or return to banger racing (where apart from a bit of whiplash I never got a scratch).

But the call of the green lanes beckons, though I think a leccy start is in order. I was going to buy a new XR650 but shan't bother if it doesn't have an electric boot. Is there anything else you can recommend?

By the way if there is a moral to this tale it would be... do one thing everyday that scares you. Right now just having a few beers on an evening and then trying to get upstairs to bed has its moments.

Bob Ballard  
Norfolk

**I always do at least one scary thing every day - yesterday it was my overdue tax returns. By the way, check out the new DR400 or KTM 520, both come with the magical electric buttons.**

## Gurlie Mag

Dear TBM

I quite agree with your other readers that yours is the most interesting and readable dirt magazine about. I thoroughly enjoyed reading about Patsy Quick and the Tunisie Rally, and also hearing about Katrina Price's success in Slovakia.

Is there any chance of another article or interview with these and other top female

riders? Finding out how they started out, the type of training they do before an event and of course any Top Tips. I'm asking this as I could really do with a few heroines to aspire to. Many Thanks.

Sarah Hollingham  
Bromley, Kent

**Sure thing. More Gurlie stuff to come, in the very near future...**

## Cheap n Cheerful

Dear Si

I've always cringed when I've read letters in the bike press where the readers all start toadying to the editor with stuff about 'What a great mag etc'. But now having been an avid reader of TBM for just over two years I feel compelled to start by saying 'What an absolutely fabulous magazine!'

I'm a thirtysomething lifelong dirt biker, currently off two wheels because of a young family (I never thought anything could be more expensive than racing motocross), and hope to return to the fold with a trail-bike in the near future.

The reason behind my writing to you is concerning Mike Woolley's Rant in TBM50. I fully agree with what he had to say and strongly believe that the countryside should be open to everyone to use its amenities sensibly.

As regards TBM? Excellent balance of the various disciplines involved in our passion. However could I ask you to

consider an article or two on older (read cheaper) trailbikes and in particular on ways to improve their handling and performance at a reasonable cost?

Mark Pannell  
Norfolk

Cheers Mark, we'll see what we can do.

## Picos Pleasure

Dear Si

Just thought I'd drop you a line to say that my wife Jill and I have just returned from a fantastic week's riding in the Picos de Europa in Spain, using the

Rough Guide that you published in TBM33.

We rode it on my slightly modified KTM Adventure, which as you can see from the photo can be changed to a lightweight version by stripping off some of the bulky fairing. I used the standard 28L tank, but opted for a small enduro headlamp in order to save a bit over weight over the bulky fairing and subframe. It takes less than an hour to return it to standard.

The riding in the Picos was great with a mixture of wide, open stony mountain tracks through to tree-covered woodland lanes which can all be tackled two-up. I would heartily recommend this area to anyone as the trails we rode are not

too difficult, though the Spanish maps are not as clear as the good old OS Landrangers! Keep up the good work.

Tim Marquis  
St Peters, Guernsey

Cheers Tim, glad you enjoyed the experience...

## For Fox Sake

Dear TBM

It's not often I'm moved to write in to magazines (I can feel a BUT coming along - ed). But, after reading the Rant in TBM50 I felt I had to. (Aha)

Not only was this article narrow minded and childishly written, it had little to do with dirt biking and more to do with one man's personal frustrations. To claim the fox hunting debate is about 'the politics of envy' and intolerance is both hypocritical and paranoid. To see this pointless and cruel sport as indispensable to rural well-being is sad indeed. How do those rural areas without fox hunts survive, I wonder?

Anyway onto my main points. Firstly it is dangerous for TBM to be publishing such emotional, political rants, especially on complex and controversial subjects such as this. Please stick to the real issues or you'll lose respect. Secondly the loss of RuPPs and other rights of way is indeed a very serious issue for dirt bikers and indeed the process is already underway in this area.

What would have been useful in the article would have been a clear identification of the problem which would then allow a clear solution to be organised. Instead we get an earful of emotional, subjective views from Mr Woolley who ends up telling us to 'get sorted



**Take a Picos: Spain's spectacular Picos mountains are best explored by trail bike...**

# Dear Trail Bike...

out - and fast'.

I would suggest he came down off his soap-box and thought clearly about HOW we can oppose the loss of green lanes to motor vehicles. Let's have a positive solution, numbers of organisations to contact, how to lobby MPs, and how to promote the cause of bikes in a powerful, positive and peaceful way.

As it is, the article misses the opportunity to improve a serious situation. It also makes the magazine look decidedly second rate. As you say in the answer to one of the other letters, you should have known better.

Matt Clark  
Bristol

Interesting points Matt, but you keep referring to it as an article whereas it was clearly headed a RANT. A rant as you should know, is a stream of consciousness about which the writer feels very strongly - in this case a reader - and how he believed the hunting debate had wider implications for all countryside users including trailriders. As an editor I feel pretty confident that the majority of readers understood the personal nature of opinions implied by the term 'rant' - even if you didn't.

Your belief that a 'clear identification of the problem' would allow a 'clear solution to be organised' is not only misguided but overly simplistic. If it was just a matter of identifying a problem in order to rectify it, then issues such as this wouldn't remain problems for long.

Nice bit of irony though that you accuse Mike Woolley of

having 'emotional' views, then go on to use terms such as 'narrow minded, childish, hypocritical, paranoid, and cruel'. Obviously nothing 'emotional' in your language then.

Our reason for publishing the rant has nothing to do with politics or which side of the hunting debate you come down on - personally I don't agree with a number of Mike Woolley's beliefs, but unlike you I don't close my mind to people whose opinions I don't necessarily share. The countryside issue (of which fox hunting is the current hot potato), has implications for us all and we'll continue to publicise it in whatever way we feel relevant.

If that makes us 'second rate' in your opinion, so be it...

## Mixing it

Dear Si

Further to the recent 'Autobe or Premix' letters in TBM50, I thought I'd share my own experiences with you. When I bought my Yamaha DT200WR secondhand (it had Autolube), and smoked very heavily. I stripped the autolube pump, but no adjustment was possible. And because I wanted to run fully synthetic oil at 45:1, I changed to premix.

I agree with your conclusion that you would not have to change the jets to permit the extra 2.2% volume of oil which now has to pass through the carb (it is injected after the carb on the Yamaha autolube), but there must be a change in the flow co-efficients through the jets of petrol mix compared to straight petrol. I upped the jet

size on my bike and it now runs superbly with very low amounts of smoke once warmed up.

There's also no problems with plug oiling either using a special clean burning plug (NGK BR9EV). In fact I recently changed it because it had been in so long I was afraid it would've seized in. In fact it came out easily, clean and oil-free and a perfect light brown colour. I suspect that may be unusual for a two-stroke and I'd be interested in other opinions on that.

Contrary to your experiences however with the spark improver 'Spitfire' box (StaffBikes TBM49), I fitted a 'Powerball' spark improver and the bike starts superbly, runs a lot smoother, feels very torquey at low revs and runs cleanly. I mention this because I think it

is at least partly responsible for the plug colour observed.

Thanks for the mag Si, I have been with you since day one and I have enjoyed the ride.

Ted Scott, Cheshire

Cheers Ted, I know you're a knowledgeable and enthusiastic dirt biker from the many occasions we've met, and in fact you're absolutely right about the jetting. John Rowland the development chemist at Silkolene Oils (and a fascinating bloke to boot) confirmed to us that although two-stroke oil is chemically 'fairly similar' to petrol, it has a much higher viscosity (something like 100 times as much). That means that when you mix oil into petrol, it alters the viscosity of the final mix which slows down its passage through the carburettor jets. Likewise the additional volume of oil (albeit only 2.2% in this case) means that there is less fuel being delivered. And without being too scientific about this, in order to compensate for the extra viscosity as

well as the small additional volume (of the oil), requires an increase in jet size.

Consequently in order to maximise the performance of the engine, ideally an increase of perhaps +1 jet size is in order when switching from autolube to premix. Though it should be remembered that most autolube systems are set up to deliver oil at a very 'safe' 25:1 or 30:1 ratio, and care should be taken when changing over to premix to get the mixture (and ratio) right. About the only safe way we've found of doing this is by carrying out regular plug chops and checking the condition (and colour) of the spark plug. As your bike's plug is a lightish-brown colour (and the bike runs well), it would seem that the jetting and fuel/oil ratio is spot on.

Interestingly John Rowland also pointed out to us that the density difference between two-stroke oil and petrol means that you should always (where possible) mix fuel in a can and give the can a vigorous shaking in order to dissolve the oil thoroughly (otherwise it sinks to the bottom). But once the oil has been mixed it will never ever settle out, even if you leave your (sealed) fuel can for months on end, the oil will still be completely dispersed.

Finally I haven't given up on the Spitfire spark improver yet - I'm going to test it out on a dyno to see if the results can be measured at

all. Once again thanks for your letter (and the tips) Ted...

## Husky WRE Again

Dear TBM

I am writing in response to the letter about the Husky WRE in TBM49. I've got one in supermoto trim and I think it's definitely time TBM tested one again. I enclose a photograph of my humble Husky and would be extremely grateful if you would publish it in my favourite magazine.

J Barlow  
Cheshire

We'd have been happy to - except you forgot to send in the bloody photo!

## Sport For All

Dear Chaps

Good to see you at the Epynt Enduro, we were actually parked next to you and I felt honoured until I saw the results: my mate Lyndon Boucher thrashed the lot of you.

Anyway to the point. Down in the sportsman class (where I was) I was amazed at the amount of cheating going on. Looking at the times of the first 15-20 guys they could've easily entered the clubman class. I think organisers of enduros should look closely at trying to put an end to this by altering the class to 'Novice'. No result just a finisher's certificate. This would put a stop to the trophy hunters, and leave the class for what it actually is - a starting point for those new to enduros. Keep up the good work.

M Shortman  
Pontypool, Gwent

Yeah, and our mate beat your



# Dear Trail Bike...

mate because he came fifth overall. So what, we've all got faster mates, what matters is where you came. I didn't see your name in the results!

Despite being a bit of a smart-arse, you do actually make a very important point, and though it pains me to say it, I wholeheartedly agree with you. I've long believed that the sportsman class should be a

novice class for those just starting out or not confident in their ability. If you are a novice rider and you want to have a go at an enduro just to see how you get on, then by all means sign up for the sportsman class. If you finish the event and want to take things further, then enter the clubmen class where your special tests will be timed and your finishing position record-

ed. If however you're one of those people who just wants to have a ride, with plenty of spare time at the checks - then who cares where you end up, that's not important, what matters is enjoying yourself.

The other benefit of all this of course is that organisers would have far less work on their hands if they didn't have to record the special test times of the sportsman class, but simply declared each rider as a finisher or non-finisher. What do enduro organisers think of this? We'd like to hear from you...

## Mr Angry

Dear TBM

You should be ashamed of yourselves, testing CCMs with noisy race-core baffles in such a sensitive area as the Lake District. It is us local riders that have to bear the brunt of complaints when you have gone home. The CCM factory Ride-Outs with their over use of the lanes, big groups and noisy exhausts are a big bone of contention here.

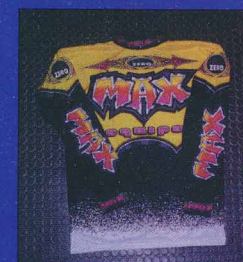
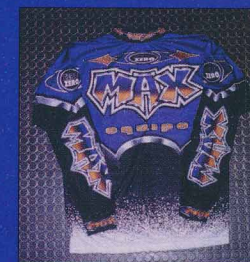
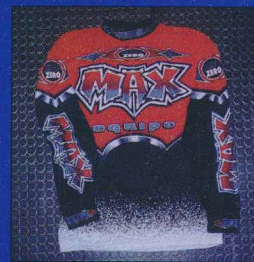
We are all being watched by the powers that be, the future of trail riding is in our own hands.

Ian Rayton  
Ulverston, Cumbria

Your paranoia doesn't help your argument Ian. It's clear from your letter that you fundamentally disagree with the CCM factory Ride-Outs. Perhaps you would do better to address your complaints to them first...



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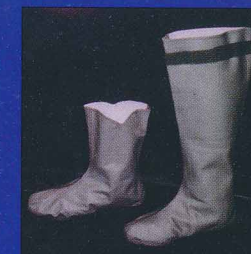
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# TALKING *Dirty*

## Chris Evans reveals the secret to having a mid-life crisis...

Someone rang me after reading last month's column, about my foray into the wacky world of enduro racing, to suggest that it was all linked to a premature mid-life crisis. More than a little put-out by this accusation, I promptly rang the editor to complain and to see if there was any way my accuser could be struck off the subscription list. Expecting kind words of support and promises of firm action, I was more than a little miffed by the editor's reply: 'but all your columns are about your mid-life crisis'. I mean, how was I to know he was having a hot flush.

Of course he'd hung up before I'd thought of a suitable ripost - but the whole sorry incident got me thinking - if I'm having one, then all you lot must be too. You see I've seen the figures. Not the ones that TBM's advertising department hawk around to porno phone line operators and other potential sources of revenue, claiming that you are all twenty-something professionals with more

money than sense. No I'm talking about the survey responses and the letters you send in, from which it becomes painfully apparent that you are in fact all the wrong side of 30 (many by ten or more years), you can't ride for toffee and dream of buying a parallel import CRM.

Basically you turn to the magazine not to find out how to ride like Ady Smith or which desert rally you should enter, but rather for hints and tips on how to stay upright on a dirt bike.

So here for you now, for the first and last time, are Evans' Top Ten Tips to help you keep looking your best while descending into the creeping certainty of middle-age.

### Buy a small motorcycle.

I've said this one before, but it can't be repeated often enough. Big motorcycles suggest other things in your possession aren't as big as they might be. Small motorcycles instantly suggest lots of experience and 'nothing to prove'. Plus everyone rides a small bike better than they do a big one.

### Avoid expensive aftermarket parts.

I'm not saying they aren't worth having. Anything that improves your bike's handling for example, is extremely useful and will make you look better than you really are. Just make sure that they are fitted as discreetly as possible and don't draw attention to themselves. People who fit extra parts and then get overtaken by standard bikes, look bigger fools.

### Avoid noisy exhaust pipes.

If you really need the extra half-a-horsepower that taking the baffle off your XR400 gives you, you shouldn't be riding an XR400 in the first place. Loud pipes draw unnecessary attention to yourself, and what's more, everyone can hear you cutting the throttle when any competent rider would have kept it wound on.

### Wear understated riding gear.

Ideally you should buy your riding gear and then store it for at least three years so that when you first wear it, it functions perfectly but is out of date and in no way trendy. Trendy gear looks good on models in brochures, but it rarely suits 'Mid-Lifers'. Certain well-known brands do a 'grand-dad' range if you lack such foresight. Articles of clothing that suggest a sporty lifestyle (Nike baseball caps etc) are best avoided for the same reasons.

### Don't try any stunts unless you are 110% sure you will succeed.

Trying to look impressive when you plainly

aren't not only makes you look silly in your fellow rider's eyes, but confirms to everyone around that your skill quotient is sadly lacking. Only wheelies which go on forever and can be kept up with one hand are worth doing.

### Buy secondhand but don't tell anyone.

There's nothing sadder than having a full-blown mid life crisis and not possessing the wherewithal to buy a new bike. However new bikes give the impression of too much money, too much enthusiasm and the lack of an expensive-to-run mistress. Ideally your bike should look about six months old - all the time. Replacing worn out graphics and seat covers with (outrageously expensive) OE items will help keep your bike looking just the right age.

### Don't race.

Racing is a very bad idea for a number of reasons. First of all it is dangerous and the older you get the longer it takes to heal. Secondly, race organisers issue results which are difficult to fudge. No-one will believe you're fast if your results prove otherwise. If you do have to race, make sure you pull out near the end 'to help an injured rider'.

### Boast discreetly.

This really is the key to managing your mid-life crisis image. Everybody hates a bighead and yet there is no point in doing anything dangerous (and therefore heroic) without as many people as possible knowing about it. Hiring someone from a PR agency to be your 'mate' and tell everybody how amazing you are is one (expensive) solution but dropping in the odd comment is much more cost-effective. For tips on this study Blez's articles carefully. He manages to liberally sprinkle his copy with self compliments in such a discreet way that the message is virtually subliminal (examples from just one column of last month's Hafren report include; 'to make my day complete I overtook MCN's Marc Potter'... 'for what it is worth I was sixth out of 23 CCMs'... 'I also managed to beat the fast Noel Fletcher'... Pure genius!

### Get a highly visible ailment.

Mid-life crises are invariably brought on by some part of your body falling apart. The important thing is to make sure your particular disability is highly visible and invokes maximum sympathy but in reality isn't that disabling. Bad backs are completely useless.

### Ride as little as possible.

The more people see you ride, the more they'll realise just how awful you are at it.



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e-mail:  
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# RANT!

## Some people just can't help telling tales out of school...

I sat and listened in disbelief as the tale unfolded. Myself and another rider were in the middle of a serious bench-racing session during an evening in the pub, when the subject turned to one close to our hearts here at TBM.... Cheating.

Indeed we've always stood squarely on our soapbox on this very subject and declared: there is no place in our sport for frauds. If you want to cheat, go find another sport where you might be welcomed!

My friend started to tell me of an particularly bad incidence of cheating and my blood began to boil. The perpetrator of this heinous crime had been so devious as to cut the course in a special test.

'No way?' Was my stunned reaction. We've all heard of people cutting the course on the going but I'd never heard of anything more than running through the tapes in a special test. In fact I would have thought that there is seldom the opportunity unless you decide what and where you are going to cut the course when walking it beforehand. Pre-meditated skulduggery, how low can you get?

What's more he hadn't just cut a corner, he'd chopped out an entire section of woodland totalling about a third of the total test distance!

'How the hell did he expect not to be caught?' I asked wondering who would have the temerity to just ride along out of the course to the next section?

'He must have just thought no one would suspect anything so obvious. You know, like the shoplifter with the overalls and trolley who just wheels a fridge out of the high street store. No one thinks to question him!' My mate responded.

'I'd do more than just cut the bugger' I said 'I'd ban them from ever competing again!'

'The only consolation' added my mate, 'was that the idiot still didn't manage to post the quickest time - Ady Smith still beat him.'

'What he cut out a third of the course but still couldn't manage to go quickest? God he must be a real loser' I replied.

My mate agreed 'Well he's apparently a dirt bike journalist and everyone knows what a hopeless bunch of wannabe's they are....' he said with a smile.

'Er... where was this event?' I asked, wanting to find out more - a bit sharpish.

'Oh St Albans or Stevenage, somewhere like that', he replied.

Cogs started to whirr deep in my memory banks, and things started to fall into place.

HANG ABOUT... that was ME!

I didn't recognise myself at

first - well you wouldn't would you? Firstly it wasn't a race - it was an enduro school. Secondly I'd finished my timed test - sticking entirely to the course. And having finished, I then rode back through the woods at walking pace (with one hand on the bars) to watch the other riders come through!

Obviously someone had seen me riding through the woods and didn't have the brains to figure out I might simply be riding to a place where I could watch the other riders - even though I sat at one corner for about five minutes. Duh?

The last thing I expected was to be the victim of Chinese whispers. Chinese flu perhaps, Chinese cooking even, Chinese pox maybe, but Chinese whispers... Never.

Actually it's quite flattering. To have been worthy of people's time over the months as this story evolved is more than a little surprising - it's actually quite spooky. There's obviously not a lot going on in some people's lives, for them to have time to develop this tale into an urban myth!

Really I should now take the opportunity to put everyone's mind at rest by recounting the whole story in all its minutest detail so that you know exactly how it came about. But rather mischievously I think it would be far more interesting to leave the story to evolve for a further eight months to see how it comes back next time. By that time it'll have grown and ripened into a real juicy whopper.

So if this story happens to come your way, don't let the fact that you know the background to it, prevent you from elaborating on it to your heart's content - then sending it on its way with a little further exaggeration. Because I can't wait to hear what I'll have done by the time it gets back to me next time!

You know what they say? Never let the truth get in the way of a good story! **Clive Garnham**

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# TRAIL Tips

• TRAIL TIPS • TRAIL TIPS • TRAIL TIPS • TRAIL TIPS • TRAIL TIPS •

## This month, an alternative to goggles, how to prevent electrical short- circuits and stopping your bike from getting stolen...

**T**his first trail tip was sent into us about 18 months ago by bespectacled reader John Rae from Northants, and we recently rediscovered it when clearing out our office, so here are John's pearls of wisdom:-

I have had continual problems with steaming up goggles, even using Oakley O-Frames and coating them inside with anti-fog spray. I have also had problems with goggles 'sucking' my glasses off my face when I go over long bumpy sections.

The solution was to buy a set of Bolle

Safety Glasses which have a clip-on adapter (costing £28.50 for single vision lenses). The adapter clips into the frame to replace the nose piece, and doesn't come loose even when the glasses are struck by debris such as an overhanging branch. The rest of the glasses are constructed from CR39 plastic, designed (I believe) to stand up to a .22 air rifle

pellet shot at close range. Needless to say they are strong, the front shield is replaceable and only costs a few quid. The glasses come in either grey or red.

I've found that they do not mist up anything like as much as ordinary goggles, and tend to clear much quicker when they do. I've also found that my eyes don't stream at speeds of anything up to about 60mph on the road. Overall cost was about £40 (depending on where you buy them),

and I got mine direct from Bolle UK (01202 824535). As a glasses wearer you'll think they're about 50% better than wearing goggles and about 100% better than wearing glasses on their own (which is definitely not recommended.)

Cheers John, some sensible advice, now here's a couple of tips from reader Ted Scott in Cheshire on how to keep your bike's electrics functioning as well as guarding against shaft seal failures.

Preventing electrical short circuits on plug-in connectors is important on a bike which spends much of its time in mud and water. I've found that packing the female half of any connector with silicone grease (RS - 494-124) does the trick. In three or four years of doing this on four different bikes, I've yet to have an electrical problem with any of them.

However, after two failures of the oil seal on the gearchange shaft of my DT200WR due to grass wrapping around it, getting under the seal lip and pulling it out - losing all the gearbox oil - I now put the new seal in place and leave the old seal on the shaft against the new one. Then I cut a piece of 15mm copper tube to be a slack fit (on length) between the old seal and the gearchange lever, and the problem is over.

Thanks Ted and finally here are a few tips of our own. Remember to always start up your bike after jet-washing it down. Water can easily get into the exhaust and also get forced through the air filter, a quick warm-up after washing makes sure the engine stays moisture free. If your bike is fitted with wraparound handguards of the plastic variety remember to torque up the bolts just before you ride - especially the ones in the ends of the bars. These bolts always slacken off (as the plastic squashes down), and if you forget to tighten them, the handguard will simply swivel around the bars as soon as the bike goes over. And lastly, the best tip of all... Don't lend a new Husky TE610E to Paul Blezard... (see elsewhere in this issue for the low-down).



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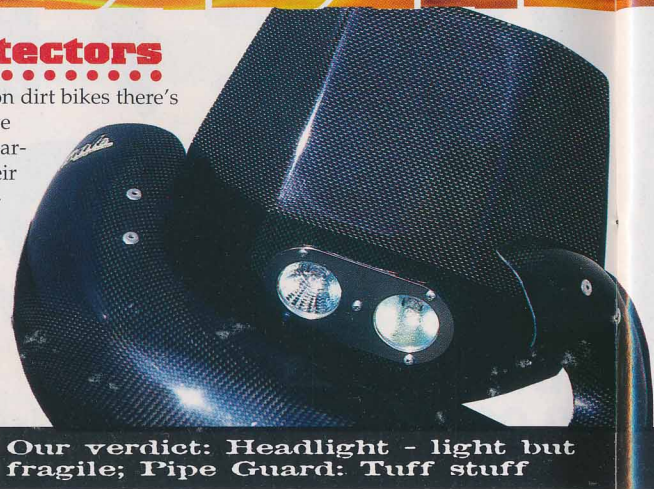
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## Ciarlo Carbon Protectors

When it comes to weight saving on competition dirt bikes there's nothing lighter than carbon fibre, and while we remain to be convinced about the wisdom of carbon-fibre headlight surrounds (which with their single-layer construction seem a little too fragile), exhaust guards are another matter. Built from thick layers of carbon fibre, the Ciarlo exhaust guard is not only brutally tough, it's also nice and light, and unlike some of the anodised alloy guards, won't look ratty in six months time. We liked this product, and for £30-35 for the pipe guard (depending on size), it seems pretty good value to us. £68 gets you the twin halogen headlight and you can buy both products from On Time Racing on 01937 8321954 or 01937 557000.



**Our verdict: Headlight - light but fragile; Pipe Guard: Tuff stuff**

## CRM Leisure Trail Performance Pipe

Judging by the number of calls we get asking about aftermarket tailpipes for CRMs, there's got to be a healthy demand for Leisure Trail's CRM pipe. Made in the UK from lightweight alloy (for the muffler) and chromed steel (for the pipe), this oval-shaped silencer is fully repackable, fits on existing mounts, and best of all is BS stamped (fully road legal). There are two versions available, one to fit the mk1&2 and one for the mk3&AR. Both versions cost £69.95 inc VAT, and no re-jetting is required. For details contact Leisure Trail on 0115 9732 466.



**Our verdict: Good pipe, geat price**

## Proline Body Belt

It's always nice reviewing garments which are well constructed and the Proline Body Belts are definitely that. With a generous velcro-covered stretchy waist strap and a smart segmented back support with either carbontex or carbon-kevlar weave material built in for extra strength, the Proline Body Belts (they call them Kidney Belts), are some of the best made garments we've come across. It's arguable whether the carbon or kevlar weave does more than just look nice, but the price seems good and the Body, sorry Kidney Belts are just two of a huge range of products which Proline make for off road riders ranging from knee-braces through body warmers to shin guards. Priced at £26.95 for both versions, more details are available by calling Proline on 0800 731 5053.

**Our verdict: Good Kit**

## Cemoto Six Days Fender

The trouble with some aftermarket plastics is that they just don't match the quality fit or colour of the originals. Not so with the Cemoto Six Days version which is about as faithful a replica of the original Honda XR400R item as we've come across. Which is good news if you're an XR4 owner and you've snapped or damaged



the original item. The Cemoto unit which includes the rear light costs just £34.50 inc VAT which compares favourably to Mr Honda's rather more exorbitant £144.32 (would you believe the Honda rear light is £79 alone!). At the moment it's only available in white, but there'll be a red one shortly. More details from TWS on 01531 632745.

**Our verdict: Nice quality, Nice price**

## DR K Triple Clamps

Triple clamps don't come much smarter than these adjustable items from Dr Key. Machined from billet alloy and designed to fit a range of bikes (CR, YZ, KTM, VOR), the Italian-made top clamp includes multi-position handlebar mounts and all the necessary mounting bolts. There are various colours available to match your chosen colourscheme and the cost is £150 inc VAT. There's also a Pro-Taper version - for more details give Steve Plain a call on 01597 825817.



**Our verdict: Quality-Schmalitty**

# King Thump



The electric start enduro thumper is finally with us as KTM unveiled its 400 and 520cc EXCs at a press launch in Italy. Clive 'spawny Get' Garnham was there for TBM and rode them both. This is what he discovered...





**W**e seemed to hang in the air for ages - Kurt Nicoll and myself. We landed with a huge thump, rocks spewed in all directions as the tyres fought for grip underneath us. Shoulder to shoulder we slammed through a long left-hander, the ground rushing past at breakneck speed as we hurtled towards the next corner! Blimey I thought -

that's no way to treat a hire car. There I was in Italy on my way from the airport to what was undoubtedly the most important dirt bike launch of the year - KTM's unveiling of their World Enduro Championship-winning 400 and 520cc four-strokes - and providing Kurt got us there in one piece, I was looking forward to the ride.

Unlike some of the other high profile four-stroke launches of late where we, the eager punters, have been whipped into a frenzy by the rumour and hype of clever marketing, in this case our anticipation was because we had watched these bikes develop steadily throughout the year as Sala and Rinaldi progressed to eventually tie on points at the top of the World 400 4T Enduro

Championship table. How many bikes can claim to have bagged a world championship one-two before they even hit the showrooms I wonder?

#### Electric-Motor

At the heart of the matter is the replacement for KTM's trusty but long-in-the-tooth 400-600cc

ensure maximum durability under racing conditions. Only the clutch has been carried over from the original Husaberg starting point. The effect of all that is an engine that's not only extremely light but actually 12mm narrower than the KTM two-stroke lumps.

Unlike the old LC4, the new motor has been designed to have a running time of approximately 100 hours between strip-downs - that's about half a season for a regular expert, or about a year for the average Joe. KTM say they don't recommend running the bike for prolonged

periods on tarmac since there's no clutch damper, a minimal oil capacity and the narrow fifth and sixth gears are not designed for permanent stress... you have been warned!

thumper which has seen service in various guises for the best part of ten years. In its place a brand new sohc, four-valve, right side kick and electric start engine. Developed from a clean sheet of paper (albeit one with Husaberg's logo at the top), the only brief the R&D team had to work to, was to come up with a race winning powerplant. When I asked about the criteria of this, Max Linhuber, head of the project said: 'We're all racers here too, so we didn't develop this for the marketing department, we developed it for ourselves to win races on'. Fair enough Max.

Early in its development the new engine wore a Husaberg top end, but recurring reliability problems forced KTM to develop their own cylinder head and flyweight NiCaSi barrel (which is one of the lightest I've ever come across). This cured initial teething problems which were put down to poor quality castings rather than any design fault of the Husey top-end. Below this, the all new gearbox shares its oil with the dry sump engine, acting as a reservoir much as the frame did on the old bikes. So there is a 'push' oil pump and a 'pull' oil pump running off the same shaft on either side of the engine. This moves the oil from the gearbox through a bizarre (but obviously effective) pinhole capillary that communicates through the outer (clutch-side) magnesium casing to the centre of the crank and camshaft in order to lube the bottom and top ends before the oil is finally pulled back to the gearbox to end the cycle.

It's worth noting that if you use instant gasket compound on the side casing (which doesn't have a separate clutch cover by the way) you will block this pinhole oilway and seize your engine! A couple of spare side gaskets in the toolbox would probably be a wise investment for any owner. Because gearbox swarf could also block this capillary, KTM have retained the 'microfilter' otherwise known as the 'toilet roll' due would you believe, to its uncanny resemblance to a scaled-down Andrex. This is run in conjunction with a second more conventional oil filter to handle the vital oil cleaning chores.

Despite aiming to keep weight down to an

New bike uses a near-standard 250EXC chassis



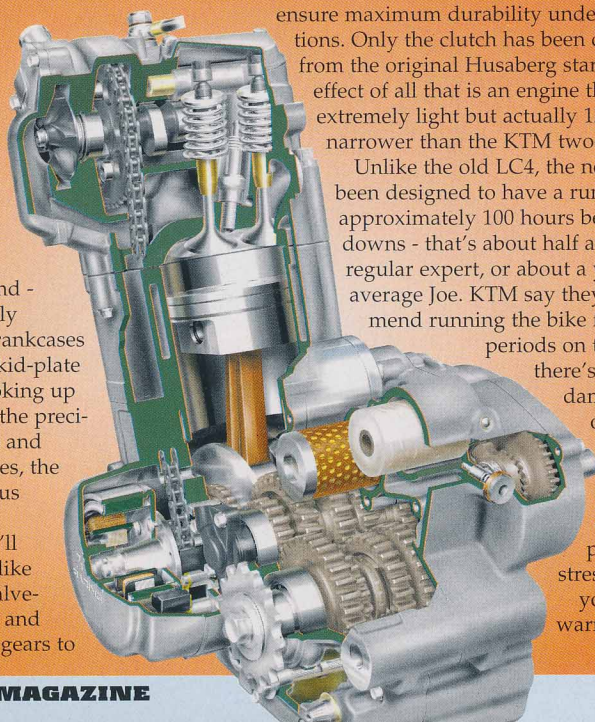
Top view shows just how narrow the KTM thumper is, 12mm narrower than the two-stroke models!



## Racing Engine

Everything about the latest KTM four-stroke engine is new and has been specially designed with one purpose in mind - racing. From the carefully shaped smooth lower crankcases (designed to act like a skid-plate and stop the engine hooking up on uneven surfaces), to the precision-forged rocker arms and nitration-hardened valves, the KTM's mill shows serious attention to detail.

Delve inside and you'll find neat componentry like progressively wound valve-springs, a forged piston and cold-sunk transmission gears to



absolute minimum, the factory felt the benefits of a counterbalancer would help endow the enduro engine with better drive and smoother running. And it seems to do a pretty good job, especially compared with their old engines that vibrated so much they could've been listed in the Ann Summers catalogue. They're not vibe-free of course - they wouldn't be KTM's if they were - but in this application they feel pretty smooth by Austrian standards.

Likewise the KTM factory elected to fit an electric starter as standard equipment on both 400 and 520 enduro bikes, along with a new right-side kick-starter - how long before all the major factories fall



into line on this one we ask ourselves?

The end result, though not exactly revolutionary, is a slim and light motor with six gears, an electric start and an anorexic 32kg weight - and that includes the battery! The MX engine is a full four kilos lighter due to two less gears and kickstart only.

This whole unit is then squeezed in the 250 two-stroke EXC chassis with just minor mods to accommodate the taller donk. The resulting all-up weight is an impressive 115kg (claimed) - 107kg for the MX-er - which is seriously light by current four-stroke standards, let alone ones equipped with a battery. We can't actually confirm this claimed weight until we get a fuelled-up bike on the astronomically calibrated TBM scales, but our experience with KTMs in the past is that their claims have been right on the button.

### Let's Ride

Irrespective of the specification, what really matters is how the bike feels on the dirt, so when my nerves had recovered sufficiently from Kurt's rally driving I was first in line to try one of the 400 models around the seven mile enduro course that had been laid out for us on the Italian hillside. Unfortunately



**KTMs new thumper is seriously light. Lighter than the WR400, lighter even than the featherweight Husaberg 400, neither of which come with the KTM's electric starter.**

when I pressed the little button with my right thumb.... there was silence. These bikes were all part of a pre-production run specially assembled for this launch and mine was missing a battery. Easily rectified it then burred into life and idled nicely first push of the starter. Ohhh I was going to enjoy that little button.

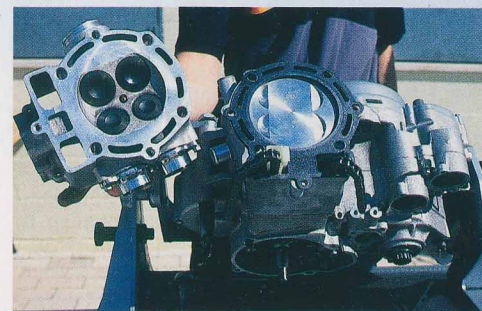
Barely over the joy of the electric boot, within the first hundred metres the second revelation almost had me whooping out loud. Here I was, finally riding a four-stroke that felt light. Read that again because it's very important... a

four-stroke that felt light! One could almost be riding any standard 250 two stroke enduro bike! Wow.

The launch was taking place in the Tuscan hills of San Sevriano, host in the past to World Enduro rounds and the odd World MX round too. It was the ideal location (if there is such a thing) to unleash a pack of reckless hacks with the pride of the Austrian factory in their irresponsible hands. The enduro course was an absolutely fantastic mix of hilly, fast, technical, rocky tracks with glorious views over a different world full of 300-year-old stone farmhouses and villages perched precariously in the hills. It was the sort of course that would bring a big smile to your face even if you were riding a step-thru moped, let alone the flagship model of a new KTM four-stroke range.

As I circulated trying to get familiar with the course and the feel of the bikes, the 400 engine seemed initially a little tight. It hinted at great things but was reluctant to show its full potential, the jetting was a little lumpy right off the bottom holding things back a bit, but then it would easily progress to a strong mid and upper rev burst. Unusually for a thumper, you could be quite aggressive with the throttle from low revs without that characteristic four-stroke hiccup and die scenario. About the only downside to that is that there is less engine braking available when the power is off. In fairness the 400 I rode the following day felt much freer-revving and I suspect that these motors will definitely benefit from a few good hours on the bore. Nevertheless the 400 had a very responsive, extremely rideable lump and that sixth gear delivered warp factor ten.

If the 400 in sixth felt fast, the 520 was absolutely



ballistic. I found a track where I could wind the 520 on a bit, and through watering eyes I could just about see the little digital speedo registering nearly 80mph - then I shifted into top! I would guess 100mph to be no problem for the bored and stroked member of the family which uses a 6mm bigger slug and 8mm longer stroke than the smaller 400 to realise its extra cubes.

A few of the other hacks thought the 400 easier to ride than the 520, arguing that the larger bike had intimidating amounts of acceleration on tap. But after swapping between the two a number of times I'd have to disagree. Indeed I'd say the opposite is almost true. You see the jetting on the 520 was spot on, the bike carbureted without a hiccup from zero revs right up to full song. The delivery was smooth, strong and predictable, so even in the tight going, unless you rode like a ham-fisted clot, it was actually a bit easier than the 400 which required fractionally more input and attention. Whether I'd

## KTM 400EXC/520EXC Racing

Price:	£5095/£5395
Availability:	Nov/Dec
Engine:	Liquid-cooled, sohc, four-valve with kick & e/start
Displacement:	398cc/510cc
Bore & stroke:	89x64mm/95x72mm
Comp ratio:	11:1
Carburettor:	Keihin MX FCR39
Transmission:	6-speed
Final drive :	14:50
Frame:	Cro-Moly semi-double cradle with alloy sub-frame
Steering angle:	27mm
F suspension:	43mm USD WP, 295mm travel
R suspension:	WP PDS monoshock, 320mm travel
F brake:	Brembo 2-piston caliper, 260mm disc
R brake:	Brembo caliper, 220mm disc
Trail:	113mm
Wheelbase:	1481mm +/- 10mm
Ground clearance:	380mm
Seat height:	925mm
Fuel capacity:	9L
Dry weight:	115kg

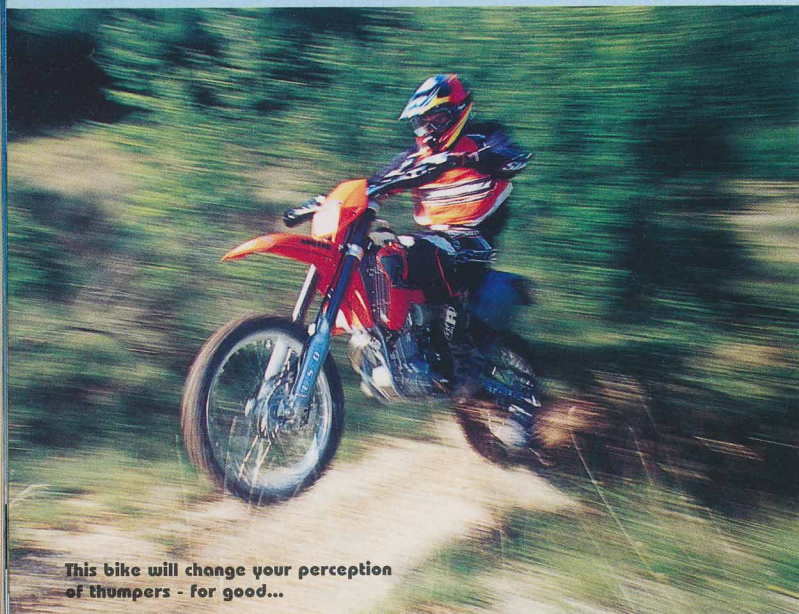
say the same thing if I were slithering over roots in a muddy Welsh forest, remains to be seen, however I'd be very surprised if the 520 proved intimidating even to the average clubman rider, such is its weight, handling and power delivery.

### Nice Sussies

With the 400 and 520 EXCs KTM have broken the mould in more areas than just the engine. Unusually they've also produced a tolerably soft seated motor-

And boy is it fast...





**This bike will change your perception of thumpers - for good...**

cycle with supple suspension and above average brakes. In the past KTM forks have ranged from stiffly sprung to downright severe, but the brand new 43mm WP upside down units on these bikes were a revelation. My only criticism would be that when they bottomed, they did so quite harshly - so a few twists of the clickers might be in order depending upon your weight and riding style.

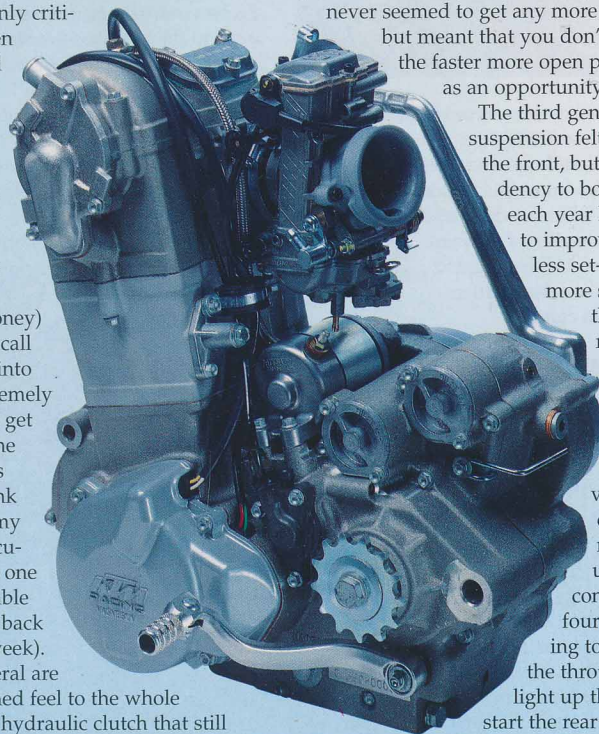
Also unlike some KTMs of old, the seat height won't give you a nosebleed, though at 925mm (36.4" in old money) it's still not what you'd call low. The seat is flattish into the petrol tank and extremely narrow allowing you to get well forward towards the headstock. Nevertheless something about the tank still managed to make my eyes water after a particularly hard landing from one jump (KTM should be able to have their petrol cap back after the surgery next week). The ergonomics in general are good with a very polished feel to the whole package, from the light hydraulic clutch that still

maintains a decent amount of feel, to the brace-less tapered Magura bars. KTM's trademark multi-function electronic speedo is there too. Nice.

The combination of this compliant suspension and the 30mm shorter wheelbase (compared to the old thumpers) meant that cornering on the new generation four-strokes was 100% easier than on the old bikes which we've always found favoured stability over agility. This bike will rail flat corners very capably and even flick from left to right like a good stroker. Indeed with its strong brakes and excel-

lent cornering manners it felt unlike most four-strokes I've ever ridden! The trade off was a slight tendency to misbehave at high speed by exhibiting just a bit of headshake to keep you concentrating. It never seemed to get any more serious than that, but meant that you don't really get to treat the faster more open parts of the course as an opportunity to rest.

The third generation PDS rear suspension felt well matched to the front, but with less of a tendency to bottom out. With each year KTM are managing to improve their linkage-less set-up, to give a little more squat and drive on the way out of corners yet keep good damping and resistance to bottoming (that's what a rising rate linkage on a conventional design does). Good as it is, no suspension set-up could hope to contain all the new four-stroke's thundering torque, and cracking the throttle open hard will light up the rear tyre and start the rear end waltzing.



### Getting Wired

KTM are the first of the large-scale manufacturers to fit an electric starter to their four-stroke enduro bikes, even though sister company Husaberg has been fitting them for some time. The electric starter on the new KTM EXC is located directly behind the cylinder and engages on the primary gear side. Remarkably low in weight the whole EXC's starter weighs only 0.88kg compared to the 2kg of the equivalent Husaberg starter. That has enabled an extremely light 4Ah battery to be used which is positioned inside the air-box. Both bikes still come fitted with kickstart and both automatic and manual decompression, just to be sure...

Fortunately KTM have chosen to equip their new thumpers with a new design of brakes - complete with cookie-cutter shaped discs - so slowing things down again shouldn't be a problem. The idea is that these have certain self-cleaning properties which should help clear goop out of the calipers. Needless to say goop was pretty thin on the ground in sunny Tuscany though the combination of slightly redesigned brakes and new Toshiba pads meant that there was plenty of stopping power available once I'd wound up the front brake adjuster to get a little more feel. The rear anchor on the other hand was superb - with a well balanced feel to it achieved by the use of a slightly smaller piston diameter in the master cylinder.

### Top Dog?

But the big question on most people's lips will be how does the new KTM compare with the established class leader - the Yamaha WR4? Obviously without one on hand to judge it by, it's difficult to say with any accuracy, but based on first impressions you've got to say it looks pretty favourable for the Austrian marque. A drag race between the two 400s would be a lot closer than the KTM technicians would like to think, with maybe (just maybe) the Yamaha having the edge in terms of top end power. But then I'd say that in virtually every other area the KTM would win hands down. Obviously the 520cc version would blow the Yam away - just as you'd expect.

In the middleweight four-stroke shootout of issue 47 I questioned why someone would really want to race a thumper in enduros, when two-strokes are so much easier to handle? But with the advent of this new lightweight, easy to start four-banger, KTM have finally made the enduro thumper a realistic proposition - even for the average clubman rider.

I like the way it corners, the way it soaks up bumps, the way it brakes, the way it looks, I love the light feel and I just love that little button. If I was Yamaha or Honda right now, I'd be feeling a little sick...





# History of the world - Part 3: The Battle of Britain

**Picture the scene - a small band of men odds stacked against them, facing the might of Europe and dedicated to upholding the honour of Britain in the field of international conflict. No, this isn't the Second World War or the World Cup, I'm referring to the ISDT events of the early Seventies.**

**J**ust why did the British Trophy teams persist with the use of Triumph twin cylinder power for their bikes during this period? On the face of it this would seem to have been a form of sporting suicide. After all, the BSA-Triumph factory had pulled the plug on supporting the ISDT way back in 1967. Furthermore, the established rules at the time were firmly biased towards the use of smaller capacity machinery by unfavourably handicapping the larger classes. In addition, by 1970 it was no longer essential for Trophy teams to ride bikes from the same country of origin, thus throwing the choice of machinery wide open.

Perhaps the answer lies partly with the history of the British team achievements up to that point. It is true that Triumph were only one of many famous names campaigned successfully over the years,

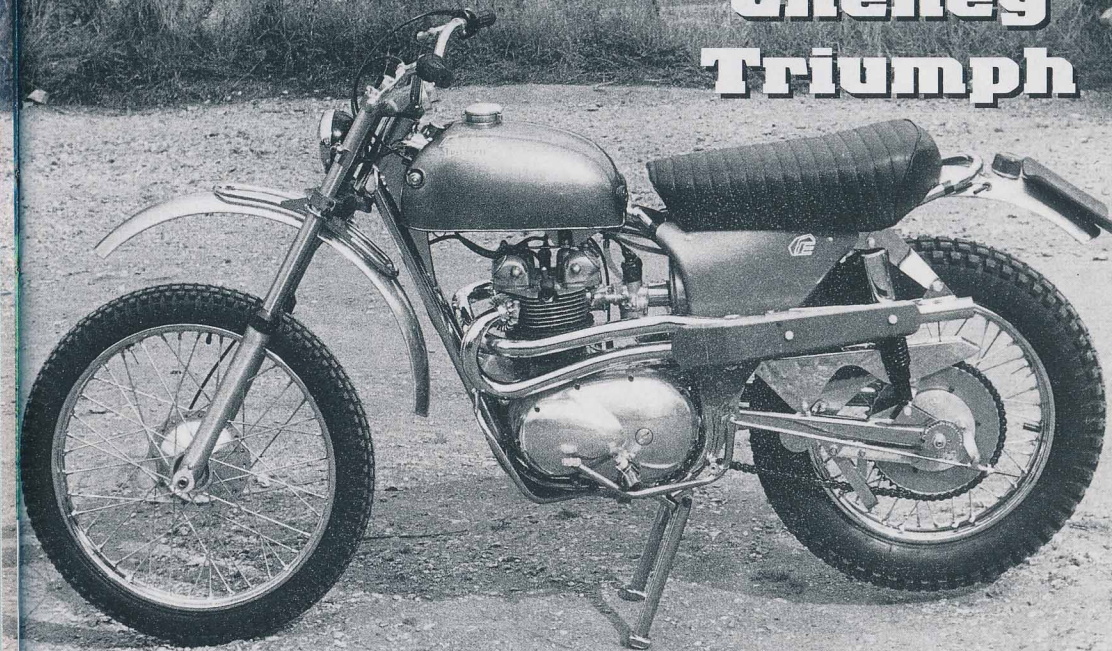
but by the Sixties Triumph's four-stroke twins had established a good record for performance and reliability in the ISDT.

Although it may seem hard to understand 30 years later, we need to keep in mind the fact that in 1970 patriotic feelings were still running high towards the British motorcycle industry which was, publicly at least, still a force to be reckoned with. Incidentally, the Germans were also affected by similar emotions of national pride, to the extent that they continued to compete in the large capacity class with their somewhat brutish shaft-driven flat-twin BMW. Given this climate of opinion, the decision to pursue the coveted Trophy using Triumphs, or at least Triumph power, was a logical one - even if it wasn't universally popular.

Britain's Trophy team manager from 1970 to 1975 was Ken Heanes who was an accomplished rider with a string of Gold

Pretty, isn't it?

## ISDT Cheney Triumph



and Silver medal performances in the ISDT, many of which were gained using Triumph hardware. As team manager, the loss of factory support was to place a difficult burden upon him, which included the harrowing task of raising funds from alternative sources such as sponsorship deals. Every cloud has a silver lining however, and the freedom from restrictive conditions that accompanied factory support meant that he was able to seize the opportunity to seek an alternative source for cycle parts to house the Triumph engine. This was significant, as the use of frames from both separate factions of the combined BSA-Triumph company had been the cause of some controversy within previous Trophy teams.

At this point, a certain Mr Eric Cheney was to enter the scene. Eric Cheney was and still is a clever and innovative engineer who has been building off-road

motorcycles for well over three decades. Often described as a frame builder, the title does not do justice to his products. Rather like the concept of the French HRD bikes, Eric Cheney builds complete machines (often supplied in kit form) around selected components using a minimalist approach much akin to that of the late Colin Chapman of Lotus fame.

Thus a number of Triumph twin engines were acquired and prepared by Ken Heanes for fitment into chassis kits built by Eric Cheney. The combined talents and experience of these two men was to create, if not the most competitive, then certainly one of the most charismatic motorcycles used in the whole history of the Six Days.

Edward Turner's original Speed Twin of 1938 was deliberately styled to be pleasing to the eye and unlike many pre-war designs this included careful attention to

The Cheney Triumphs were a lesson in minimalism



the shape and form of the power unit. A complete revamp in the late Fifties produced a more compact unit-construction (ie engine and gearbox combined), with even cleaner lines that retained the characteristic family resemblance.

There was no better way to display this than to literally frame the engine tightly with the gleaming nickel plate of the Cheney chassis. Polished aluminium was the choice of material for the bodywork, namely the fuel tank, side panels and mudguards, and the whole ensemble was trimmed with chrome-plated wheel rims, exhaust system and controls.

If all this shine sounds more suited to the chopper customs that were fast becoming fashionable at the time, then one glance at the compact, muscle-bound shape of the Cheney spoke differently. Barely more than a chink or two of daylight was displayed in its profile, revealing the lack of bulk that accompanied the 34bhp of the Triumph T100 engine (in standard tune).

This was a sturdy machine, but wherever possible strength was sought using clever design and quality materials to

avoid unnecessary weight through over-engineering. The high grade steel used for the frame tubing permitted wall thickness to be reduced to a scary-thin minimum, producing a frame that was both light and strong. The main cradle was utilised to house a surprisingly capacious reservoir of well-cooled oil for the dry sump engine, so avoiding the bulk of a separate oil tank. Small diameter oil passageway holes through the tube joints ensured that the integrity of the tube strength was barely compromised.

The suspension components were conventional telescopic forks up front matched to a twin shock swing-arm at the rear, with fork sliders, triple clamps and front wheel hub constructed of light aluminium alloy; all top quality items. Notably, the Dunlop wheel rims, were of steel, not alloy, presumably considered better able to cope with the rigours of supporting what was still about 300lb of motorcycle, despite the weight conscious build approach. Similarly, the steel rear hub was a tried and tested design of 20 years vintage which provided the fastest rear wheel removal and replacement avail-

able, a vital factor in achieving the required four minute inner tube change (from stop to go).

So what of the powerhouse? British vertical twins were very much in vogue from post war through to the late Sixties, until the introduction of the Japanese multis made them obsolete almost overnight. The early post-war designs were substantial enough to withstand repeated increases in capacity over the years, most beginning as 500cc and climbing, as in Norton's case, to a ground-shaking 850cc!

Triumph followed this trend, but had the foresight to design a new and much smaller unit-construction engine in 1957 for the introduction of the 350cc twin - called the 'Twenty One'. This new layout created the opportunity for a physically compact full half-litre twin cylinder four-stroke engine. It wasn't long before these attributes would be noted by the off-road fraternity and frame builders of the calibre of the Rickman brothers, Cheney and Rhind-Tutt of Wasp fame were quick to capitalise as the clumsier pre-unit (single and twin) designs became obsolete. Even with a simple pushrod valve operation the oversquare 69x65.5mm dimensions allowed the 360° twin to rev freely in a frenzied, almost oriental fashion. This eagerness to spin however, was certainly

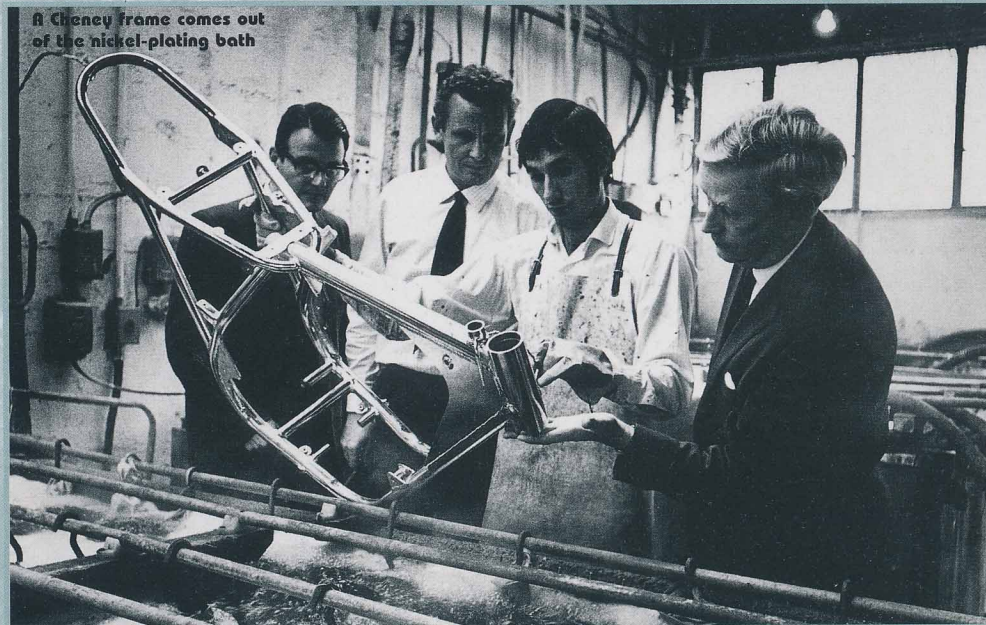
not provided at the expense of mid-range torque. The actual capacity of 490cc meant that, with minimal work, certain machines could be entered in the ISDT as 504cc, allowing riders to be fielded in two separate classes.

We all have our own expectations of what a well-prepared enduro bike should be like and with the reliability and design quality of modern machinery, any such improvements are pretty subtle. The attention to detail that went into improving the reliability and competitiveness of the Cheney however was a revelation. Sure, all the usual mods were present: duplication of cables and electrics, extensive waterproofing, engine protection etc, but how about wheel spacers anchored by wire, carb screws with tabs stuck on for work without tools, tyres paint-marked to wheelrims (to display any perceptible tyre creep), tappet settings and number of chain pitches painted in strategic places - I could go on. This was the manifestation of years of hard-won experience, elevating machine preparation into an art form.

#### Riding them

Okay so it's confession time - in case you hadn't already realised I have to nail my colours to the mast and admit that any comments I make about riding the Cheney

A Cheney frame comes out of the nickel-plating bath





the amount of heavy metal in motion, giving a nicely balanced and predictable feel on the smoother, faster surfaces. One significant source of annoyance is the location of the footrests, which are high but placed too far forward in that very Sixties English style. I find this becomes a deterrent to standing, but then riding position is a very personal thing.

So there we have it - a sweet engine, a neat chassis and a hypnotically soulful exhaust note. Like the Spitfire in the Battle of Britain, the Cheney Triumph was (and still is) a visual and audible treat. Unlike the Spitfire though, the Cheney was less successful in gaining overall victory for Britain, although excellent individual performances on these bikes earned gold medals for many members of the Trophy teams of 1970 through to 1972. Towards the end, several riders had opted for alternative mounts and the return of full factory support from BSA-Triumph in 1973 saw the Cheney replaced by heavily modified versions of Triumph's own Adventurer (also titled the Trophy Trail). The factory had an ulterior motive to this move, fuelled by their desire to promote sales of the Adventurer in the States (which also used the T100 engine), and because the 1973 ISDT was held in Massachusetts, USA.

They were nice enough bikes, but by then they'd become an even greater anachronism than their predecessor. One final note regarding the West German team of 1970 and the 750 BMWs they were riding - take it from me it was 1940 and 1966 all over again...!



**A decent Cheney Triumph still makes a good workhorse even today...**

Triumph are slightly less than objective. The problem is they make such a lovely noise. Two-strokes shriek, sixes wail, V-twins rumble and singles hammer, but none of them can match the velvety snarl of a barely-muted vertical twin. It's an intoxicating combination of torque and fast revs.

The riding experience is as unique as the exhaust note. Suspension and brakes hold no surprises, and my own impressions were gained with an ex-motocross version fitted with BSA-Triumph's own alloy forks and hubs (visually and dynamically equivalent to the Metal Profiles, Cerianis and Rickman hubs of the period). No, it is the power and handling that leave their mark - and of course that gorgeous exhaust note. The power is insufficient to intimidate and the motor seems almost to disappoint as the revs soar and the power doesn't, but it is the midrange that counts - and there always seems to be so much readily available. A mere whiff of throttle has the rear tyre scrabbling to hook up or spinning freely and the margin between the two (particularly in the wet), is a hair's breadth. Careful throttle control is paramount. Oh, and by the way, contrary to popular belief, the motor does not shake your teeth out.

For an old bike the Cheney responds well to a modern riding style, using speed and momentum to get through, but the bike's mass and restricted suspension give rise to some interesting 'moments' if your skill doesn't quite match your confidence! Steering is sharp but neutral and the low centre of gravity gives little sensation of

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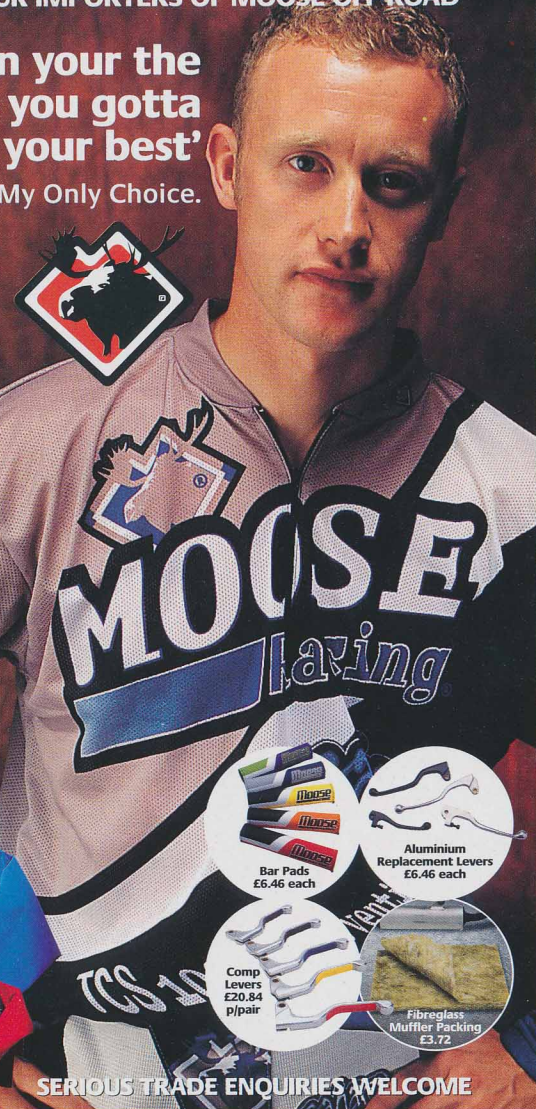


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# Tweels Rush In

**The black art of carburetion is a much misunderstood topic. In this - part one of a two part series on carburetion - John Rushworth explains how and why a carburettor works and what all the little screws, jets and fiddly bits do...**

**I** don't care how you spell it; Carburetion, Carburation or Caburization. It all means the same thing - use of an apparatus (the carburettor) to charge an internal combustion engine, where air is mixed with a volatile fuel in the desired proportions.

Today we've around 100 years of development in hand with current carb technology, which makes it a pretty refined component and tuning art. This has given us many differing carb types, subtleties and uses for differing applications. CV carbs (Constant Velocity) have a butterfly valve with a vacuum operated slide which moves up

and down in response to the change in vacuum as the engine revs rise and fall. A CV carb allows smoother pick up regardless of how the throttle is opened because the air slide can only open as quickly as the engine can manage, and generally produces lower levels of emissions.

Round-slide and flat-slide carbs on the other hand, operate the slide by a conventional cable. They tend to be simpler and smaller than a CV type and as a general rule are able to flow more air. They are more often used in performance applications and their smaller size suits fitment to dirt bikes.

Some bikes however such as the Yamaha XT range and the early 90s Gilera RC600 used a combination of both, ie one CV carb and one slide carb to fuel their singles. On the whole most dirt bikes

today use a single slide design (be it flat or round) and it's this type of carb we will concentrate on, although the basic principals are the same for all carbs.

The principle works like this:-

Imagine a river where the banks narrow quite abruptly and then widen again in the same manner. Now bore a hole in the riverbed down to the water table a few feet below. What happens is that as the water in the river is constricted (by the narrow banks), it slows down then accelerates again as the river widens out. In our carburettor's case replace water with incoming air and the same is basically true. The effect of slowing the water (or air) down and then accelerating it again is to create a pressure drop across this narrowed part (called a venturi). In our river example this has the effect of sucking up water through the bore hole from the water table below the riverbed. In the carburettor case it sucks up petrol from the

floatbowl situated below the body of the carb. As the petrol is sucked up due to the relatively higher pressure in the float bowl, it mixes with the incoming air, breaking it up into small droplets light enough to be carried along by the incoming air flow.

The end result is a charge of air and petrol mixture which is at a ratio of approximately 12:1 (12 parts of air to every one part of fuel).

The man that figured out the main principals of the operation of a venturi was

Bernoulli and it is to his name that the theory and principal workings of a carb can be attributed.

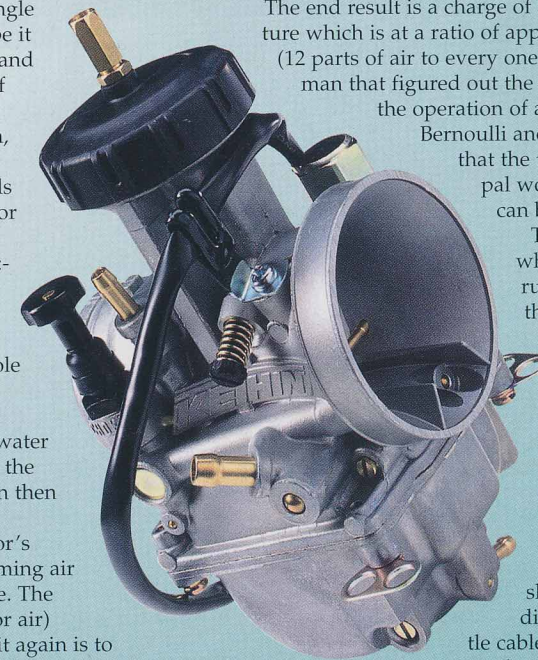
That's all fine when we are simply running on full throttle with no

means of metering our flow, but what happens when we want to vary things by opening and closing our throttle?

This is where the carburettor slide comes in. The carb slide is attached directly to the throttle

cable so that as you turn the throttle, the cable

raises the slide up allowing more air (and thus drawing more petrol mixture) into the engine. Throttling back lowers the slide giving the opposite effect.





# Fuels Rush In

Attached to the carb slide (pointing downwards) is a needle-shaped prong (conveniently enough, termed the needle), which is usually parallel at the top and then tapers to a point. This needle slips vertically in and out of a hole (the needle jet holder) in the bottom of the carb through which our petrol is drawn. The size of that hole governs how much fuel can be drawn up into the carb and is determined by a hollowed out removable brass plug - the main jet. A bigger main jet allows more fuel through - a smaller one, less. As the throttle slide is raised, so the needle lifts up and lets more fuel past its taper.

There are a number of other components to control the flow and dispersal of air and fuel. The needle control valve shuts off fuel to the float bowl reservoir and is closed by floats in the float bowl, once the fuel level in the bowl is at the c

orrect height. If the needle control valve was not there you'd simply have excess fuel pouring into your carburettor - particularly when stopped.

The other main control parts are the pilot screw (usually an air screw), pilot jet and throttle stop screw. The pilot screw and pilot jet controls fuel mixture at smaller throttle openings. The throttle stop screw fixes the position of the slide when the throttle is shut - this determines the engine's tickover.

Changing jets or other metering components is done to optimise fuel mixture and throttle response for differing operating conditions and throttle openings. Needles can be of different tapers for instance. Fine tuning of the needle position is done, usually by moving a clip on the needle to raise or lower the needle in the needle jet holder so richening (more fuel/less air) the mixture when the needle is higher and leaning (more air/less fuel) the mixture when lower. Other parts you may often hear referred to are the throttle valve cutaway and the main jet baffle. The cutaway is an angled machining on the base of the slide. The depth of this cutaway influences the pressure drop across the main jet. A small cutaway will give a richer mixture than a large one.

The main jet baffle is usually used on dirt bikes and prevents fuel being moved away from the

main jet under braking and acceleration whilst out on bumpy trails. Those then are the main components that meter jetting but often we need to adjust that fuel/air ratio metering, or the way in which a bike responds. Here is why.

The average trail or enduro bike comes jetted for average conditions for year round use because they need to be able to cope with a greater range of conditions than say racing an MX bike in one location. Altitude, temperature, leaded v unleaded, mud, wet, dry, snow, ice, long uphill etc - all affect how the bike runs. Manufacturers generally deliver bikes (to the UK) with them jetted for 68F and sea level, but what manufacturers don't say in their sales blurb is whether they have set your bike air/fuel ratio up for economy (on the lean side ie more air less fuel) or as is more often the case, on the rich side (ie more fuel less air).

Generally most but not all will set the bikes slightly rich which means less chance of seizures, particularly on two-strokes and when running in. It also tends to be better for real world performance. Setting on the lean side is more risky as a lean motor can overheat, burn plugs or pistons. Whereas too rich a mixture tends to produce lumpy erratic running and oiling up of the plug. A happy medium, slightly on the rich side works best. It also has the effect of improving the ease of starting - a richer bike starts easier than a lean one (after all that's what you're doing with a choke which effectively richens up the mixture).

When it comes to optimising jetting and assuming we've found what works at say sea level and 68F, we now need to decide on averages for our riding conditions. In my case (up in Scotland) I'd run based on an average temperature of 50F and 250ft altitude with my jetting on the rich side on the main jet (for full bore road work), and leanish at the bottom end/mid range to still give quick clean pick up once up in the hills at altitude. The higher up you go, if temperature is constant, the richer your mixture gets (less dense air so effectively more fuel), and with a higher temperature the same is true. Naturally the converse is also true. It's also a fact, unless you are some kind of nutter, that you won't be riding full throttle off road for long periods. So even if your main jet (the bit that does the wide open throttle

part) is a bit rich (larger) it's rarely used when trail riding. At least jetting on the rich side for the main jet, it'll still be safe with good power for those high speed road runs between dirty bits.

To help you understand what bit of the carb your engine is using at any one time here are a few pointers:-

★ Idle to 1/4 throttle:

The pilot jet gives maximum effect, although it continues to flow throughout the throttle range reducing to minimal effect at WOT (Wide Open Throttle). The top (usually a parallel diameter portion) of the needle goes from little to full effect.

★ Idle to nearly 1/2 throttle:

The pilot screw goes from max to minimal effect.

★ The needle clip step:

Gives minimal effect at 1/4 throttle, raising to maximum effect just before 1/2 and tailing off toward 3/4.

★ The needle jet taper or tapers:

Commence a minimum effect at 1/4 throttle, raising to maximum effect just before 1/2 and then tailing off at 7/8.

★ The main jet:

Has minimum effect until just after 1/2 throttle, crossing the tailing off point of the needle taper at 7/8 and then rising to maximum effect at WOT.

As you can see each metering part or component actually has a correlation with another so messing with one metering part can affect others. It's worth bearing this in mind before getting the tools out. (Note, many carb manufacturers will supply graphs to show exactly what areas are effected in terms of the effect each metering component will give, for any particular carb design).

Having realised then that your dirt bike carb has to compromise for your riding style and the various prevailing conditions, it's worth considering the incredible fact that a carb works at all. Not only does it allow mixture induction into the engine and meter very precisely the correct fuel and air ratio to the cylinder for any given set of conditions and rider demands, but it does it all many thousands of times a minute depending on engine type and revs - and it works - amazing.

Next Month: Carb set-up



# Five on a Shoestring

**Paul Blezard Took a Husky TE610E trailbike to Ireland for the first ever Clare Navigation Rally. As usual things all started to go horribly wrong almost from the beginning. This is the story of his long and action-packed thousand-mile weekend...**

I don't know why, but I never seem to start any adventure without a mad dash to get somewhere in less time than should be humanly possible. This one was no different. The original plan to pick up Husky-Sport's well used TE610E demo bike a couple of days beforehand was hijacked by a lack of suitable tyres and I ended up having to borrow a set of the standard fitment Metzeler Karoos from one of the brand new bikes in the showroom.

By the time both hoops were fitted and I'd bunged my oversize holdall onto the handy rear rack it was nearly midday and I knew I'd have to get a move on to arrive at the ferry terminal by 3.30pm (no, of course I hadn't booked!).

I couldn't face doing 150 miles of M4 motorway so gambled on taking the more direct route from Winchester via Andover, Devizes and Chippenham. The Husky was an absolute joy to fling down the twisty A-roads across Salisbury Plain and when I did finally hit the six lane highway I was much relieved to discover that the high speed wobble which had plagued the bike when we tested it last year, had now disappeared.

With one tooth less than standard on the rear sprocket the Husky was just loping along at 80-90mph and just 6,000rpm at the ton - it red-lines at eight! Just as well really, since it only comes with a two gallon tank and I needed the bike to be as economical as possible to cover any sort of distance between fill-ups. By the time I stopped at Bridgend services I'd already ridden through three rainstorms and been on reserve for 15 miles and still only done 84 miles from my last fill up in Devizes. Less than an hour later I had to fill up again on the A40

before taking the 20 mile shortcut to Fishguard down the swooping, narrow and twisting A413 'backroad' via Bethesda and Maenclochog. The Husky was in its element once again although the front tyre was squirming in protest under heavy downhill braking because, as I discovered the next day, it only had 17psi in it!

I breathed a huge sigh of relief as I rolled into Fishguard at 3.35pm just in time to see the Lynx hydrofoil come around Crincoed Point on its way into harbour - phew - made it! I was actually quite fortunate that the hydrofoil was running at all because the Irish Sea was very stormy and the journey across was enlivened by the sight and sound of a young lad 'woofing his cookies' from the top of the central staircase onto the floor in front of the cafeteria ten feet below - charming! The Lynx was about half an hour late arriving in Rosslare but was still well worth the extra fifteen quid each way compared to the boat (£45 vs £30) because it's twice as fast and besides, I simply could not have got to Fishguard or Pembroke in time to catch the tub.

I took advantage of the enforced stop on the boat to gaffer tape an old motocross number plate to the front of the Husky which made a noticeable difference to the windblast on my chest as I headed west across the Emerald Isle for County Clare. I overtook a whole fleet of slow-riding English sports bikes but then ran out of juice about a mile out of Carrick-on-Suir having forgotten to switch the fuel tap back to 'on' from reserve - there is a fuel warning light, but it comes on so early (less than 50 miles from full) that you tend to ignore it. By the time I'd pushed



the Husky half a mile back to the nearest petrol station my heels had been rubbed raw by my motocross boots and the slowcoaches had all caught me back up - more haste less speed and all that... The tank took 9.5 litres from bone dry, which is actually nearly half a litre more than the factory claims it holds!

It was dark by the time I got to Tipperary but the Husky's powerful little headlight was still good enough to allow 80mph cruising on the well-painted N24 to Limerick. I stopped for petrol again on the outskirts of the city and asked the girl at the till how far it was to Lisdoonvarna. 'About two and a half hours' she replied, which was a bit of a shock because I'd been counting on making it in one. The road was much more of a challenge after Ennis - narrow, twisting, bumpy wet and paint-less, so I had to slow down considerably, but the Husky still inspired confidence and I made it to the legendary matchmaking spa town in just 55 minutes.

I walked into the restaurant of the well-appointed King Thomond Hotel at ten to ten, too late for dinner but just in time for the start of the briefing by organiser Phil Gunn. It felt damn good to be there among all the familiar, friendly faces after ten hours of haring across two countries and a stormy sea.

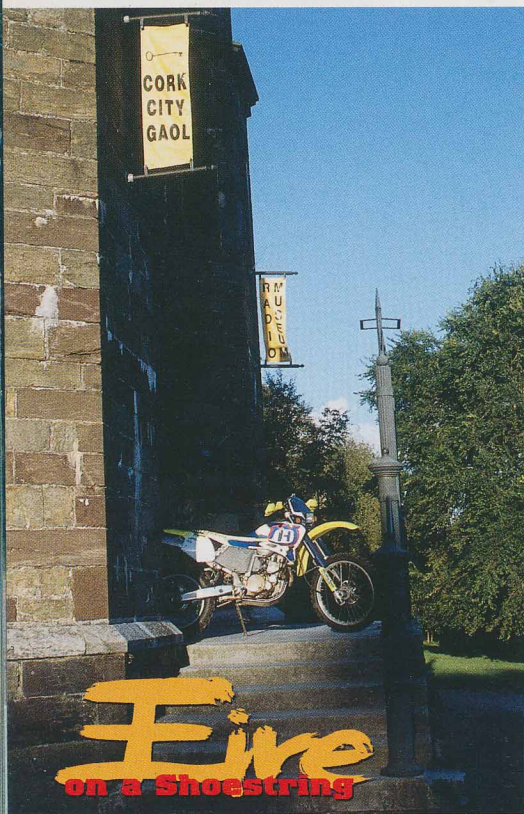
## Hi-Tech Hi-Jinx

Since last Easter's Rally of Discovery Phil Gunn has refined the technical side of his events even more, so that they are now more advanced. For those not familiar with this kind of event, the idea is simply to find your way to as many checkpoints as possible in the time available and to prove you've been there by finding the answer to a question asked about the location.

This year Phil did his checkpoint reconnoitring with a digital camera from which the pictures were

**One of the many checkpoints was at this old abandoned Beetle, where rallyists had to record the odometer reading**





The reason for using Track-Log in this kind of event is simply to stop two people cheating by swapping the answers to clues and only going to half the checks each. The only way you can fiddle the new system is by giving your GPS to another rider, which may save you a long walk up some tricky terrain if you or your bike aren't capable of getting any nearer, but it means you can't score points at another check at the same time.

### Day One - Saturday

A relaxed 10am start gave those who had been sampling the delights of Lisdoonvarna's extraordinary night-life a chance to recover before setting out in search of the day's 22 checkpoints.

After five years of struggling mostly solo to navigate myself around Phil's events while simultaneously taking photos along the way, I decided to join forces with a couple of the Irish lads. This gave me half a chance of competing on equal terms with those who could simply rush around without trying to record the event for posterity at the same time. Liam Sheehan won the very first Rally of Discovery back in 1994 on the battle-scarred Honda Transalp that I'd sold him a few months earlier. Incredibly, it's still alive and well and living in County Kerry.

For this event however Liam was riding a knobly-shod Honda CRM250AR and his mate Niall had a WR400 wearing MT21s and surprising as it may seem, we turned out to be pretty well matched in both riding ability and machinery. As a soft rain drizzled down we were straight into off-road mode within minutes of leaving Lisdoonvarna as we took an untarmaced track to our chosen first check. (You can choose any route and order you like).

A couple of minutes later the Metzeler Karoos got an even steamer test when Liam led us straight into a bog but both the Husky and its stock tyres passed with flying colours. It was absolutely hissing down when we got to a check by a TV aerial where the clue we were meant to be looking for had disappeared but we didn't waste any time looking for it thanks to the pre-view at the briefing and the knowledge that our GPSs had not only led us to the right location but would prove that we had been there at the end of the day.

We had our first view of the sea as we came down from the hills above the picturesque fishing village of Doolin and the track to the next check was the toughest so far. I was really impressed with the way the Husky just chugged up the precipitous, boggy going behind the much lighter CRM and WR. We were actually looking for the make of tyre on an old wheelbarrow but as we circled the spot where our GPSs told us it should be, there was no sign of even the barrow, let alone its tyre. Phil had warned us at the briefing not to attempt to go directly to the next check across open ground and a rocky stream,



so it was very satisfying to make it to the other side without even having to get off the bikes.

Buoyed by our success, we got a bit carried away after the next check or rather Liam did. For some reason he decided it would be fun to head straight over the top of the bog-covered peaty mountain instead of following the tracks around it, and like lambs to the slaughter, Niall and I followed. Again, I was astonished by the way the Husky coped with the boggy going, although I avoided following Niall into a 20 foot-wide peat-cutters' trench which he mistook for a 'track'. He buried his WR up to the seat and the bike took a lot of kicking to persuade it back to life once we'd hauled it out.

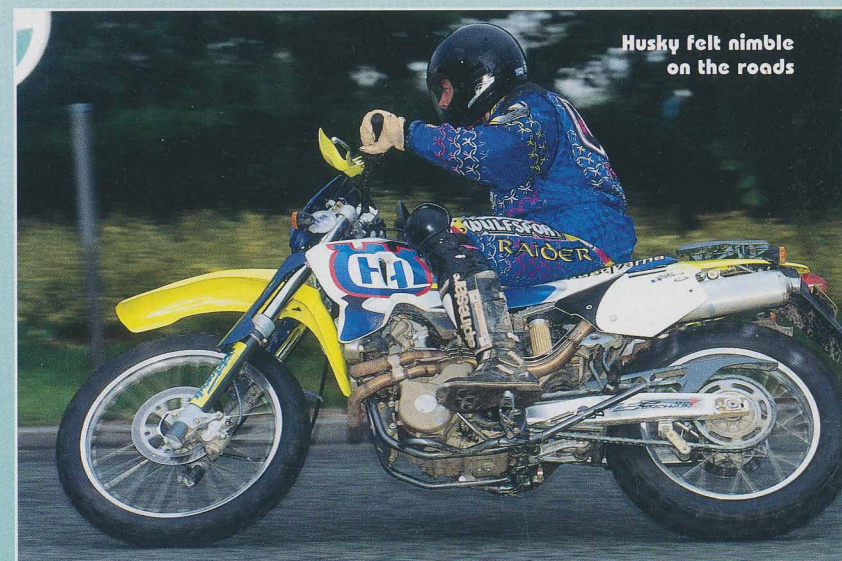
The laughs were on me though when I tried to follow Liam across a two-foot wide trench, succeeding only in getting the Husky's front wheel well and truly stuck. But that was the only situation in which I really felt hampered by the Husky's weight disadvantage compared to the other two and in contrast to the Yam, the Husky burst back in to life at the first touch of the button, even when it had been right over on its side when the stand dug into

the soft ground. Eventually, after riding around in circles for about an hour and nearly getting terminally stuck several times we finally found a way out of the boggy wilderness to a proper track but from being well on schedule we were now a long way behind.

There was a hint of deja-vu for me as we passed through a whole series of gates along the stone wall-lined Burren Way and I remembered how much more difficult it was the last time I'd passed this way in 1997, alone on a CCM350 with no stand and no electric start - every gate was a major obstacle which cost me a couple of minutes - what bliss to be able to park wherever you want and to re-start your bike at the touch of a button! (You do have to be careful with the Husky's sidestand though - it self-retracts a couple of inches as soon as you take the weight of the bike off it - just enough for the bike to fall over if you try to lean the bike back down on it again without pushing it firmly forwards).

There were great views across the barren landscape of the Burren as we descended a whole series of step-like rocks which can easily catch out the unwary, not to mention some stray barbed-wire which wrapped itself around Liam's rear wheel. After some more tarmac we actually had to ride straight past a couple of checks on a superb gravelly track strewn with deep puddles in order to get to the compulsory lunch rendez-vous on time. There was much amusement from our fellow competitors as we walked into the Carron pub soaking wet and plastered from head to foot in bog - everyone else looked pristine by comparison!

My soup-and-Guinness liquid lunch was interrupted by the news that the Husky was dripping



all downloaded into the master computer so that he was able to flash the relevant photograph up on a TV screen as he was talking about each check point at the briefing. This makes it a lot easier to recognise that you're at the right place and to find the answer to the clue when you get there.

Also, and for the first time ever, Garmin GPS equipment was compulsory for all participants. It took less than five seconds to download all twenty grid references into the Garmin XL12 that Phil was good enough to lend me (along with one of his own robust handlebar holders). The main reason for this was not only to make life easier for us, but to give the organisers confirmation of where we had - and had not - been. By using Garmin's Track-Log system, Phil was able to up-load all the information contained in each rider's GPS to his main computer at the end of each day. Not only did this tell him where we'd been all day but also when and even how fast we were travelling en route at any given moment - Hi tech or what? Mind you the potential for finding incriminating speeding evidence is frightening - much more comprehensive than the information available from the relatively crude 'spy in the cab' tachometers already fitted to every HGV.

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Si Melber, Editor TBM March 1999

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## A typical Irish green lane



petrol in the car park. More deja-vu - it did the same thing when we tested it last year and once again, turning the fuel tap to 'off' made no difference. With very few petrol stations in the area and a minuscule tank, I could ill afford to have the stuff going to waste.

After lunch we retraced our steps to take in the two checks we'd missed, spiralling up the same series of gravel-strewn hairpin bends that we'd slithered down on the limit of adhesion an hour or so before and the Husky impressed in both directions - stable and sure-footed coming down and full of poke on the way back up. And whereas last year it had shown a distinct dislike for water, this year it splashed through the deepest bogs and puddles without a single misfire.

Last year I visited the Carran perfumery and Father Ted's house out of interest, this year both were official checks along with a couple more along the famous Boithrin an Ghorta (Green Road) with a much tougher one in between with a steep, rocky climb half way up a mountain. As my fillings were rattled in my teeth by the rocky going I began to suspect that the Husky's suspension was a little on the hard side and this was confirmed when I swapped bikes with Liam for a while; the CRM was like a magic carpet ride after the Husky - lovely plush, compliant suspension and a beautifully bum-welcoming seat. The two stroke Honda felt just as quick, on acceleration at least, if not on top speed and was quieter as well. The Husky sounds quiet at tickover but the induction roar from the airbox is deafening on full throttle, especially with the non-standard cat-free silencers that had been fitted.

Since he was responsible for taking us around in circles earlier on, it seemed only right that Liam should be riding the Husky when it ran out of juice

near the picturesque remains of Lemeneagh castle. And while Niall pressed on alone in search of petrol, Liam miraculously produced a plastic bottle from the hedge like a rabbit from a conjurer's hat. We'd soon transferred enough two star from his CRM for the Husky to chug the five miles to the old-fashioned petrol station in Kilfenora, but it struck me as ironic that here was a two-stroke donating fuel to a thumper - instead of the other way round. As we sheltered briefly from the rain I watched in fascina-

tion as three guys struggled to fit a huge tractor tyre onto a wheel by hand, using a combination of their own weight, some huge levers and a sledgehammer. And to think I struggle to fit a new tube without pinching it!

A quick squirt to the spectacular Cascades waterfall in the centre of Ennistymon and a blast back up the R481 that I'd ridden in the dark the night before and we were back 'home' in Lisdoonvarna, having made it to every single check point in the time allowed, despite our unscheduled hop across the bogs and temporary fuel crisis. Phil Gunn expressed surprise at how many riders got to every check and I was amazed to discover that I was third placed overall, behind a couple of burly lads on DR350s - Phil's 1999 scoring system sensibly gives extra points for more weight in both bike and bod, hence my advantage over my riding companions (er... because the Husky's heavier!). The day's only major prang was by a lad with a Pegaso who came in with bent bars and his fairing held together with tape after an unfortunate argument with a stone wall.

Friendly Geordie Derek Nesbitt gave me a hand to soften the Husky's rear suspension which had been set up for superstar Chris Walton (who won the '98 Hafren Rally on the self-same bike). I wanted to soften up the 45mm forks as well but there didn't appear to be any quick way of doing so. Before filling up at the local petrol station I tried riding the Husky with the petrol tap turned to 'off' and was not surprised to find that the fuel continued to flow to the carb uninterrupted - just as it had last year - but at least it had stopped dripping out of the overflow when parked up.

## Day Two - Sunday

The only trouble with being based in Lisdoonvarna

for three nights was that some competitors found the night life so distracting that they struggled to make the start in time the next day... Suffice to say that there were some very blurry-eyes at breakfast and it was just as well that we had until 11am to get to the start of day two at Kinvara, up on the north coast of Clare, across the bay from Galway.

The N67 which threads across the Burren from Lisdoonvarna to Ballyvaughan is one of my favourite roads in the whole of Ireland and part of it is actually closed for a hill climb competition every year. It has everything a red-blooded motorcyclist could wish for - fast and slow bends, steep hills and descents, challenging bumps and a couple of flat-out straights - it reminded me of what riding the TT course must've felt like back in the 1930s. With my ear plugs back in place the Husky was miraculously transformed from the harsh, rattling and snarling beast of the day before into a much more civilised machine altogether. There was no doubt in my mind by now that it was the best handling bike I'd ever ridden in Ireland - the way it could be heeled into fast corners without shutting off, let alone braking, even in the wet, made it absolutely exhilarating to ride.

Phil Gunn had warned us that petrol would be even scarcer in North Clare than it was in the south so I invested in a petrol can and strapped it to the back of the bike but optimistically only put three litres in it, which was a mistake... Our Anglo-Irish band was joined by Richard Fair on an XR400 who has attempted the Dakar no less than three times, but has yet to finish.

The first off-road check was about two miles up a stony and rock-slabbled track on top of a mountain. On the way we encountered a herd of wild horses who leapt off the causeway of the track and onto the surrounding land with the most

## Husky's battery strap broke



amazing sure-footedness. As with a lot of the checks, the track was a dead end, so we always had to be ready for fellow-nutters coming the other way around every blind corner - we must have encountered at least a dozen on this one.

On the next check we saved ourselves a long walk up a forest road by squeezing past a locked gate post but then made a disastrous error by

missing a check altogether, which meant we had to retrace our steps for several miles, wasting a lot of precious time - and petrol on the way. To compound the problem we followed some other riders' tyre tracks up the wrong fork and ended up wedged in gorse bushes before we gave up and turned around. That was one instance where the GPS was actually more of a hindrance than a help, because it was indicating that the check was just 400 metres away, straight up the dead end. I was tempted to get off and walk, which would probably have been quicker because we wasted more time struggling up another dead end track before we finally found the right one.

In typical Phil Gunn style, the next three checks were at a washing machine, a van on its side and an old VW Beetle in the middle of nowhere, whose mileage we had to ascertain. Check Nine was the





pillion rest is fitted but it still beats the hell out of trying to bumpstart a big thumper - especially on soft ground.

A few miles up the road we stumbled across a petrol station at Killanina which appeared like a miraculous oasis in the desert to a thirsty legionnaire. My troubles weren't over yet though, not by a long chalk. I blundered into the nastiest, most deceptive-looking obstacle of the entire event - an innocent-looking mud-hole, only a few feet across, which seemed to grow tentacles and grab

toughest to get to, in riding terms, because it was at the top of an uphill bog, but the good old Husky just chugged across with its rear wheel spinning like a whirling dervish.

By now we were all pretty low on juice and I'd already used up most of the fuel I'd put in the can. It was another of the competitors poor Gill Myers, who came to our rescue after her seemingly indestructible XT350 came to a terminal halt with a seized engine after the chain came off and, unbeknown to her, broke a chunk out of the crankcase, losing all its oil. Even with Gill's generous donation of a couple of litres each we were still low on petrol and the Husky soon ran on to reserve and then conked out altogether about 100 metres from a check at a TV aerial in the middle of a forest. I poured the last precious drops of spare petrol into the tank but then realised that there was another problem altogether to contend with - the bike was completely electrically dead and my small collection of broken and mishapen tools didn't include the 8mm socket required to get at the battery behind the side panel - the Husky doesn't actually come with a tool kit, or indeed anywhere to put one.

Swapping to the spare fuses that are sensibly fitted alongside the working ones made no difference, so with a sinking heart I attempted a bump start back down the hill. Brmm brmm! she burst back into life. By this time my riding companions had disappeared, having convinced themselves that I'd taken a different route out of the forest, so I was pleased that Andy Deane had appeared on the scene with his electric start XR250. I brilliantly stalled the bike at the bottom of the hill, so had no choice but to give the kickstart a try - brmm brmm again! Phew, thank heavens for the Husky's 'belt and braces' starting options. The kickstart is awkward to use when the

my rear wheel. I only freed the bike with the help of both Andy and Anders, a bold Swede riding an Africa Twin. Anders told us there was no way out the far end of the forest, but I later discovered that Niall and the others had squeezed past another barrier, saving themselves a lot of time and miles.

The last two checks of the day could both have been done on road bikes, but I still had trouble finding them. At the main square in Gort, the GPS told me I was within 50 metres of my objective 'The Crane House'. I rode around the square asking people if they knew where it might be, but no-one did. Eventually I found it, right in the middle of the square, with 'The Crane House' written on the front and a bloody great crane outside.

My last but by no means least, cock-up of the day came when I tried to take a short cut down minor roads back to the finish at Kinvara. I confused myself by changing to a different, larger scale map and the GPs was no help because the co-ordinates for Kinvara weren't in it. I'd been riding around in circles for half an hour in the rain before I finally worked out where I was. The sun came out for one last time as I finally made it back to the seaside town at 7pm - exactly two hours late. It was almost worth it though to see the extraordinary spectacle of an Irish wake, with the whole place packed with people queuing up for hundreds of yards to pay their last respects to the deceased.

The ride back down the N67 to Lisdoonvarna was as enjoyable as the ride up except that by now I was feeling distinctly saddle sore. Back in the King Thomond Phil Gunn asked what on earth had happened to me since Niall had only been ten minutes late; if the Husky hadn't conked out and I'd stayed with him and the others I would have won the whole event! Hey ho, that's the way the cookie

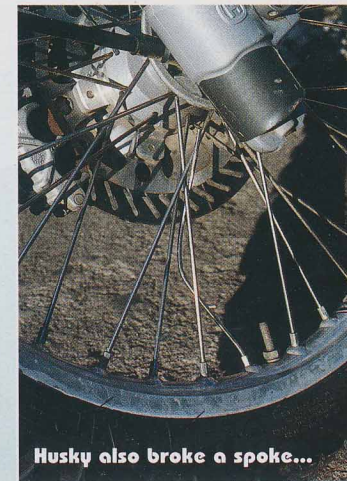
crumbles; there were plenty of mistakes entirely of my own making and at least the Husky was still running. In fact the electrics had mysteriously come back to life about an hour after they'd conked out so I was back to push-button starting. In the end the first Clare Navigation Rally was won by Seamus Sorohan on a WR400, who received an extremely original giant-sized Irish Old Penny to hang on his wall. But Phil Gunn's rallies really are much more about the taking part than the winning, as I'm sure all 50 participants would confirm.

After the official prizegiving in the hotel (there are a dozen different classes) and a slap up meal, the hardier souls continued on for the unofficial, but now traditional, merriment at the Hydro Hotel just up the road until the early hours of the morning. At least one rally-goer should have won a prize for perseverance in difficult circumstances, but got chucked out on his ear for indiscretion in the hotel restaurant instead, and the less said about that the better...

### Epilogue

On the way to Phil Gunn's the next day I had a brush with the Irish boys in blue when one of their number took exception to the manner in which I'd passed a line of traffic in a small town. He radioed ahead to a colleague who flagged me down and gave me what I can only describe as the most civilised ticking off it's ever been my pleasure to receive, ending with the cheery phrase, 'Good luck to yer'. Suitably chastened, I continued more discreetly on my way...

Back at Phil's workshop in Watergrasshill the cause of the Husky's electrical problems was immediately clear as soon as we removed the side panel. One of the battery straps had simply broken in two at the terminal, presumably as a result of vibration. What was extraordinary was that it had man-



aged to re-connect itself well enough to bring the electrics back to life just by wobbling back to a position where the broken-off end was touching the terminal. In any case, the problem was solved in two minutes by stripping back the wire and fitting a standard crimp-on loop to the end. While I was there I did my best to check the oil level, but the ridiculous positioning of the sight glass, hidden behind the kick-start, made this virtually impossible even with the aid of a torch. Why can't Husqvarna just fit a dip-stick like everybody else? In the end I added half a litre of oil on the grounds that the bike had been

so mercilessly thrashed that it was bound to have used some of its precious life-blood along the way and with less than two litres in the sump to start with it was probably better to have too much than too little...

After another enjoyable day spent in and around Cork city I headed back to Rosslare and was surprised when the left footrest folded under my weight as I climbed off the bike inside the ferry. Close inspection revealed that one of the mounting bolts had simply disappeared, presumably as a result of vibration again, but that problem was quickly solved at the tyre centre within sight of the Fishguard ferry terminal where an obliging apprentice furnished me with a replacement bolt, cut to





were back again, riding the bike, without helmet or numberplate, to his Easton shop. Big mistake. Nigel told them they weren't getting any money and they weren't getting the bike back either and stood his ground, with just himself, his sidekick and a pretty fierce alsatian - even when they came back, mob-handed with seven of their mates... So huge thanks to Nigel Meredith, and if you live in Bristol and need any chain lube or other accessories, drop by and give him some business, will ya? The bloke's a bleedin' hero!

By the next day the bike was safely back at Husky-

size on the spot - thanks mate!

I thought my troubles were over as I headed east back down the M4 but there was plenty more in store... The first came a mile past the Swansea services when I saw the sign saying 'Services 27 miles'. Sure enough, within five miles the Husky was on reserve again and with a maximum of 15 miles in normal use, I knew I was in trouble. I slowed from 90 to 60 and then slipped behind a truck which I slipstreamed for the best part of ten miles and just made into the services - running on fumes. I got the same 9.5 litres into the tank that I had when it had run out on me!

### Stop Thief!!!

I made really good time to Bristol, where I popped in to a friend's place for a cup of tea which lasted a bit longer than intended. Next thing his son was saying 'I can't see your bike out the front' and lo, it was gone.

To cut a long story short, some local toerags had broken the steering lock, pushed it to the nearby cycle path where they emptied all the non-valuable contents of my holdall, hot-wired the bike and rode off into the night. It was looking like a sad end to what had by now become a close travelling companion.

Fortunately another Bristol-based friend suggested next morning that I warn the local motocross shop, Meredith Motorcycles, about the bike in case the miscreants were foolish enough to offer it for sale. No sooner had I got back to London on the train, than Nigel Meredith was on the phone to say that some local youths had been in to see if he was interested in buying a big electric start Husky... Nigel encouraged them to bring the bike in so he could 'see what it was like' and an hour later they

Sport in Cheriton looking somewhat better than it had when we pulled it out of the bog in County Clare. The only apparent (extra) damage was one broken indicator lens, the forks twisted in the yokes by the force required to break the steering lock and the frame number half rubbed away and crudely painted over. Oh yeah, and the buggers had thrown away my MX number-plate windbreak and the mirror. Even after having the ignition hot-wired 'on' for the previous two days, it started at the first touch of the button. Amazing.

The broken front spoke and cracked panels were all my own work - it seems the '98 model plastics were rendered particularly brittle because of the fluorescent coating they were given (the mudguard snapped in half during our first test last year) but this treatment, I'm happy to say, has now been dropped.

While I was in the showroom I was able to admire the new LC610 model which would appear to answer my two main criticisms of the TE - it comes with a 17.5 litre tank as standard and a much plusher seat which is now fitted to the TE as well (not to mention a large top box). There's also a supermoto version available, so by mixing and matching different tyres and wheels you can have a bike for virtually every occasion. The only other problem with the Husky is the vibration at high speed, which still had my hands tingling two days later, but some different bars and grips would probably help there - it certainly wasn't as irritating as big the KTMs I've tried. So was I tempted to swap my XR600 and a large pile of cash for a Husky 610? You bet I was! The only problem was that Mike Carter at Husky-Sport wasn't very interested in taking the XR6 in part exchange - can't imagine why not!

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# Used & Abused!

Turning the spotlight on Honda's ubiquitous XR400R. Everything you need to know about buying secondhand...



Story: John Rushworth; Pics: Tom Isitt, Si Meijer

# Honda XR400R

It's hard to believe, but the Honda XR400R is now in its fifth year of production and has become one of the most popular dual sport dirt bikes ever sold in the UK. Sure, the Suzuki DR350 is slightly more numerous, but it's had nearly twice the time in production, and whereas other mid-weight bangers like the Yamaha WR, Husky TE and KTM SC may have more go, slicker looks and better handling, the XR4 comfortably outpaces them all at the dealers - and has come to be regarded as the definitive middleweight thumper of the late 90s.

But what exactly is it? Honda bill the bike as an enduro model, yet it's not really focused enough to claim that laurel, although it does have a fair level of performance. It's not a trail bike either (officially) - although it comes equipped with all the required road-going niceties necessary for street use, and virtually all are road registered.

If you must pigeonhole the XR4, it's as an all-rounder - a trail bike, a play bike and an enduro weapon, that can happily turn its hand to virtually any task, and deliver the goods. It's that versatility along with the legendary Honda build quality that give the XR its X-appeal and make it so universally popular.

## History

When the XR400RT first came to UK in early '96 it filled a gap, both in Honda's range and the UK dirt bike market, which up till then was awash with DR350s. It put Honda back in the serious (but fun) dirt bike world, and neatly plugged the hole in the

The XR4 destined to take us into the next millennium...



XR range between the diminutive 250R and the bruising 600R. Honda needed a decent middleweight thumper predominantly for the big US market, but a neat side-effect of introducing the all-new 400R, was to revitalise interest in the whole of the XR range.

Four years on and demand for the XR4 shows no sign of flagging, though with bikes like the DR400Z waiting in the wings, there's been plenty of speculation that Honda will update it - radically. The XR however has already proven itself a worldwide sales success and Honda will doubtless think long and hard before changing a proven winner.

## Specification

For those that don't already know, the XR400R uses an air-cooled, dry sumped, kickstart only, chain-driven sohc, radial-four-valve motor with a five-speed gearbox. There's a neat headstock oil-cooler, stainless steel header pipes, cartridge-type conventional forks with rising rate linkage rear suspension. A simple but strong oil-bearing, single double-cradle, box-section steel frame (with removable steel rear subframe) and good quality plastics - as well as a harsh (and tallish) seat, and a 9.5L plastic tank. There's a quickly accessible airbox (accessed via a hinging side-panel), a full complement of lights but no indicators - alloy rims and disc brakes completing the package.

## Model Changes

By and large the XR400R has remained virtually unchanged throughout its production. The earliest bike (the '96 RT-model) was a combination of red, white and purple, but all subsequent bikes have been a combination of red, white and black, with just the decals and seat covers changing - up until



'96



'97



'98



'99



the red, year-2000 model was introduced a couple of months ago.

The most significant change Honda has made, was to do with the carburetion. Early models had a reputation for carbureting badly, but in fact some of the early carb woes were as much down to mis-communication between Honda, their dealers and customers as any inherent problems. The bikes are (as far as we know) meant to be delivered with the quiet exhaust baffle out, and the removable plastic airbox snorkel handed to you in a plastic bag.

Having said that many UK bikes came with the airbox snorkel in place. The snorkel (a noise suppresser) restricts performance but if you remove it (and leave the exhaust baffle out as well), the bike is much too loud for trail use. So what happens? Most owners go and pop in a noise compromise exhaust tip (like the Vortip or Thumper) and naturally leave out the airbox snorkel. Not unremarkably they then discover their carburetion is not quite right. There was a Honda bulletin to tell you what jets to fit if you decide to use both the quiet exhaust baffle and the air box suppresser - so check with your dealer.

This problem was particularly bad on '96 and '97 models although it could be sorted with a little work (see TBM25), and most bikes of this age will have the jetting right by now. From '98 onwards, things were much better (though not perfect). The '98 carb is a PDK 1FA whereas the earlier models were PDK 1AA; the differences being down to a pilot jet, pilot screw, slide, needle and jet needle holder. The carb from '98 to date is now basically correct providing your dealer knows how it's meant to be delivered in the first place.

One word of warning; this only applies to genuine UK spec models. Some Euro models and particularly the Aussie and US ones have quite differing carb/air box specs, plus other nuances such as differing generator, and gearing - which would take up far too much space to detail here. For example, the 1998 US model, had three differing carb variants depend-

ing on the state they were meant for!

Other bits that Honda have improved over the years include:- On the '97 model, they added a few 'O' rings in the front forks, stiffer clutch springs and a 50-thou machining mod on the clutch lifter. This was because a number of owners (including our illustrious editor, ahem) burnt out their clutches. Apart from that the '96 and '97 models were the same. 1998 saw a few more updates though. The kickstart was 3mm meatier on the knuckle, with the retaining screw moved to the adjacent side. This was to stop kickstart breakages of which a few occurred on earlier bikes. The right side footpeg was also changed to accommodate the new kickstart but '98 leg levers will fit '96 and '97 bikes if yours has broken.

The '98 forks had differing compression and rebound stacks plus longer slider bushings and the fork spring rate went up from 0.38kg to 0.40kg - all minor improvements. The rear shock had its compression and rebound curves altered, while a small plastic tang appeared on the '98 airbox to stop the filter spring coming adrift - an easy mod to make with a small zip-tie. The ignition curve was also altered (retarded slightly) on the '98 bikes as well.

Comparing the model variants mentioned, then the supercession is no big deal as everything is easily sorted at relatively little expense, to get an earlier bike on a par with later models.

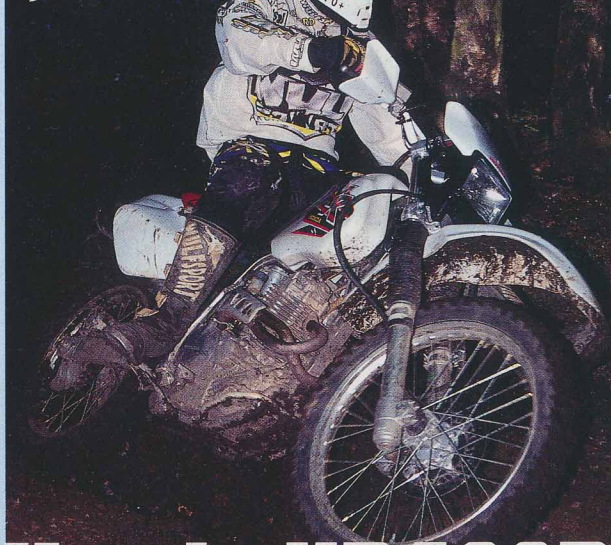
### Living with it.

The XR4 is a joy to own - once you accept its merits and limitations. No electric boot is probably its biggest bugbear, though in fairness, they start pretty well (hot or cold) and come equipped with both automatic and manual valve-lifters for easier hot starting. Simple air-cooling, bulletproof reliability and easy maintenance means that they're relatively straightforward to look after - even by a dirt biking novice. Change the oil regularly, keep the filters clean, and lube and adjust the parts that need it, and you won't go far wrong.

When it comes to riding

Used & Abused

Many secondhand XR4s will have been raced...



Honda XR400R

the bike, its short wheelbase makes for a pretty agile machine - particularly in nadgery going. Get it well wound up in the open though and you may well wish for better high speed handling, improved braking, and more serious suspension, but you have to remember this is a fun bike not an out-and-out no-compromise racer and herein lies the key to the joys of XR4 ownership.

It doesn't matter what you do with one - there's no other dirt bike on the market with such a vast range of possibilities and uses due to the huge

### My Ones - John Rushworth

I've owned both '96 and '97 models and worked on and ridden '98 and '99 models; completing over the years, some 30,000 miles without one trail-stopping mechanical failure! If that isn't testament to this bike's strength, I don't know what is. And I thrashed the pants off them. Not to mention having shopped, commuted, standing quartered, pillioned to the GP at Assen, trailed, enduroed, wheelied, tarmac scratched, donuted, MX'ed and Supemoto-d them. Riding in all weathers and conditions from Siberian cold at 8,000ft in the High Atlas in Morocco, to 110 degree heat in the desert.

Would I own another..? You betcha, but ideally I'd want one with more performance, better suspension and a leccy boot. As a simple, reliable and robust secondhand buy I'd have to say the ubiquitous XR4 is very hard to beat.

choice of aftermarket goodies available. Power up kits, enduro tank/seat units, MX type suspension etc ad infinitum - How big is your bank balance? If you need retail therapy then the XR4 is the bike to have.

### What to look out for

The XR4 scores top marks for reliability, simplicity and ease of maintenance, and ten out of ten for sheer 'throw it down the hill - pick it up and ride off ability' - handlebars and rear subframe excepted.

On the downside we've heard of the very occasional breakage of second gear (mostly in bikes that have ended up MX racing), and obviously clutch weakness can still be an occasional problem - easily rectified with stiffer springs.

Apart from the supersession changes in model variants (and a small batch of '97 models which had soft tappets - rectified under warranty), there is very little you need to be aware of. Don't simply rely on the tank graphics or colours to distinguish between the models (lots of owners swap plastics) - always check the ownership document - or frame numbers if the bike isn't registered. Subframes can get bent and they do also break. Whipping the seat off and looking for welds and/or cracks will answer that. Look for exhaust damage too, particularly if there is evidence of subframe bending.

The regulator/rectifier mounted on the top right fork yoke can also break and get damaged as can the clock mounts - which are expensive to replace - look to see if they've been glued. Sidestands can get bent and they can scrape or damage the swingarm. Make sure the motor doesn't smoke and that the oil has been changed regularly. Honda wheels and rims are not renowned for robustness so check spoke tension and wheel true-ness. Apart from that and looking out for obvious signs of wear and tear, good maintenance and sussing out the previous owner, there is little to be concerned about.

### Buying One

Since the new price has settled down to around about £4000 (the first bikes were £4850 on the road), XR4s have not suffered from high levels of depreciation, and generally the price range will fall between £2000-3000. As with all secondhand bikes, mileage

doesn't matter so much as age and condition. Assuming then that you are staring at a registered, taxed, UK model which looks nice and clean and has been regularly serviced (not at Chez Blez) - then this is what we reckon you should be paying for your XR4

Year	Model	High	Low
1996	XR400RT	£2300	£1950
1997	XR400RV	£2500	£2100
1998	XR400RW	£2900	£2500
1999	XR400RX	£3300	£2950

Obviously buying from a dealer tends to cost slightly more, but it will probably be serviced and offered with some kind of warranty.

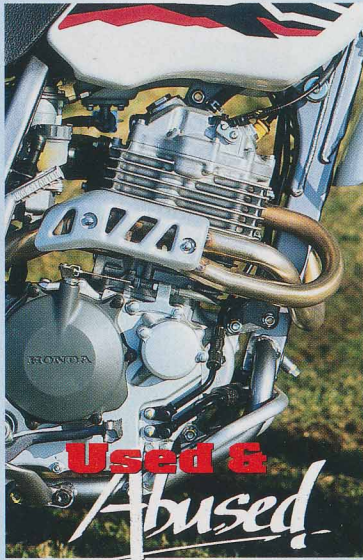
### Conclusion

The XR400R is one of those bikes that can be heartily recommended as a sound second-hand buy for any rider from novice to expert standard - always providing you're taller than (about) 5'6", though aftermarket lowering links are available. They're easy to live with, easy to ride and providing they're reasonably well maintained, tirelessly reliable. There are enough out there to provide a choice and as always, our advice is to walk away from anything that looks too cheap or scruffy. Go for the best one you can afford and enjoy...

### More Info

We've tested the XR400R a number of times - back issues still

available are TBM25 (XR4 carburetion tips), TBM33 ('98 XR400RW v KLX300R), and TBM47 ('99 XR400RX in a 400 shootout). There's plenty of good advertisers in TBM for XR400s and aftermarket goodies: Paul Branson, Taylor Racing and Allens to name but a few. For more exotica then the net is a good place to start. Either join my XR4 list - details at <http://john.rushworth.com> or try Baja Designs at <http://www.bajadesigns.com> in San Diego for trick stuff. To contact owners the XR400 Webring is a neat way to keep up with real world ownership. Use <http://www.altavista.com> and type in: XR400 or XR400+webring or XR+webring into the search engine. Don't forget the plus sign which links and refines your search. Websites change fast these days so search engines and Usenet Newsgroups are a good way to keep current. For news groups either do a search at <http://www.dejanews.com> or go directly to Usenet and join [rec.motorcycles.dirt](mailto:rec.motorcycles.dirt) or [uk.rec.motorcycles.trailriding](mailto:uk.rec.motorcycles.trailriding).



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# STAFF BIKES Update



Si Melber  
CRM250CR

Midnight  
Maintenance...

It was a typical boys night out. I was stopping over at Crasher's gaff for the evening and after a few beers followed by a swift visit to the chippie, we both figured it was high time for a spot of maintenance on the Honda CRM250CR. No matter that it was virtually midnight and we could barely focus properly let alone fix something mechanical. We snuck out to the garage pausing only briefly to knock over the dustbins and wake up the neighbours' dog.

After a lot of 'shushing' each other with our fingers held to our lips, we found our way into the garage whereupon I stepped in Dave's oil tray and sent a small black tidal wave surging across the garage floor. Half covered in oil and still telling each other to 'shhhh' we set about removing anything which looked like it would come off the bike easily.

Earlier on in the pub, I'd mentioned to Dave that the bike had developed the occasional stutter which I took to be a blocked jet, so he decided we should remove the carb. He undid the jubilee clamps securing the carb to the reed block as well as the one to the rubber airbox boot, but the carb wasn't budging. In desperation he gave it an almighty tug, at which point it sort of 'plopped' out from the bike and sent him tumbling backwards, knocking the socket set off his workbench and scattering its contents into the used oil.

We were giggling so hard that we hardly

noticed the splintered plastic which was lying on the garage floor and had accompanied the carb's reluctant exit from the bike... but I noticed it the next morning alright.

In fact I awoke the next day to find a sort of half stripped down bike all smeared with oil, surrounded by bits of broken plastic and with the carb just sort of hanging by its throttle cable - uh oh! The broken plastic turned out to be a spacer ring which had allowed a slightly smaller than standard 35mm carb to mate up to the CR's capacious airbox boot. The CRM-CR being a 'bitsa' there were a lot of non-standard (home fabricated) parts on it - and this had been one of them.

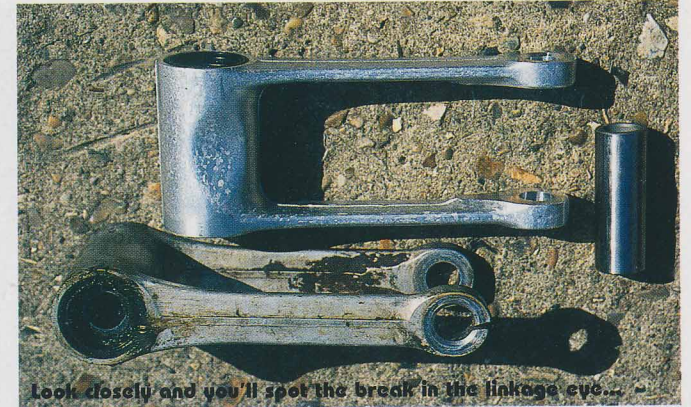
We repaired the carb/airbox joint with some silicone bathroom sealant (thanks B&Q), and then the bike was prepped for the Epynt Enduro in Wales. I fitted a new set of Bridgestone MX hoops (M59 front & M70 rear) which turned out to be an excellent choice, and (after my disaster of puncturing on the tight check at the Welsh this year), I splashed out on a pair of mouses from bike dealers In Chains. Steve Colville at In Chains spent a good half hour with me finding a set of mouses which would feel like the equivalent of 10-12psi (as they come in different grades) and then Clive and I fitted them using regular tyre levers and a mousse clip.

The Epynt itself was probably the most enjoyable British enduro I've ever ridden. Two hun-

dred and forty five other riders followed suit and entered this 'clubmen classic' which takes place on the military ranges near Llandovery. A superb 62 mile lap (ridden twice) took riders across fantastic open-hill terrain with dozens of ditches to cross, streams to negotiate and bogs to traverse. Add in the fact that the military terrain is only opened up to non-military riders very occasionally and is mostly virgin going, along with a superbly chosen (and well marked) course, a friendly atmosphere and a brilliant natural cross country test, and you'll begin to see why I enjoyed it so much.

The great thing about the Epynt is that it's one of those courses where something's going on all the time. The bike is never horizontal, you're either going up or down, over around or through some sort of hazard, and you're up on the pegs virtually the whole way round - which gets pretty knackered after 120 miles.

The CRM-CR was in its element - blasting through bogs and making light work of all the ditches and stream crossings - in fact everything was going swimmingly until the beginning of the second lap. As I pulled out of the paddock for the start of lap two, the bike began to misfire and wouldn't rev out. Worse than that it kept cutting out and wouldn't respond to the throttle. I changed the plug but that didn't sort it and I began to suspect another blocked jet. Most of the going at the Epynt is a sort of tussocky grassland and I guess a bit of grass or similar had got into the carb and blocked a jet - certainly that's what it felt like. I didn't want to pull the carb apart in the middle of a check so carried on to the second



Look closely and you'll spot the break in the linkage eye...

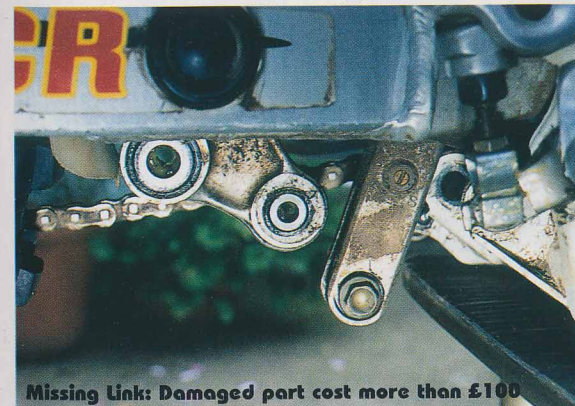
special test where the bike cut out once again. This time when I started it up it seemed to respond better to the throttle and then just sort of cleared itself and began to rev out again. I finished the test and enjoyed a memorable second lap, ending the event thoroughly knackered but pleased to have stayed on time despite the bike's problems - and believe it or not I even got a mention in the clubman results in TMX (wahey!).

Back home the next day I cleaned out the carb floatbowl but couldn't find any blockage in either of the jets - whatever it was that had caused the problems had disappeared. While I was working on the bike I decided to strip and lubricate the suspension linkage, and it was only once I'd got the thing apart that I realised the little wishbone which ties the linkage in to the bottom of the frame had broken. One of the eyelets through which the securing bolt passes had cracked and opened out. A quick call around MX breakers revealed this to be a fairly regular occurrence on CRs, so that secondhand spare parts were rarer than a TBM expense-account lunch. What a surprise...

Somehow I always knew this part was going to be expensive from Honda, but even I was shocked when a few days later the bill came through for over £120. That included the bearing, but the inner steel bush was an extra 20 notes - whoopee. I began fitting the new parts immediately, and greased up the other linkage bolts - all of which looked in pretty good nick.

Time was of the essence though because although there were still a few things which needed sorting on the bike, they would have to wait as I was due to set off (within the hour) for a weekend's trail riding in Wales.

To be continued next month...



Missing Link: Damaged part cost more than £100



**Paul Blezard**  
**Honda XR600R**  
*Shake, Rattle & Roll*

**A**fter months of inactivity (er, on the part of the bike - not me), the XR6 returned to the fold recently, with a bang, or rather, a thump as I took part in two competitions within a week. The first was a club motocross down in Wiltshire which Rally of Discovery organiser Phil Gunn had persuaded me to enter. I was actually supposed to be doing an enduro at the same place the evening before but true to form, only arrived after it had ended. The main reason for being there was actually to exchange my trusty but very rusty Fiat Ducato van for an old but much better condition Renault Trafic which Phil had kindly brought over from Ireland for me, via Portugal (it's a long story). Anyway, after a last nostalgic night in the Fiat I awoke to the pitter patter of rain dripping through the rusty roof and onto my sleeping bag!

Despite my misgivings, I signed on and paid the entry fee for three races as the rain continued to fall. When Phil arrived he started to have second thoughts about the wisdom of riding a motocross when he had a wife and kids to drive home to Ireland in the rustiest van this side of the Irish Sea but I persuaded him to sign on the dotted line with a pathetic whinge of 'but I only entered because you said you would!'

I hadn't taken part in a motocross race since 1990, and that was only the third time ever on a

somewhat more suitable KTM 250 stroker. So as we queued up for practice I resolved to take things very steady on the lush, green and very wet virgin grass. All went well for the first half lap until I came over the crest of a hill with a nasty opposite camber. The front wheel disappeared from underneath me quicker than you could say 'time for some new tyres', and I was on my ear. I picked the bike up, re-started it and immediately fell off again as this time the rear wheel spun out from under me. With the rest of the pack now long gone I continued even more gingerly on my way until I got to another opposite camber chicane, this time going downhill. Bang! I was on my butt on the grass again. Oh the humiliation of it! Two falls in my first lap! And still it wasn't over. After a truly pedestrian second lap, I got a little bolder on the third, only to comprehensively lose the front in the first chicane. Crash, bang wallop a total of three crashes in three laps - of practice!

As I rode back to the paddock with my tail between my legs, I did not see how I could compete without being a danger to both myself and my fellow riders, most of whom seemed to be circulating without any difficulty whatsoever. Phil offered some words of commiseration and pointed out that my dual purpose, two-year old and well-worn Michelin Baja tyres, were no



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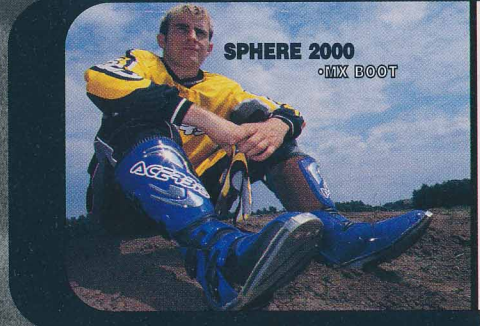
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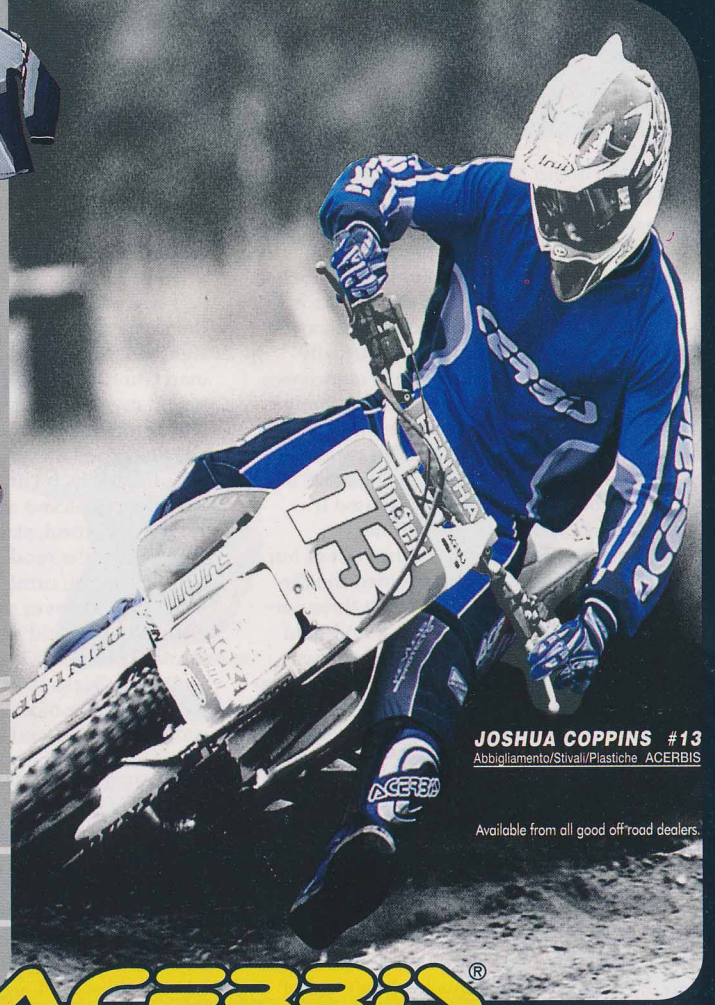
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match for the brand new knobbles fitted to most of the field, most of whom were on pukka motocrossers.

Fortunately, by the time our first race came around, the sun had come out and the surface had been completely transformed. In our first race I was deeply relieved to find that there was now a reasonable amount of grip to be had virtually everywhere, although Phil and I gave ourselves a half-lap handicap by completely missing the start due to spending a bit too long at the burger van! Even so, I was delighted to overtake a couple of back markers on CR250s, so finished the race in considerably better spirits than I'd started it - though Phil had cleared off and left me.

We actually managed to make the start of our second race on time and I also avoided the carnage of two major pile-ups in the first three corners so found myself circulating in a mid-field position for most of the race. A surfeit of dust rather than a lack of grip, was now the main hazard, but only the first couple of quick guys actually lapped me and I overtook several more slow-coaches and even got a decent amount of air under the XR's wheels on a few of the jumps. Much better!

For our third and last race I offered Phil a challenge which I knew he wouldn't be able to resist - 'Let's see how good you are on my bike and I'll ride your WR400' I said. This evened things up considerably. Again I managed to avoid the dust-filled first lap pile-ups and found myself in company with a much better class of rider altogether. There was no doubt in my mind that the WR too was a different class of bike as well - where I'd struggled to maintain control of the tired old XR most of the way round, the WR seemed to flatter my mediocre MX skills.

Everything just seemed to be far more taut and precise, from the steering and suspension to the brakes and even the controls - although it must be said that the throttle on my XR is particularly awkward, despite my best efforts to improve it.

I was stirred from my self-congratulatory day-dream by the rattle and thump of another bike right alongside me - sure enough, it was that man Gunn trying to ride around the outside of me on my very own knackered old XR. We went at it hammer and tongs for another lap until I got a trifle carried away on a tricky series of downhill jumps which I attacked much faster than I'd intended, panicked at the bottom, and locked the WR's back wheel, stalling it in the process. I was still kicking the recalcitrant Yam two minutes later when Phil came round again. He parked the XR and strode over mouthing a stream of Irish expletives: 'Oi told you not to open the feckin throttle' he said.

A dozen kicks later he'd revived the Yam and we set off once more on our battle royal which continued to the end of the race. Afterwards I asked him what he thought of the XR? 'Actually it was much better than I expected' he said 'really good low down power and the suspension isn't all that bad at all - it holds a line really well' said Phil, who once rode an XR600 of his own for half a Dakar successfully completing the Dubai Rally on the same machine.

I felt game for another challenge only a few days later. The local Farnham Royal Club took advantage of the long summer evenings to organise a mid-week enduro-cross which I entered on the XR alongside Messrs Melber and Garnham. In contrast to the traumatic start to the Warminster motocross, the Beaconsfield hare & hounds course held no terrors on that balmy

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# STAFF BIKE



summer evening and while there were plenty of quicker riders out there, they were outnumbered by the steady stream of slower ones whom I had the satisfaction of picking off and passing as we reeled off the laps.

I had a couple of exciting moments on the faster sections of the course and actually managed to bottom out my rear suspension on one of the jumps but my biggest mistake by far was leaving my fuel jerrycan in the van because I thought I could do the whole two hours on a tankful. Wrong! After about an hour and a half the XR spluttered onto reserve and I lost about ten minutes walking to the far end of the paddock and back. I had to switch the lights on to see where I was going in the woods at the end, but the XR continued to circulate without missing a beat and I never actually dropped it once.

Without so much as cleaning the bike afterwards, let alone changing the oil, the XR was chucked in the van for the trip down to Cornwall to see the eclipse. I actually saw the great event from the top of the highest hill in the county, in the company of John Deacon and afterwards spent a day with him shepherding some novice trail riders down some easy trails. About halfway through the day I said to him: 'Do you fancy swapping bikes, John?' to which he replied, 'Not particularly, but I will if you insist'. Deeks admitted that the XR was still making very good low down power, but complained about the throttle response and also reckoned that the head bearings might be on their way out. Hmmm.

A more immediate problem, on returning to

London, was that the rear light had blown. A two minute job to replace the bulb? If only! The minimalist aftermarket unit that we fitted during the XR's makeover back in '97 is so minimalist that it's almost impossible to get the mounting screws out.

They are brilliantly designed so that not only do they catch all the crud that's fired off the rear wheel, but they have poxy little crosshead tops which are much too small for the torque required to get 'em out. In the end I took a hacksaw to their heads so that I can now get a decent sized flat-bladed screwdriver into them.

By now though, the motor's 'death rattle' was beginning to get to me so I resolved to bite the bullet and finally adjust the tappets myself for the first time since I bought the bike back in '91 - though they were adjusted a year later by a friend of mine. I don't know why I hadn't done it before - there's really nothing to it. Seat off, tank off, and there are the four tappet covers staring you in the face. The trickiest thing was actually getting the crankshaft nut cover off to turn the motor over.

Not having the correct tools for the job never stopped me before and though I couldn't lay my hands on a big enough Allen key, I improvised brilliantly (if I say so myself) by using the head of a bolt, a nut and a pair of mole grips - worked a treat. I didn't even use the handbook in the end - just felt for Top Dead Centre on compression (when all four tappets have play together) and went poking around with the feeler gauges; 0.1mm inlet and 0.12 exhaust - or is it the other way round? Only two of the four valve clearances actually needed doing and weren't as outrageously slack as I feared.

I treated the XR to an oil and filter change while I was at it, which is actually a messy operation with the bash plate fitted, and felt a twinge of guilt as I saw the jet black treacle dripping out from the sump and all over my yard. I guess it's been more than a year since that was changed also. Then with all her internals bathed in lovely fresh oil, I fired her up and, guess what? She was still rattling like a bag o' nails! What a surprise...

Next month, Blez takes the 'newly-fettled' XR down to Wales for an action-packed Bracken Rally.

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# International Six-Day Enduro

As multiple world enduro champion Kari Tiainen took the chequered flag at the final motocross race, it marked the end of the 74th International Six Days Enduro in Portugal - an event dominated by the Finnish 'dream team' who (despite missing two of their world champions) claimed victory in four of the five classes, and relegating the other nations to also-rans.

## 125s

Aro Samuli started this Six Days relatively unheard of. Only beaten on one of the five scoring days he posting impressively quick test times to take a convincing class win and back up his team mates as they built up a daily advantage that was never headed.

The disqualification of Sweden's Richard Larsson put an end to any hopes that he and Sweden had of a strong overall position. Having had problems with the transmission of his 125cc Husqvarna he was unable to complete the neces-

sary changes in the allotted fifteen-minute pre-finish work check. Stranded some 500m away from the finish, he was pushed in by his mechanics to ensure that his bike would arrive at the end of the third day. Unfortunately he was protested (for outside assistance), and the race director had no other option but to disqualify him.

With Larsson out, Portuguese riders Ruben Faria took the second place slot ahead of another Fin Petri Pohjamo. Normal world and Jnr world class front runners were finding it difficult to maintain the pace of the charging Fin, with Roman Michalik down in fifth, Stefano Passeri (returning to the 125cc machine after a season of mixed results on the 200cc KTM) in eighth, and Ivan Boano in 13th.

British 125cc riders had an extremely eventful week with a mixture of injuries and mechanical problems, mainly due to the endless dust and the tight time schedules - many of the riders having to perform at least one piston change during the week. Despite continuous filter changes the fine

dust was penetrating filters with dire consequences. Two of the four 125cc riders in the British Trophy and Jnr Trophy team had to re-build top ends. Rowan and Edward Jones both completed their top-end work at the end of the third day, whilst Wayne Braybrook and Andrew Edwards managed to go all week without inspection. Wayne, riding in his first ever ISDE having been selected due to some impressive British championship results, came home in 20th position in the 125cc class, taking a well deserved gold medal for his troubles.

The three 125cc mounted Jnr pilots didn't fair quite so well as their Trophy team counterparts. Being slightly further down the entry list meant that they had to contend with ever increasing clouds of dust. Those nearer the front of the field were slightly better off as they were able to complete tests before the hanging dust was to become a problem. Andrew Edwards completed another Six Days, this time just missing out on a gold medal - becoming the first of the 125cc silver medal winners.

Like Braybrook, Edwards also Honda mounted, had a relatively hassle-free week, only needing to change a few minor parts damaged in the occasional crash. But his cousins Rowan and Edward Jones were to fair the worst. Edward, having put in some good tests saw his Six Days come to an abrupt end midway through day four. The combination of dust, rocks and the need for continuous concentration took another casualty as Edward crash on the going breaking his thumb, wrist and scaphoid. A bitter blow for the lad who'd claimed gold at last year's event.

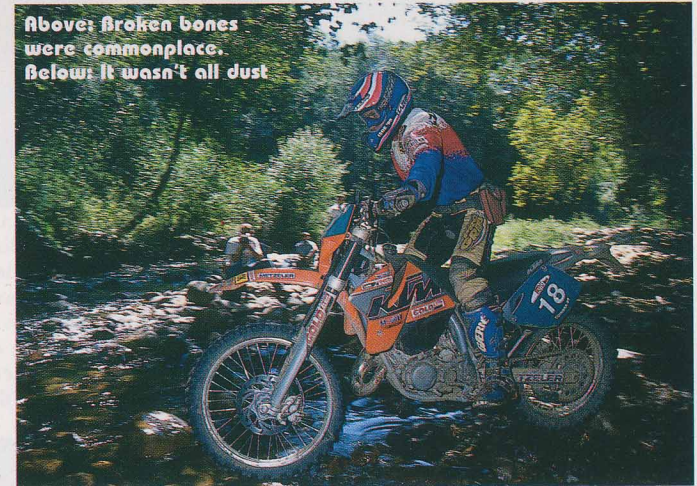
His brother Rowan was to have quite an eventful week as well. Apart from having to rebuild the top-end of his 125cc Yamaha because of the dust, on day four he lost his footing while cross-



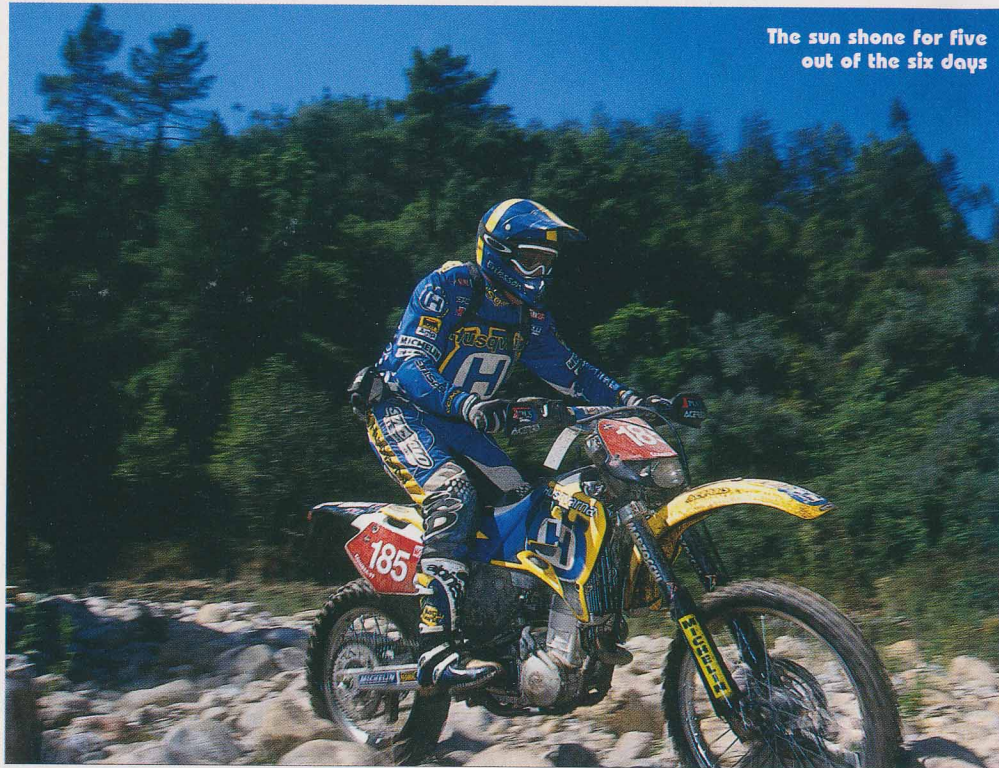
ing a river and filled his Yamaha's motor with water. The time lost retrieving and emptying his bike meant that he was to finish way down the order - losing any chances of a gold medal. But that wasn't the last of the problems for the luckless Welsh rider. A day later as Rowan rounded a corner on one of the tricky downhill trials-like sections, a protruding rock managed to pierce the petrol tank of his Yamaha! With fuel leaking out Rowan was lucky to find an English spectator with a roll of duct tape - the offending hole was patched and young Jones secured a silver medal finish.

## 250s

The 250cc class saw the return of the ever-popular Giovanni Sala as a



Above: Broken bones were commonplace.  
Below: It wasn't all dust



The sun shone for five out of the six days

won, had it not been for a problem with the clutch on his 250cc TM), he was determined to produce a good result and in doing so put himself at the top of the big teams shopping lists.

Mika was to win all bar the fifth day overall, (where he was to finish in third spot behind Husabergs Bjorne Karlsson and surprise winner Tulio Pelegrinelli riding for the Italian club team Intimilan), which was easily good enough to secure him overall victory in this year's event. Scooping a hat-trick of awards for Best Overall Performance, Best 250cc rider and taking the Snr Trophy as a member of the Finnish national side, meant that Mika and the rest of the Finnish team had plenty to celebrate come the end of the sixth day.

As many expected, Manxman David Knight put in probably the best performance from the Brits, although he didn't finish best Brit - that award went to Mr Consistent-

Mark Vaughan. Knight who leads the British championship, placed amongst the top runners all week, and were it not for a bungled piston change on the evening of day two (costing him penalty time), he would have undoubtedly finished much higher.

Placing 7th, 27th, 48th, 6th and 7th, his results

### Sweet Sixteen-er

Sergio Pedilha was the darling of the Portuguese crowd. Riding the hundred percent home-grown AJP 50cc machine, the determined 21yr-old accomplished what he set out to do, finishing the ISDE. With his team mates retiring at the end of day one he adopted a defensive strategy and used every possible minute allocated to rebuild the bike: 'We changed tyres, filters, transmissions, suspension, well everything that could put us in danger of not meeting our objective of getting to the finish' the relieved Pedilha said afterwards.

Having started out riding the event as a joke, and despite overall scores of 290th, 247th, 245th, 205th, and 223rd, he got his Antonio Jorge Pinto machine to the finish of each day to defy all the odds and finish one of the hardest off-road endurance events in the World. Good on ya' mate!

show that had he not got dust in his motor on the second day and then lost time on the third finishing his engine rebuild, he would have placed somewhere near the top six! On day four David was to post the second quickest time on the opening test, less than a tenth of a second behind world champ Anders Eriksson. But despite some incredibly fast test times, he still needs to find the consistency to maintain a placing at the front of such a competitive international field.

Top placed Brit Mark Vaughan, soldiered on despite a motor that was severally de-tuned having taken in dust. Mark was to produce his best two finishes on the fourth and fifth days with 11th and 13th places in the 250cc class, ending the week in 14th place - and along with Knight was one of the only two Brits to take Gold medals in the blue riband 250cc class.

The three remaining 250cc British team riders didn't have as good a week as they had hoped. John Shirt riding in his first Six Days and debuting the Y2K Gas Gas rode consistently, but was carrying an injury from the previous round of the British Championships, which hampered his speed. He and Wayne Braybrook (both good trials riders) were to entertain the Portuguese crowds with their feet-up riding skills over the difficult rocky sections.

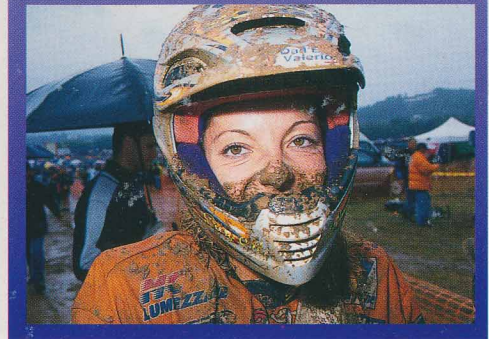
With the sad circumstances surrounding Joel Mitson's departure from the event (to attend his father's funeral), Scotsman Derek Little was draughted into the British team at the eleventh hour. Although he found the conditions extremely demanding, Derek gave 100% effort - finishing a creditable 30th position in the 250cc class. Fellow Scotsman Richard Hay was 35th, a result that doesn't reflect either the effort or determination the experienced Husky rider put in. Having to perform the same top-end rebuild that so many had to do, Richard was to maintain the Trophy team's 100% finishing record.

### 400s

There were a number of incidents, which dominated this year's Six Days, many of which were brought about by the choking dust and the organiser's insistence on sticking to A-schedule. Far too many riders got injured rushing to make up

### Pretty Woman

With none of Europe's top three lady riders present at this year's event, it was left to Italian Rider Dory Molinari to uphold enduro's 'girl power' banner. Having ridden and finished her first Six Days in Italy, she once again arrived safely at the end of the gruelling Portuguese event, this time on a 250cc KTM. Finishing an eventual 224th position overall and 94th in the 250cc class, the determined little Italian proved she's tougher than she looks.



time in the choking dust - but by far the worst were those sustained by French Trophy team rider Christian Boulet. Having been hit by a fire service truck mid-way through day two, he was air-lifted to hospital unable to move his body from below the ribs. As a mark of respect, all but one of the remaining French team withdrew from the event. Frenchman Davide Fretigne however





was to continue to compete, vowing to win the class for his friend - who like himself was riding a 400cc four-stroke.

In the same class as Fretigne, Mario Rinaldi, beaten by Giovanni Sala in this year's 400cc four-stroke World Championship, must have thought that with Sala moving to the 250s he would have a little more breathing room at the top of the class. Unfortunately for Rinaldi, Fretigne had other ideas, and despite winning days one and five, 'Super-Mario' could do nothing to stop Fretigne from winning the remaining three days and taking the eventual class win.

Sometimes things happen in the Six Days that are out of your control and no matter how unfair they seem - you have to carry on regardless. This is exactly what happened to British rider Jason Fraser as his 400cc Yamaha was struck by a rider coming towards him, lost in the dust. With an extremely twisted bike, Jason had to finish the day before he was able to change the necessary parts. Despite this he was to consistently finish between 12th and 16th taking an eventual gold medal position in 12th spot.

#### 500s

In the big thumper class, it was obvious from day one that Kari Tainen wanted revenge for losing the World Championship to Anders Eriksson this

year. Tainen consistently topped the class for four days, until day five when his main rival crashed out. Come the final motocross Tainen was to lead from start to finish proving his worth as the class winner and reminding people once again that Finland clearly are the Nation to beat in enduro right now.

## RESULTS

#### Trophy Teams

1st Finland

2nd Italy

3rd Australia

7th Great Britain

#### Junior Trophy Teams

1st Spain

2nd Italy

3rd Czech Rep

6th Great Britain

#### 125s

1st Aro (Fin)

2nd Faria (Por)

3rd Pohjamo (Fin)

#### 250s

1st Ahola (Fin)

2nd Sala (Ita)

3rd Laaksonen (Fin)

#### 250 4/T

1st Kytonen (Fin)

2nd Martin (Oz)

3rd Manchinelli (Ita)

#### 400 4/T

1st Fretigne (Fra)

2nd Rinaldi (Ita)

3rd Hemansson (Swe)

#### 500 4/T

1st Tainen (Fin)

2nd Karlsson (Swe)

3rd Farioli (Ita)



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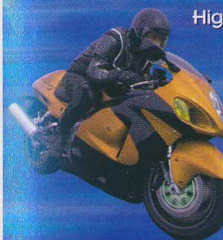
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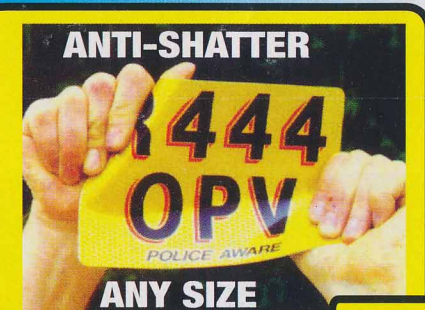
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# Piston Broke

Regular readers may well remember ex-Greybike Magazine editor Oddie's enduro exploits on an old Matchless 350 back in TBM35. Since then Oddie's converted an old BSA to enduro spec and has been once again threatening the trophy table in the trailbike class at his local enduros. Here's his latest report...

The last time I rode the Beeza in an enduro I copped second place (in the trail class) despite the old girl seizing solid on the last lap, causing a collision twixt tank and testicles that had my eyes watering for days afterwards. It was one of those 'Don't rub them, count them' moments. So when the local enduro club organised another three hour hare & hounds enduro recently, I thought I'd have another crack at it - but this time armed with an old cricket box.

By now I'd fitted the old warhorse with a pair of Anti-PBOS (Permanently Bottomed Out Syndrome) telescopic forks, of sufficient structural integrity to enable the front wheel to point in a broadly similar direction to the handlebars, and with fork springs wound with something more substantial than fuse wire, I had managed to eliminate entirely the endless bottoming, and attained a degree of, if not handling, then at least steering. A replacement gearbox cluster also meant the box now came equipped with four ratios that were bordering on the equidistant.

Indeed, money changed hands at an alarming



rate and not only were the twisted remnants of the handlebars replaced with new items, but a brand new non-Taiwanese rear tyre was fitted - it had knobbles on it and everything. Even the fuel tap was drilled out to avoid a repeat of the blockages caused by the foreign bodies contained within the tank. In fact, it was all getting a trifle serious, so I made myself some new riding apparel from a yellow sweatshirt and the remains of a chequered ladies blouse, both obtained from a charity shop, along

with some logos cut from an old helmet bag. The total cost of said garment - £3.79, including the Copydex. Is this a record?

Come the great day, and after several trips to the lavatory we were ready for the off. It was a dry and rocky course, which penalised the unwary, as will shortly unfold. In serious vain I made a good start, perhaps to the chagrin of those on more modern tackle, for within the first few hundred yards I was passed at great speed and with some disdain by one of those daylo whizzbang things. Unfortunately, the wisdom of leaving the course's single file to



venture into virgin greenery was perhaps dubious, as his front wheel struck something large and very immovable hidden within the ferns. As I passed the carnage I was amazed to note how far someone can travel without a motorcycle - and only upon their chin. Could this have been a record too?

The rest of the three hours were relatively uneventful. There were a couple of loose but steep hills to surmount, which seemed to be littered with screaming stationary stokers digging spindle-deep holes with the rear tyres, or waiting in nervous groups at the bottom for the bikes and bodies to clear before taking a run at it. The Beeza rumbled up a treat every time, but at the risk of seeming a show-off I only proved how easy it was by stopping and restarting just the once.

Evidence of my becoming a concentrated 'race head' could be surmised from my pit stops - leave the engine ticking over, top up the fuel quickly then straight back out. And in such pernicky going - it was a second gear lap, touching third only twice for brief moments - but I wasn't far off the pace. Indeed, the laps were being rattled off in a decent fashion, and dreams of silverware started to surface again, until sadly, I fell victim to man's oldest enemy - lustful sins of the flesh.

Towards the end of the session the fair damsel who had accompanied me to the race had finished taking her photographs and was hovering



seductively in the pits (seductive being a relative term here - having spent nearly three hours fighting a motorcycle with rudimentary suspension over boulders of epic proportions, my judgement had perhaps been clouded - in truth she was just hanging about watching the racing).

Convincing myself I needed yet another fuel stop (I didn't), and that my eyes needed attention, since I couldn't really see properly, the wind and dust having taken their toll. And yes, I should have been wearing my goggles, but had forsaken them, at the start due to the fact that no-one else was wearing them, my mind temporarily bereft of the common knowledge that all enduro riders are only thinly veiled masochists, I succumbed to the temptation of a quick pit-stop. Oh, the joy of that sympathy, that admiration, those soothing words, those tender administrations, and the spoken promise of being allowed to relax later in a hot bath while all aching parts would be attended to by my heart's delight. It's true, I tarried a while longer than intended...

Re-entering the fray, I rattled off three quick laps in the last remaining half hour but alas, all in vain. Out of the 13 riders in the Trailbike class, I came fifth, and trophies only went down to fourth place. Worse still, I had completed 18 laps, the same number as the next three trophy recipients ahead of me, and was only two laps behind the actual winner. Oh, those precious minutes wasted. I should have been at least a place higher, possible even two. Beaten to the silverware by the narrowest of margins, presumably by riders with stronger resolve, or those whose ladyfriends are not fully trained nurses who look irresistible even in wellies and Belstaffs.

Of course I'll know for next time - if there is a next time as there's a little post-script to this story which is worth recounting. I'd noticed the Beeza had taken to smoking a bit out of the exhaust on the last few laps. I didn't really have time to take it apart before the following weekend, and it was running well enough, but thinking I'd better check, I fired it up, and afterwards, whilst scraping the top of the piston through the plug-hole in time-honoured fashion I found slightly more oil on the end of the screwdriver than I considered acceptable. I therefore thought it best to inspect the interior of my engine. I have enclosed the photo of what the ensuing stripdown disclosed. Perchance some sort of tragic record?

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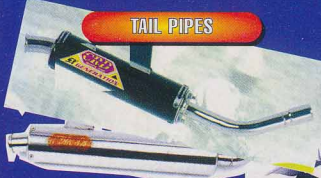
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**Yamaha WR400**, 1999, T-reg, light trail use, Pro-Meg silencer, frame/sump guards, Renthals, good starter, £3000. Tel 0130 272 2769 (S Yorks)

**Suzuki DR350SE**, yellow/white, 1996, UK model, T&T, light green lane use, good cond, £1950 or p/x for XR250, 1996-on, cash either way. Tel John on 0797 044 3917 (Cheshire)

**Honda XR400RW**, 1998, R-reg, with £400 worth of extras, like IMS tank, luggage rack, passenger foot pegs etc, bargain at £2750. Tel Paul on 0162 374 4420 (Notts)

**Honda CRM250AR**, purple/white, March 1999, T-reg, 1450km, Renthals, Pirellis, hand guards, £3000 ovno. Tel Huw (mobile) on 0976 170120 or 0144 369 3426 (Mid Glam)

**Kawasaki KLX250 Enduro**, 1993, T&T, reliable all-rounder, Renthals, DEP pipe, new plastics, quick sale needed, hence £1195 ono. Tel Richard on 0468 278466 (Essex)

**Suzuki DR250S**, 1991, T&T, 9000m, usd forks, IMS tank, Renthals, Barkbusters, frame guards, tool bag, new Trelleborgs, vgc, w/s manual, £1175. Tel Jeremy on 0771 313 7968 (Leics)

**Honda XR250 Super**, elec start, 1995, 5000km, Brush guards, bashplate, new c+s, just serviced, used once off-road, unmarked cond, £2200. Tel 0129 663 0396 (Bucks)

**CCM 604**, elec start, built 1997 but T-reg, maintained regardless of cost, £2850, poss of finance. Tel Robert on 0162 552 9106 (Cheshire)

**Kawasaki KLR650**, green/purple, 1997, R-reg, superb cond, new brakes, 3000m, two owners, £2500. Tel Michael on 0130 577 6904 (Dorset)

**Honda Transalp**, Italian import, white, D-reg, 33,000m, good cond, new brakes & c+s, CDI, handlebars, brake line, £1400 ono. Tel Pier on 0797 158 9998 (London)

**Honda Africa Twin**, 1995, T&T, low mileage, vgc, screen, crash bars, tank cover, Givi luggage, £3850 ono. Tel Russell on 0126 435 8363 (Hants)

**Honda XR250R**, 1998, R-reg, Barkbusters, indicators, rear bag, green lane only, 1500km, immac cond, wife banned sex until sold, £2600. Tel Kevin on 0163 586 1552 (Berks)

**Suzuki DR250**, elec start, tasteful in grey/black, 1992, first used UK 1998, perfect throughout, fully road legal, trials tyres, £1600. Tel Paul on 0187 383 2407 (S Wales)

**Honda XR600**, 1996, T&T, 12,000km, vgc, sump guard, N-style graphics, £2600 or may swap for late TT600. Tel Robin on 0181 773 1528 (Surrey)

**Suzuki TS200R**, 1992, J-reg, T&T, vgc, £1500 ono. N Bell, 1 Beech Ave, Groby, Leicester, LE6 0ES

**Suzuki DR650SET**, white/purple, N-reg, T&T, only 3500 road miles, vgc, £2250, no offers. Tel Peter (after 5 pm) on 0128 353 1066 (Staffs)

**Honda XL500S**, 1980, new piston rings, kickstart shaft, clutch, stainless front wheel, Renthal bars, exc runner, good cond, £700 ono. Tel Andrew on 0162 542 7392 (Cheshire)

**KTM 620EGSE** trail bike, white, elec start, 1998, R-reg, 11,000km, good cond, mainly road use, light trail, £2850 ono. Tel Nicholas on 0127 983 0314 (Essex)

**Yamaha TT600R** Enduro, 1998, 8000km, under warranty, Ohlins shock, Datatag, new tyres, good cond, £2600. Tel Michael on 0149 265 0620 (N Wales)

**Kawasaki KLX650**, green/white, P-reg, MoT, 7000m, vgc, well maintained, £2650. Tel Matt on 0125 884 0995 (Dorset)

**Honda XR400RX**, 1400km, as new, sump/frame guards, pampered, first to see will buy, no enduros, reluctant sale, £3100. Tel Mick on 0146 273 2843 (Beds)

**Yamaha XT225 Serow**, limited edition, blue/white, 1986, T&T, 20k, new CDI/fork seals, road use only, £650 ono. Tel David on 0181 365 3358 (London)

**Honda CRM250 Mk1**, new tyres, fork seals, all suspension, wheel/head bearings, DEP pipe, performance reeds, tidy trail bike, £1500 ono. Tel David on 0162 587 5738 (Cheshire)

**Honda XR200**, 1984, two-valve model, MoT, superb cond, front disc conversion, Pro-Link rear suspension, Brush guards, manual, O-ring chain, £895. Tel Kate on 0199 388 3724 (Oxon)

**Bultaco Sherpa**, original 238cc, 1978, £100s spent, loads of new parts, £500. Tel Huw on 0144 369 3426 (Mid Glam)

**Suzuki RMX250** Enduro, 1994, K-reg, good cond, hand guards, recent sprocket, tyres, seat, 5 events in 18 mths, £1400. Tel Jez on 0136 782 0212 (Oxon)

**Kawasaki KLX300R**, 1998, R-reg, lightweight 4-stroke enduro, road legal, £2800 ono. Tel Alfie on 0163 327 4514 (Gwent)

**KTM 620SC**, 1998, unregistered, low mileage, good cond, WP suspension, injury forces sale, spare comp exhaust, £3550. Tel Phil on 0115 922 5693 (Notts)

**Bultaco Sherco 2.5**, April 1999, T-reg, taxed, as new tyres, mint cond, rarely used due to work commitments, £2500 ovno. Tel Roger on 0164 236 3330 (Teesside)

**Yamaha TY250R Pinky**, 1995, MoT etc, road legal, 63m from new, factory fitted lighting kit, as new cond, best offer secures. Tel Simon on 0174 967 9048 (Somerset)

**Honda XR250RT**, 1996, T&T, recent service, £1950 ono or may p/x for late CRM AR, KDX220 plus cash. Tel Mark on 0137 383 2193 (Somerset)

**CCM 604E**, 598cc, elec start, P-reg, lights, big tank, green lanes only, 2900m, exc cond throughout, bargain at £2600. Tel Robert on 0186 582 1071 (Oxon)

**KTM LC4 620**, 2000m, exc cond, as new, £2900 ovno. Tel Stephen on 0170 885 1201 (Essex)

**Yamaha DT250E**, rebuilt & updated from frame upwards, absolutely immac, DTR front, jacked rear, new plastics, MoT, unused since completion, £950. Tel Paul on 0142 047 3853 (Hants)

**Husky 610**, K-reg, MoT, new tyres, c+s, exc cond, engine professionally refurbished, must sell, £1295 ono. Tel 0129 633 0949 or 0410 902223 (Bucks)

**Husaberg FE501**, 1991, Acerbis plastics, f&r suspension professionally overhauled, many spares, fast & reliable, ready to trail or race, £1250 ono. Tel Colin on 0127 960 0449 (Herts)

**Yamaha TT250R**, elec start, purple/white, L-reg, maintained regardless of cost, mature rider, green lane use only, exc cond, £1750. Tel 0127 669 1402 (Surrey)

**Cagiva DE500** (rare!), currently supermoto, original bore, offered with spare engine, plus brand new tank and other plastics, sensible offers. Tel Richard on 0122 771 2573 (Kent)

**Honda Dominator NX650**, blue, 1994, L-reg, MoT, Renthals, Acerbis hand guards, Gold x-ring chain, new brakes, wheel bearings, recent service, £1850. Tel Kevin on 0125 254 6999 (Hants)

**Honda NX650 Dominator**, red, 1988, T&T, vgc, reliable, £1500 ono. Tel 0127 627054 (Surrey)

**Suzuki TS250**, 1979, MoT, good cond, light green lane use only, £350 ono. Tel 0168 457 3992 (Worcs)

**Yamaha XT600 Tenere**, blue, twin headlights, 1989, special plate, MoT, enduro mods, rear panniers & top bag, £1200. Tel Sam on 0196 273 2759 (Hants)

**Honda XR250 Baja**, elec start, silver, 1998, R-reg, one owner, taxed, showroom cond, 3700km, 99% road use, std cond, £2450 ono. Tel Paul (after 6 pm) on 0113 253 2996 (W Yorks)

**Suzuki DR350SE**, 1995, 10,000m, orig cond and

cosmetically good, recently serviced, road & summer trail use only, well worth £2000 asked. Tel 0133 267 0605 (Derbys)

**Honda XR600**, 1997, P-reg, 5000km, vgc, mechanically sound, little off-road use, loads of extras, £3000 or swap for XR400. Tel Sam on 0797 700 0306 (Surrey)

**KTM 200EXC**, T-reg, taxed, new tyres, forks & shock serviced, Brush guards, maintained regardless, Werx graphics, injury forces sale. Tel Stephen on 0125 287 0405 (Hants)

**Honda TLR250**, 600m, exc cond, lighting kit, gearing choice, spare WES exhaust, £1050 or p/x for road bike, cash either way. Tel Steve on 0145 383 6575 (Glos)

**Husaberg 350**, 1995, hybrid, c+s, Renthals, Brush guards, many new parts, very quick, injury forces sale, £1350 ono. Tel Jason on 0163 422 1087 (Kent)

**Suzuki DR650SET**, white/purple, 1996, N-reg, T&T, 6000m, MT21s, exc cond, £2000. Tel 0374 949028 or (days) on 0116 221 7219 (Leics)

**Kawasaki KLX250**, 1993, T&T, 4800km, used forks, Renthal bars, very good orig cond, green lane use only, £1600. Tel Mal on 0125 261 4722 (Hants)

**Yamaha 250**, enduro spec, 1991, special new rear tyre & sprocket, road reg, £795. Tel 0144 284 2767 (Herts)

**Honda XR500R**, 1985, exc orig cond, disc front, Pro-Link rear, not reg, engine in bits, needs work, offers. Tel Colum on 0138 972 1445 (Dumbarton)

**KTM 360** Enduro, genuine 1978, T-reg, T&T, 6-speed, 500m from new, orig brilliant twinshock, best in country, pushbike price, £1500 ono. Tel Spud on 0189 986 0337 (Lanarks)

**KTM 620EGS**, 1996, N-reg, vgc, light trail use only, O-ring chain, £2195 ono. Tel Barrie on 0177 382 1064 (Derbys)

**Yamaha XT600E**, 1998, R-reg, taxed, 2000m, immac cond, selling due to lack of use, priced to sell, £2695 ono. Tel James on 0173 676 2997 (Cornwall)

**Honda XR400RV**, 1997, 3000km, exc cond, Renthals, Acerbis, hand guards, new c+s, £2450 ono. Tel Richard on 0153 081 1311 (Leics)

**KTM 620 Duke**, black, 1998, R-reg, 4000km, 6 mths dealer warranty remaining, offers around £3950; also **Honda XR250 Baja Super**, red/white/blue, elec start 1995, M-reg, 7000km, exc cond, £2200. Tel David on 0178 234 2906 (Staffs)

**Yamaha WR250**, 1994, exc cond, completely overhauled recently, '98 graphics, DEP silencer, ready to go, £1350. Tel Ian on 0113 255 5352 (W Yorks)

**Husky 610** Enduro, 1998, R-reg, taxed, vgc, must sell, money needed, hence only £2500. Tel James on 0169 178 0381 (Shrops)

**Yamaha WR400**, S-reg, vgc, trail use only, many

extras, £3200 ono. Tel 0793 172 8956 (Stoke-on-Trent)

**Yamaha DT200WR**, J-reg, T&T, Renthal bars, aluminium hand guards, fun use only, all in good cond, £1700 or p/x for moto-x. Tel Glenn on 0180 366 4634 (Devon)

**Yamaha DT250**, T-reg, good runner, ideal for green-laning, no T&T, £300 spent on bike, £500 ono. Tel Mark on 0142 871 2746 (Hants)

**KTM 640LC4E**, 9 mths old, UK bike, taxed, 1800m, pristine cond, dry road use, new '99 model, pure fun, £3950. Tel Kevin on 0166 182 0215 (N East)

**Suzuki DR350**, elec start, R-reg, 4500m, Renthals hand guards, rear top box, £2400 ono. Tel Will (eves) on 0152 930 3435 (Lincs)

**AJS 250cc** Trail, Fluff brown model, 1986, Rotax 2-stroke, light weight (99.8 kg), T&T, £595 or will swap for scooter/small road bike. Tel Don on 0125 726 3137 (Lancs)

**Gas Gas EC200**, 1999, UK bike, vgc, ideal green laner or competition bike, £2700. Tel Wayne on 0159 871 0411 (Devon)

**Yamaha DT175MX**, X-reg, T&T, 9200m, new tyres, c+s, classic trail, lovely orig cond, £785 ovno. Tel 0797 031 7122 (W Mids)

**Beta 250cc** Supertrial trials bike, 1994, good cond, good runner, £1000 ono. Tel Jim on 0151 336 2901 (Cheshire)

**Yamaha DT175MX**, X-reg, MoT, new exhaust, good cond, £550 ono. Tel Trevor on 0178 881 5927 (Warks)

**Triumph Tiger Cub** trials/trail bike, 1965, square barrel 'points in chest' engine, age related plate, was fully MoT'd and road legal when the engine went bang, all spares present to rebuild motor, I've not got the time, machine cost £1200, will accept £600 ovno. Tel Andy on 0162 633 1082 (Devon)

**Honda XR400RV**, P-reg, 4500m, FMF pipe, tank cover, sump guard, Renthals, Acerbis hand guards, new c+s, well maintained, nice example, £2400. Tel Stephen on 0170 885 7004 (Essex)

**Suzuki PE175** Twinshock enduro, full working order, very clean, £350 or offer. Tel Mark on 0117 939 3580 (Bristol)

**Husky 610TE SM**, 1999 model with elec start, 600km from new, exc cond, £4400, no offers. Tel Andy on 0966 148295 or 0123 522 3734 (Oxon)

**Suzuki RMX250**, 1993, K-reg, T&T, good cond, road use only, 21,000km, £1600 or may p/x or swap for small car. Tel Dave on 0142 288 6916 (W Yorks)

**KTM 540**, 1998, good clean bike, green lane use only, road reg, new bike forces sale, £3500. Tel Richard (days) on 0777 160 1020 on (eves) on 0186

924 9479 (Oxon)

**Honda** CRM250 Mk3, 1997, 7000km, every extra possible plus standard parts, well worth a look, £2650 or £3000 with Supamoto wheels. Tel Chris on 0116 286 1490 (Leics)

**Honda** XR600RW, 1998, taxed, Acerbis, Renthals, Werx graphics, green laned, vgc, £2950 ono. Tel Dave (days) on 0170 735 7170 or (eves) 0170 789 1680 (Herts)

**Kawasaki** KDX250, J-reg, road reg, T&T, MT21s, Renthals, Barkbusters, £1100 ono. Tel Clifford on 0143 831 2930 (Herts)

**Yamaha** WR250, 1997, new c+s, tyres, fork seals, re-valved forks, DEP pipe, gold Talon wheels, fly-wheel weight, mint, £2200. Tel Richard on 0187 462 4906 (Powys)

**Aprilia** Pegaso, 1997, vgc, just serviced, low mileage, never been off-road, £2900 ono. Tel 0194 387 4608 (W Yorks)

**Yamaha** XT600E, black/silver, 1997, P-reg, 5700m, Datatag, high lift rear mudguard plus original parts, showroom cond. Tel David on 0148 046 6181 (Cambs)

**Honda** XLR280, 1987, T&T, IMS rod, JE piston, re-profiled cam, lightened flywheel, oversized headers, Supertrapp, uprated valve/clutch springs, £1750. Tel 0162 847 3427 (Bucks)

**Husaberg** FE501, 1996, N-reg, unused 12 mths, good cond, new Decals, £2195 ono; also Husaberg FE501 engine, 1998 spec, complete, 12 hours use, £895 ono. Tel 0140 375 3373 (W Sussex)

**Yamaha** XT600 Tenere, 1990, G-reg, T&T, Devil Stainless exhaust, exc cond, spare new tank & fairing, £1500. Tel Mark on 0179 887 3437 (Sussex)

**Honda** XR600RT, 1995/96, N-reg, good cond, never abused, Supertrapp, CRD, bashplate, Renthals, tank cover, Acerbis tailguard, properly serviced, reliable, £2650. Tel Andy (eves) on 0170 886 0309 (Essex)

**Husky** 610TE Enduro, 1999, 600km, mint cond, £3600, no offers. Tel 0191 263 3052 (Tyne & Wear)

**Yamaha** TDR250, black/yellow, E-reg, T&T, many new parts, £1150 ono or p/x for trail bike, anything considered. Tel Mark on 0797 447 2853 or 0124 685 6382 (Derbys)

**Aprilia** Tuareg 600, G-reg, T&T, Krause luggage, £1500. Tel 0194 570 0539 (Cambs)

**Husky** 610TE, S-reg, never raced, 1500km, vgc, oil changed after every ride, ready to race or supermoto. Tel Steve on 0468 242305 (Gatwick)

**Suzuki** PE175Z, 1982, good cond, great fun bike, many new parts, £400 ono. Tel Gary on 0179 333 5257 (Wilts)

**Kawasaki** KDX250SR, 1991, T&T, total rebuild, replated barrel, rebuilt wheels, MXA Decals, Renthals, Pro-Circuit pipe, lots of spares, excellent

£1295. Tel Gary on 0172 776 2860 (Herts)

**Honda** CRM250RR, red/white/purple, 1994, L-reg, T&T, low mileage, full DEP exhaust, Renthals, Brush guards, exc cond, full service, road use only. Tel 0170 579 3507 (Hants)

**Husaberg** 501 Enduro, 1996, N-reg, T&T, new brake pads, Grafix seat/co speedo, Renthals bars, Barkbusters, mint cond, £1999, sell/swap for slower enduro. Tel Gary on 0127 056 9120 (Cheshire)

**Honda** XR600, P-reg, good cond, regularly serviced, Mikuni flat slide carb, E-series silencer, hand guards, bash plate, new c+s, tyres, airfilter, Acerbis plastics. Tel 0115 923 1013 (Notts)

**Yamaha** XT225 Serow Mk2, elec start, blue/white, 1992, vgc, £1600. Tel Graham on 0147 470 6683 (Kent)

**Husky** 250 for spares or repair, T&T, needs piston, barrel & con-rod, many extras, plus trailer, £750. Tel Andy on 0161 763 3810 (Lancs)

**Suzuki** DF200, Japanese import, elec start, standard camouflagage colours, M-reg, oil cooler, f+r racks, ideal green laner, £1350 ono. Tel Carl on 0118 988 4892 (Berks)

**Honda** CRM250 Mk2, low mileage, immac cond, full Mugen exhaust system, £2295. Tel Mark on 0160 683 2025 or 0147 753 7425 (Cheshire)

**Yamaha** DT125R, white/red, G-reg, T&T, Datatag, £750. Tel Paul on 0142 284 3896 (W Yorks)

**KTM** 300EXC, 1995 reg, orange plastics, with spare white set, new c+s, complete with single bike trailer, good cond, £1800 ono. Tel Grant on 0172 776 8908 (Herts)

**Husky** WR250, 1998 model, bought new 1999, only 700km, very reliable, some spares, vgc, record of maintenance, £2800. Tel 0125 231 9720 (Hants)

**Kawasaki** KLX650C1, T&T, good cond, road use only, loads of money spent, £1400 ono or swap, anything considered. Tel Mark on 0162 386 0901 (Notts)

**Yamaha** XT350, red/white, 1990, T&T, 28k miles, mostly road use, good T61s plus set road tyres, vgc, £895. Tel Ron on 0118 966 7210 (Berks)

**Husaberg** FE600, 1994 model, 1996 reg, ex Joel Smets practise bike, 6-speed, reliable & tidy, redundancy forces reluctant sale, £2200 ovno. Tel Paul on 0160 977 2689 (N Yorks)

**Suzuki** DR350, white, 1998, S-reg, 4000m, Acerbis tank, Dynojet kit, K+N, plus lots of spares, great green laner, £2400. Tel Dominic on 0140 325 0942 (Sussex)

**Yamaha** DT175MX, best maintained example anywhere, new Bridgestone Gritty tyres, ready to trail, £700 ono. Tel Tim on 0178 945 0736 (Warks)

**Honda** CRM, K-reg, T&T, good cond, Barkbusters, Renthals, sump guard, Power pipe, owner buying

AR, £1650. Tel 0191 236 7719 (Northumbria)

**Yamaha** XT600ZE, blue, twin headlight, G-reg, good cond, must sell, £1200 or p/x for 250 enduro bike. Tel Chris on 0125 423 2909 (Lancs)

**Kawasaki** KDX200, 1993, MoT, good cond, very well maintained, reliable bike, FMF pipe, spares, £1150 ono. Tel Robert on 0114 231 5667 (Yorks)

**Honda** 125, 1993, new plastics, c+s, front tyre, piston & rings, £1150 or swap for KLX250/XR250/DR350. Tel Paul on 0158 487 9091 (Shrops)

**Honda** XR200R, A-reg, one owner from new, Pro-Link, original cond, new spare tank, brake shoes, front mudguard, £875 plus Acerbis large tank for XR250, £100. Tel George on 0138 439 0531 (W Mids)

**Suzuki** DR350SE, elec start, June 1997, 4700m, Acerbis 16 ltr tank plus original, Renthals, f/guards, h/guards, MT21s, Datatag, Scottolier, vgc, green laned only, £2350. Tel Paul on 0115 946 4368 (Notts)

**Suzuki** DR385, 1994, L-reg, T&T, many after-market extras, well maintained & ready to ride, £1800. Tel 0159 064 5494 (Hants)

**Suzuki** DR385 Enduro, purple/yellow/white, M-reg, Renthals hand & frame guards, DHH headlight, full ss CRD exhaust, O-ring, spares, £2000. Tel Neil on 0132 229 4943 (Kent)

**Honda** XR750 Africa Twin, black, UK bike, 1997, R-reg, fhsh, recent service, Datatag, new tyres, genuine reason for sale, £3850 ono. Tel 0181 386 8932 (Herts)

**Yamaha** Serow 225cc, elec & kick start, recent import, 1990, G-reg, T&T, low miles, good cond, cheap to run, £1550 ono. Tel Bryan on 0162 081 0349 (E Lothian)

**Honda** XL600RE, red, front disc model, good cond, new exhaust, ridden daily, must sell, £1100 ono. Tel Steve on 0124 252 2093 (Glos)

**Yamaha** XT600E Super Motard, 1992, J-reg, Stage 2 tuning + race can, T&T, many more extras, clean bike, must sell, £2000. Tel Gary on 0181 297 1848 (London)

**Husqvarna** 410TE, 1998, green lane use only, never raced, well maintained, £2995 ono. Tel 0128 586 1638 (Glos)

**Honda** XL600V Transalp, r/w/b, 1989, T&T, 27,000m, new tyres, good cond, any inspection, £1800 ono. Tel Neil on 0113 240 8908 (Yorks)

**Suzuki** DR350W, 1998, S-reg, 1500km, green lane use only, £2200 ono or p/x for KDX220. Tel Rodney on 0125 381 0338 or 0125 381 2997 (Lancs)

**Honda** XR250, T&T, First Racing tailpipe, very tidy bike, lots of extras, £1600. Tel Paul on 0125 882 0068 (Dorset)

**Armstrong** MT500, ex Shaun Skinner special,

blue/yellow, 800m, gas flowed head, disc front end, special exhaust, £1150. Tel Paul on 0178 571 6553 (Staffs)

**Triumph** trials twin 350cc, pre-1965 unit, every extra, very competitive useable power, £1350 or swap/exchange for 4-stroke 250/350 trail bike. Tel Keith on 0162 852 4696 (Bucks)

**Honda** CRM Mk3, R-reg, last of the best CRMs, 1000m only, exc allround cond, performance parts available, £2600 or may p/x. Tel Steve on 0124 269 7494 (Glos)

**Suzuki** RM125, March 1999 reg, taxed, fantastic cond, serviced & maintained by Greg Thomas Racing, full Pro-Circuit exhaust system and UFO lighting system, carbon graphite frame and air box protector, first to see will buy, £2195. Tel Nathan (eves) on 0149 530 1229 (Gwent)

**Suzuki** DR350S trailbike, blue/white, 1994, L-reg, immac cond, 1600m, new MT21s, Renthals, road use only, £2050 ovno. Tel Dan (after 5 pm) on 0198 125 0196 (Hereford)

**Exchange** DR350 and/or Honda VFR750FR for KTM640 Adventure Rally bike, preferably rally kitted, will travel. Tel Tony on 0125 387 4209 (Lancs)

**Honda** CRM250AR, purple, 1998, 4000km, unmarked, not off-roaded, £3150; also **Honda** CRM250 Mk1, red, 1989, MoT, FMF + std pipe, exc cond, £1400. Tel 0193 366 3823 (Northants)

**Yamaha** IT175, 1978, T&T, vgc, completely original, very little use, £750 or best offer. Tel 0137 346 3253 (Somerset)

**Honda** CR250/500 hybrid, 1997, SuperMoto trim, fully sorted, 4th British Champ '98, Akronts, slicks, full FMF, Clitheroe O-ring head, lots of spares, £2400 ono. Tel Nigel on 0190 274 2478 or 0836 268640 (W Mids)

**Honda** CRM250, 1998, T&T, 4000km, full FMF exhaust, bash plate, Boyeson Reeds, Excel rims, spares, £3200 ono. Tel Chris on 0788 078 4264 (Herts)

**Honda** XR400, 1998 model, full accessories, good cond, first to see will buy, quick sale hence £2650. Tel Steven on 0175 679 1755 (N Yorks)

**Honda** CRM250 Mk2, 1992, T&T, good clean bike, ideal green laner, recent service, £1625. Tel Nick on 0163 866 6210 (Suffolk)

**Honda** XR250, 1989, new c+s, vgc, mechanically very good, 100% reliable, genuine reason for sale, £1150 ono. Tel John on 0125 472 1897 (Lancs)

**Motocross** bikes, KTM250 CR250, both 1991 models & in exc cond, £750 each. Tel Steve on 0976 659601 or 0192 241 4849 (Staffs)

**Husky** 510TE, C-reg, tidy cond, needs a set of piston rings, hence £450. Tel Graham on 0175 674 9767 (N Yorks)

# FREE CLASSIFIEDS

**Suzuki DR350**, elec start, 1996, T&T, 10,000m, 100% original cond, new tyres, bearings, just serviced, mostly road use, £1950 ono. Tel Peter on 0133 267 0605 (Derby)

**Honda XRV750 Africa Twin**, 1999, T-reg, 6 mths old, 1400m, damaged front fairing, otherwise superb cond, £3995 ono or exchange for late DR350 E/S plus cash, why. Tel Bob on 0778 861 1207 (Essex)

**Suzuki DR350 Trail**, 1992, 12,700m, two owners from new, totally original or S/Moto style with twin headlights, lots of spares, £1600. Tel Jeff on 0176 560 1385 (N Yorks)

**Two XR400RW**, 1998, green lane use only, Barkbusters, new MT21s, Renthals frame guard, 23 ltr tank, rear pegs, Honda indicators, £2950. Tel Richard on 0193 032 6028 (Cheshire)

## WANTED

**Wanted** Bike Catalogue, help has anybody got 1996 copy, let me know if there was a 1997 and so on of this yearly book. Tel Andrew on 0118 967 0791 (Berks)

**Wanted** spare rear wheel for Honda XR600, complete if possible; also single bike trailer available. Tel Mac on 0956 306808 (London)

**Wanted** gearbox for Yamaha IT250, W-reg, needs 3rd + 4th gears. Tel Chris on 0125 423 2909 (Lancs)

**Wanted** spares for 1982-86 Yamaha TT600, side panels, tank, why. Tel John on 0140 636 2501 (Lincs)

**Wanted** barrel for Kawasaki KDX200, 1989-91. Tel Paul on 0124 655 7892 (Derbys)

**Wanted** Summer's racing fork brace for XR600. Tel Robert on 0123 271 4347 (Belfast)

**Wanted** Yamaha DT175, Suzuki TS185 or Honda XL185, must be with MoT and in good cond. Tel Roger on 0163 387 0589 (Gwent)

**Wanted** Supertrapp or other exhaust and other extras of interest for 1995 import KLX250. Tel Chris on 0161 628 9143 (Lancs)

**Wanted** DEP or similar exhaust pipe for CRM250AR, full system or silencer, also frame guards and other parts. Tel Paul on 0190 479 2609 (N Yorks)

**Wanted** XT600E, DR600 or any trail bike considered in p/x for T-reg BMW R80/7. J Andrews, 53 Walton Way, Aylesbury, Bucks.

**Wanted** enduro/mx engine for 1974 CZ250, or cheap bike, or may break my bike. Tel Neil on 0196 455 1050 (E Yorks)

**Wanted** any spare parts and instruction manual for 1997 Aspes 125 Enduro. Tel Russel on 0180 361

3881 (Devon)

**Wanted** piston, barrel and con-rod kit needed for Husky 250 enduro, 1989. Tel Andy on 0161 763 3810 (Lancs)

**Wanted** workshop manual for 1994 Honda Transalp. Tel Barrie on 0127 188 3702 (N Devon)

**Wanted** Armstrong 240/280 trials parts, complete Rotax engine or spares, rear shock etc, cash waiting. Tel Mark on 0191 586 7195 (Durham)

**Wanted** XT to restore, any cond considered, or DT400; also I have for sale a DT125 engine. Tel Colin on 0190 955 0462 (S Yorks)

**Wanted** for 1997-99 XR400, white plastic front light surround/ number board, must be original Honda to fit existing headlight. Tel Roger on 0164 236 3330 (Teesside)

**Wanted** 250cc bike to restore. G Atkinson, 157 Milton St, Swanscombe, Kent, DA10 0EE

**Wanted** Husky 510/H'berg, Yam/KSI Thumper or any air cooled 4-stroke mx/enduro; also IT490/250, K, 1984. Tel Dugald on 0129 633 0949 or 0410 902223 (Bucks)

**Wanted** Rotax 4-stroke 600cc engine, elec start, or non-runner Aprilia parts also required for Tuareg Wind. Tel Brian on 0113 282 9812 (Yorks)

**Wanted** CDI for 1986 Suzuki DR600. Tel Mark on 0162 081 0786 (E Lothian)

**Wanted** BMW R80GS Paris-Dakar tank; also engine for Suzuki SP370, complete or parts, can collect. Tel Paul on 0797 130 7671 (E Yorks)

**Wanted** Trailer for trail bike, single or double, must be in good cond, will collect, cash deal. Tel Phil on 0152 275 0303 (Lincs)

**Wanted** Sammy Miller, Frazer or similar aftermarket frame for Honda TL, consider complete bike, any condition; also req'd TL125 engine bits. Tel Alan on 0178 571 6652 (Staffs)

**Wanted** carburettor for DR350. Tel 0181 304 8565 (Kent)

**Wanted** CRM Mk2, XR4, DR350, any cond, non-runners, swap Kawasaki Z1000 Mk2, non-runner, ideal restoration. Tel Len on 0132 243 1232 (Kent)

**Wanted** KMX200 spares, esp engine, swap non-running RD80LC, exc con, or cash. Tel Wayne on 0148 285 7524 (E Yorks)

**Wanted** KMX200, green, in good cond, low mileage, a grand plus waiting for the right bike; also moto-x boots, size 10-11. Tel Matt on 0774 719 5907 (Bristol)

**Wanted** Yamaha XT350 parts and handbooks to assist complete restoration. Tel Ken on 0193 757 4247 (W Yorks)

**Wanted** 3-bike trailer must be well serviced, in north west; also req'd Arai dual sport helmet, size 7.5, head medium to large. Tel Lee on 0192 572 4709 (Cheshire)

**Wanted** Yamaha TT600, late model; also for 1986 XT600, front caliper, rear wheel, carburettor, engine covers, oil tank, side panels, m/cylinder, disc. Tel Robin on 0181 773 1528 (Surrey)

**Wanted** Honda XL500 engine. Tel Brendan on 0116 240 2718 (Leics)

**Wanted** information on Serow XT225, service notes, manual, sources for parts, accessories, mods etc, anything useful for a 'newbie'. Tel Job on 0190 350 5609 or email on job@pcsg.co.uk (Sussex)

**Wanted** enduro bike, will exchange for 2CV and/or Morris Minor Special, cash either way; also parts for KMX200 KLX250 plus clothing. Tel John on 0156 572 2692 or fax 0156 572 3891 (Cheshire)

## PARTS

**FMF** Power core 1V for WR/YZ, as new, £160. Tel Craig (days) on 0181 593 6682 (London)

**Shoei** FX2, brand new, 57cm, £50; Alpinestar Tech-3, size 43, black/blue/orange, £40; AGV Blitz, 56 cm, £20; two pairs gloves, £10; AXO 909 shirt, large, jeans, 32, worn once, £40; Yoko shirt, large, jeans, 32, good cond, £30; Oakley goggles, black, £10. Tel Paul on 0193 487 6952 (Bristol)

**CDI** for Yamaha XTZ750, new; large Acerbis tanks, red for 1990/94 Honda CR125, 2 x green for Kawasaki KLX650; front wheel & disc for KDX125, all cheap, can post. Tel Rich on 0127 950 1187 (Herts)

**Husky** 610TE forks, yokes, wheel spindle, vgc, £150. Tel James on 0181 207 3184 (Herts)

**WP** rear shock to fit XR400, still in box; digital speedo, Acerbis twin headlamp, new Bridgestone tyres, offers around £375; also Arai VX Pro, worn once, as new, large, cost £299, will accept £175; set of brand new Bridgestone tyres, £50. Tel David on 0170 525 7137 (Hants)

**TBM** magazines, nos 1 to 28, Michelin T61, 4.00 x 18, brand new never used, £25, Fresco front pipe for DT250MX, new, never used; also DT400MX spares. Tel 0172 478 4390 (N Lincs)

**FP** stainless steel performance single pipe conversion to fit Husqvarna 350/410/610, cost new £300 from Huskysport, as new, will accept £200. Tel Andy on 0139 527 8565 (Devon)

**Talon** wheels for Gas Gas enduro, gold hubs, h/duty stainless spokes, Excel rims, hardly used, may p/x for standard wheels or sell. Tel 01208 78633 (Cornwall)

**Trailer**, 2+1, made by Parrymore, fully galvanised, spare wheel, virtually brand new, change of plans brings about sale, £425. Tel Martin on 0145 463

2912 (S Glos)

**Dominator** parts, Acerbis 23ltr black tank, £125; Supertrapp EAR exhaust, £50; Riky Cross enduro centre stand, £25; Wulf Sport Moonstrike enduro jacket, black/red, large size, £40; also Axo RC-3 off-road boots, black, size 43, £70. Tel Kevin on 0125 254 6999 (Hants)

**Husky** spares, 1984 CR500, almost complete, plus extras; 1986 510, a/c 4-stroke engine + spare crankcases, all good quality, plus lots of extra bits. Tel Mike on 0151 531 6496 (Merseyside)

**Clymer** manuals for DR250-350, 1990-94, £12; also Honda NX650 Dominator, £5, will post if req'd. Tel James on 0173 676 2997 (Cornwall)

**Suzuki** RMX250 spares, 3 air filters, 2 rear sprockets, front sprocket, rear mudguard c/w light, £60 ono; also trials tyres, rear, 4.00 x 18, part worn, good for green laning, £10 each. Tel 0182 974 0148 (Cheshire)

**Trailer**, carries 2 large bike, all steel construction, tailgate acts as ramp, vgc, £95 ono. Tel Colin on 0194 270 6822 (Lancs)

**Bell** Moto Spark, new, still in box, medium, blue/black/silver, cost £100, will accept £50. Tel Allan on 0170 488 9049 (Lancs)

**RMX** spares kit, £40 ono; Pro-Circuit bash plate, £40 ono; manual, £5 ono; Axo RC4 boots, size 10, vgc, £110 ono. Tel Russ on 0162 348 6265 (Notts)  
**KMX** 200/125 owners, fit decent tyres, two 18" rear wheels, std alloy rim, £40; other two 15" rim, disc & sprocket, £75. Tel Graham on 0132 631 3417 (Cornwall)

**Dell'Orto** carburettor, model PHBH26C, ex 315RX Montesa, ideal to live up any pre '65 trials bike! £450 ono. Tel Roger on (mobile) 0771 301 3102 or (home) 0164 236 3330 (Teesside)

**XR400** Super Moto wheels, Talon hubs, Akront rims, 38t/42t sprockets, O-ring, 2 pairs 'sticky' tyres, modified guard, immac, £595 no offers. Tel Martin on (mobile) 0956 375328 or 0181 462 2797 (Kent)

**Rear** shock for KDX/KX250, 1991-on, very little use, like new, £40 ono; also manual for 1990-91 KX. Tel Ian on 0162 340 0487 (Notts)

**Exhaust** system for Suzuki TS250 RTDA model, new, £150; parts book, £10, XT350 revcounter, £10. Tel Mark on 0127 987 0587 (Herts)

**Baglux** tank cover for honda Varadero, silver, £50; Baglux Alpha bag, black, for same, £40, both as new. Tel Guy on 0175 724 8294 (Nyorks)

**Workshop** manual and supplement for Honda Dominator, £20; also Givi fixing kit, £25, Clymer manual for Yamaha XT/TT350, £12. Tel Ian on 0170 369 3692 (Hants)

**Honda** XL125S exhaust pipe, exc cond, £35 + postage. Tel Paul on 0147 656 7312 (Lincs)

COUPE DU MONDE

FIA SANCTIONED EVENT

RALLYE  
OPTIC an 2000  
TUNISIE

COUPE  
RIM  
DU MONDE



## ROUTE FOR THE YEAR 2000 : THE SURPRISE

14-23 April

NPO (Cyril NEVEU - Jean-Christophe PELLETIER) and OPTIC 2000: An 8 year partnership covering 2 events: the Rallye OPTIC 2000 and the Raid OPTIC 2000 - ESSILOR. This 'AFRICAN CLASSIC', the 12th NPO edition, (already) is a round of the All-Terrain Rallies World Cup for both cars (FIA) and motorcycles (FIM).

### A START FROM THE PORT OF NICE

The race will start from the Port of Nice with scrutineering on Friday 14 April. Saturday morning: scrutineering. Saturday evening: a night-time prologue on 2 parallel tracks behind Nice. The boat will then leave at around midnight.

### A CRUISE THERE AND BACK

You know the SNCM's Napoleone Bonaparte, you will shortly discover the Carthage, the CTN's (Compagnie Tunisienne de Navigation) all new floating palace. One will take you on the outward journey, the other will bring you back. A luxury cruise on brand new boats, briefings and concerts

aboard - it is all part of the unique ambience of our rallye: The time to race, the time to discover...

### A FINISH AT THE FOOT OF THE BOAT IN THE SOUTH IN SFAX

On the last day (Sunday 23 April) the last stage takes you to the foot of the boat anchored in Sfax, in the south, where you will load up immediately after the podiums. (No more long trek on Monday morning from Djerba to Tunis!!). A night on the boat, with dinner and prize giving on board! The whole rallye caravan, as well as the VIPs, will get together for this final evening. (The possibility to return by plane is still available.)

### YOU WANT TO EXPERIENCE THE RALLYE WITHOUT RACING

Take part in the Raid OPTIC 2000 - ESSILOR - CTN - SNCM with your 4x4 or motorcycle. Follow the race at your own pace, while benefiting from the support and safety structure put in place for the Rallye OPTIC 2000 Tunisie. A week of

discovery on pistes special selected for you by Cyril NEVEU and bivouacs shared with the rallye and the most famous competitors of this double All Terrain World Cup for cars and motorcycles.

**TRIPS TO SEE THE FINISH**  
Come and meet all the participants on the Rallye over the last weekend of the race. In hire 4x4s driven by guides, you will meet up with the caravan in the desert and then follow it until the finish in Sfax.

### SPONSORSHIP FOR ALL OUR AMATEURS / THE TRADITION

NPO and OPTIC 2000 have always given amateurs a big helping hand. **MOTORCYCLES:** A partnership with American Optical, with a cheque for 2000 FF for the first 110 amateur motorcycles and quads entered which accept to race under the company's colours. **CARS:** Possible partnership (under conditions). **FINISHING BONUS:** A cheque for 2000 FF given by NPO to each finishing car or motorcycle (featuring in the official results).

### THE ROUTE FOR THE YEAR 2000

We almost forgot!!! You've worked it out??? Go on, have a little think...



Cyril NEVEU  
J.C PELLETIER

### THE BUDGET FOR THE YEAR 2000 (In Euros / Francs)

MOTORCYCLE	CAR	Conditions
13.803,60 € 24.950 FF	8.072,17 € 52.950 FF	Standard
23.422,48 € 22.450 FF	7.157,48 € 46.950 FF	(a)-(c)
33.193,80 € 20.950 FF	6.852,58 € 44.950 FF	(a)-(b)-(c)

TRUCK	Conditions
3.651,15 € 23.950 FF	Standard
3.348,25 € 21.950 FF	(a)-(c)
3.193,80 € 20.950 FF	(a)-(b)-(c)

Conditions 2 & 3 reserved for amateurs.

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**Jeans £109.95**  
**Back Support £28.50**

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**Oakley Pro Frame £25.00**

**ACERBIS soft drinks system £29.95**

**Kangaroo Bum Bag £16.40**

**Waterproof Gloves £31.95**

**Tech Belt £17.50**  
**SR1 Belt £25.95**

### ACCESSORIES

**Knee Guards £11.50**

**Cool Max Socks £10.95**

**Tech 6 & Tech 5 blk/whi, blk/red, blk/blu £179**

**M4&M3 blk/whi, blk/blu £139**

**VX Pro**  
**MX3**

**VX Pro/MX3: White, Silver £256, Coloured £299**  
**VX White (S,M,L,XL)£165, MXA White (M)£165**

### PLASTICS

**£37.40**  
yel,red,grn,blk,blu,whi,pur

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**twin**  
**ray**  
**ghibi**

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**£24.95**  
yel,red,grn,blk,blu,whi,pur

**enduro fender extension £22.95**

### HARDWARE

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**H/Duty Tube 18" £10.95**  
**H/Duty Tube 19/21" £11.95**  
**Pro Tyre Levers (each) £7.50**  
**Tyre Lever 240mm £3.50**  
**Tyre Lever 200mm (set x 3) £7.95**

**KDX200 Graphics £42.95**  
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**XR250-600 Graphics £42.95**  
**XR250-400 S/Cover £42.95**

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