

The art of winning

He's won just about everything there is to win in the enduro and rally scene. And every major title Stéphane Peterhansel has clinched has been with Yamaha. Including the 2001 250cc 4-stroke World Enduro Championship on board the class-leading Yamaha WR250F.

So check out the 2002 WR250F and WR426F at your local Yamaha Off Road dealer. And you too could discover the art of winning.

2001 World 250cc 4-Stroke Enduro Champion
Stéphane Peterhansel - Yamaha WR250F



- Bucks - Ford Et Ellis - 01494 772434
- Cwyl - E.R. Williams Motorcycles - 01352 753619
- Cumbria - John Wren Motorcycles - 01229 836038
- Dorset - Poole Motorcycles - 01202 670023
- Essex - Moto-Tech (Racing) Ltd - 01708 459502
- Gwent - Ray Hockey Motorcycles - 01873 840170
- Isle of Man - Road Et Track Motorcycles - 01624 623725
- Kent - K Et S Racing Kent - 01795 431700
- Norfolk - Mike Bavin Motorcycles - 01379 642631
- N. Ireland - Russells Motorcycles - 02890 817000
- Strathclyde - Ride-On Motorcycles - 0141 424 0404
- Tyne Et Wear - Bikesport - 0191 232 8970
- Warwickshire - Ride MX - 01789 292931
- West Sussex - Boretech Engineering - 01903 816236
- West Yorks - Terry Silvester Motorcycles - 01484 683665
- Wiltshire - Richard Stevens Motorcycles - 01380 725467

www.yamaha-motor.co.uk



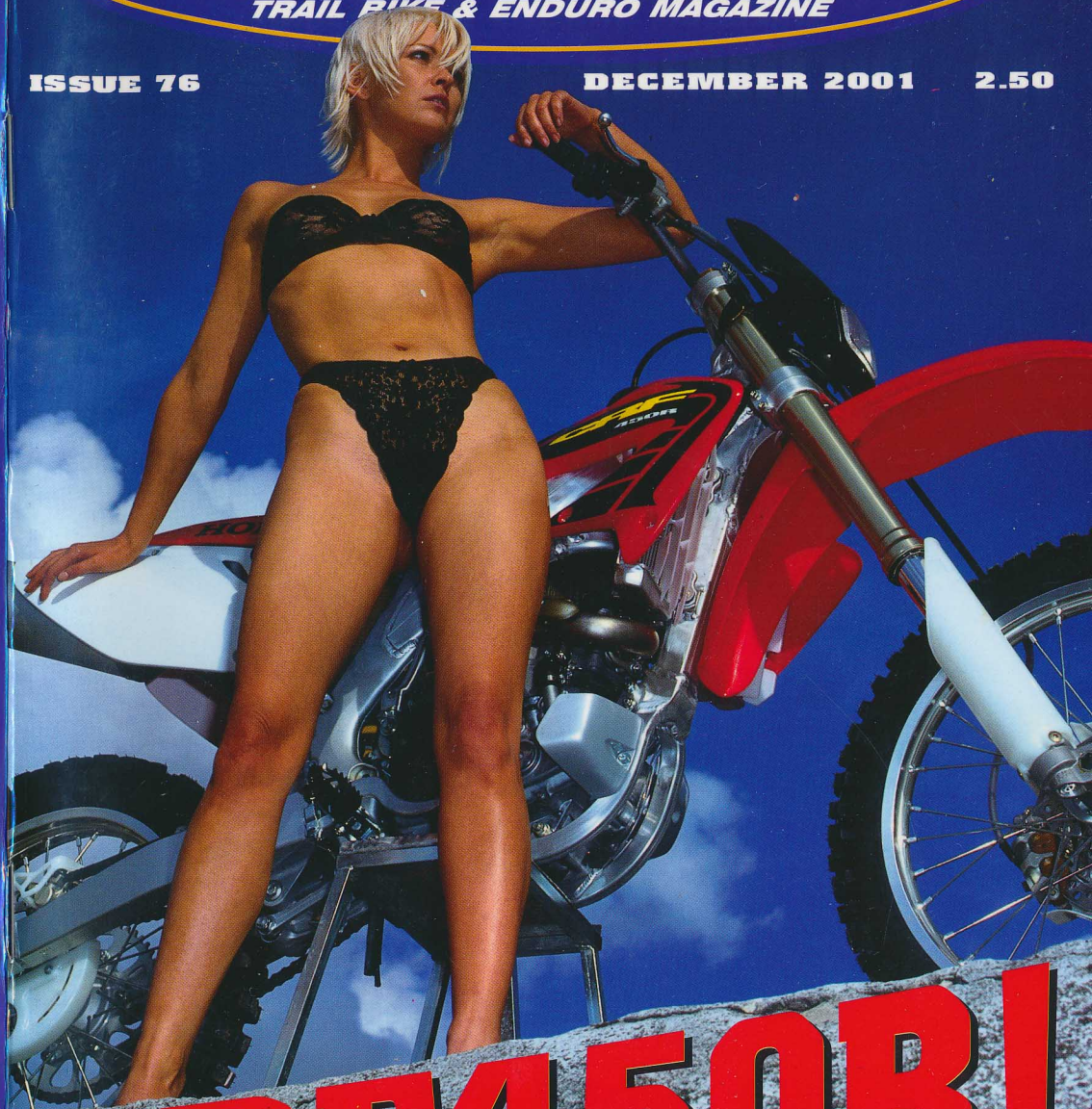
D I R T J U N K I E S

TBM

TRAIL BIKE & ENDURO MAGAZINE

ISSUE 76

DECEMBER 2001 2.50



CRF450R!

PLUS: • Husaberg 650SM • Crete Rally
• Yamaha IT490 • BMW R1150GS



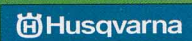
THE OFF-ROAD CENTRE

Come visit our show-room!

Suppliers of new and used trail and enduro motorcycles



SUZUKI



over 50 used bikes in stock including:

Yamaha WR400 ■ WR250 ■ TTR250
TTR250 Raid ■ DT200WR ■ Serrow

Suzuki DR250 ■ DR250RS
DR250 Djebel ■ DR350 ■ RMX250

Honda CRM250 MK1, 2 & 3, AR ■ XR250ES
XR250 Baja ■ XR400 ■ XLR250 ■ XLR125

Kawasaki KDX200SR ■ KDX250SR
KDX200R ■ KLX250R ■ KLX250 ■ KLX250ES



AUTHORISED UK DEALER

New fleet of demonstrator bikes available to test inc:

New!!



- Honda XR400
- Honda XR650
- Suzuki DRZ400
- Kawasaki KLX300
- GasGas EC300
- Husq' TE410/610
- Vor 503
- Beta 200ALP
- Yamaha WR426

Super Moto Centre!
Full range available to test.
Built to your specifications



Oakwood Road, Oaktree Business Park, Mansfield, Notts **Tel 01623 428777**

Tyres • Spares • Accessories • Oils • Helmets • Clothing • Advice

All major credit/debit cards. Licenced Credit Broker. Finance Available. Written details on request



Get a bit on the side this weekend.



And then get back in control. Because that's what the new CR range is all about. Control. The CR80, CR125, CR250 and the one you've all been waiting for, the awesome NEW CRF450.

In the air or on the dirt the Honda CR range leads the way. Are you up to the challenge?

Honda Contact Centre 0845 200 8000
www.honda.co.uk



Here's to the Risk Takers

I love Christmas time - there's always an excess of alcohol, lots of shiny toys to play with, and loud, over-excited children wreaking havoc - and that's just in the TBM office! It's also the time for Christmas parties, countless bike shows and the traditional TBM Model cover-shoot.



Not surprisingly, last month's editorial on the subject of models on the front cover, provoked the usual outcry from the 'right-on' brigade, and the predictable response of 'yes please' from the lads. It was no surprise to find that the letters in favour of our model-shoot outnumbered those against by a factor of two to one. However it may come as a shock for you to learn how close the result actually was. Since there were only three letters received on the subject (two in favour, one against), the result was decided by just a single vote. Which probably makes it all the more galling for the outraged Scottish woman who rang me up to give me a piece of her mind on the subject. Had she bothered writing into us she could have influenced the whole outcome. Achh, never mind!

It's always been a mystery to me however, why anyone should want to write into a consumer magazine. I mean apart from the obvious reasons (looking for helpful advice, finding out information or letting others know about something you've discovered), what is there to be gained? You're never going to get the last word on the subject and you risk being nationally ridiculed by some wordsmith who's got a whole month to think up some witty response to your 'unreasonable argument.'

Nevertheless as the editor of this august tome I'm very grateful that a handful of you do write in every month. You may find this hard to believe but TBM has never, ever made up any fake letters (except when some wag and member of staff who shall remain nameless, forged a completely spurious letter about my riding ability, had it sent in from some far-flung destination, and I fell for it hook line and sinker and published it unwittingly). Don't think I haven't forgotten about that one, Clive!

Anyway back to the subject of letters - we don't make 'em up. So what, you say, we don't expect you to make them up. Well obviously not, but sadly I have to report that within this industry it's not uncommon for magazines to find themselves with a blank column or two come deadline time, whereupon an interesting if somewhat untraceable letter miraculously appears to fill up the white space and save the sub-editor's bacon. Look around at the other magazines out there and remember that fact the next time you're reading them. You may have been duped. Sad but true.

Even sadder of course is the fact that now you know we never do that here - that means all those letters which have appeared in TBM over the years are all entirely genuine. Which when you come to think about it - is actually a far scarier prospect.

So to those of you who do have the courage to write into us - I salute you. You enrich the magazine, you add a dose of reality and frankly you keep us on our toes, inform and entertain us. And in fairness you do actually influence the magazine's direction as well. You guys truly are the risk takers, and your reward is publication and a national soapbox. So please don't stop sending in your letters (whether for or against us), we welcome every one.

Mind you... we're all pretty relieved that last month there weren't a few more from the 'anti' brigade - seeing as the Jo Guest pics had already been taken!

Si Melber

Edited & produced by:
Si Melber

Deputy Editor:
Clive Garnham

Features Editor:
Dave 'Crasher' Cornish

Contributors:
Paul Blezard, Chris Evans,
Peter Flynn, Debs Melber,
Ted Melber, Si Pavey,
John Rushworth

Designed by:
Andy Riley

Editorial Address:
TBM
PO Box 9845
London W13 9WP

Tel/Fax
(10am-6pm Mon-Fri):
0208 840 4760

Advertising Manager:
Keith Jones
01225 786800

Distributed by
Seymour:
0207 396 8000

Printed in England by:
Rowe The Printers



TBM is published on the first day of every month by Extreme Publishing Ltd, registered in England & Wales.

Company No: 3051747. All rights reserved.

All material appearing in TBM is copyright to Extreme Publishing Ltd and may not be reproduced in part or in full (including electronically), without the express permission of the publishers.

ISSN 1359-0324

6 NEWS

Jam-packed with all the latest news including information on a brand new magazine!

8 BERG KING!

John Harris tests Husaberg's 650 supermoto racer and lives to tell the tale...

16 RANT

Former British Enduro Champion Geraint Jones outlines his plans to improve the standard of British Enduro Events...

22 TALKING DIRTY

Chris Evans talks about his favourite subject - himself...

24 TRAIL TIPS

This month a KTM tip, sealing up a leaky joint and a great tip for waterproofing your bike's electrical connections...

26 LETTERS

More of your views in print for the whole world to see...

30 IT'S THE END OF THE YEAR AS WE KNOW IT...

What we got up to this year and the pictures we didn't dare print - before now...

46 RED ROCKET!

Honda gave TBM the exclusive first test of their all-new CRP450R four-stroke... Thank you, thank you, thank you...

58 CAPTAIN CRETAN

Paul Blezard joined 60 others on the historic isle of Crete for this year's Rally of Discovery...

68 STAFF BIKES

Dave 'Crasher' Cornish updates us on the progress of his BMW R1150GS - and what happened when he visited the BMW Off-Road School in Wales...

84 TRICK BITS

There's still time to get down to the shops for those must-have Christmas gifts...

86 500 QUID RACER

Flushed by the success (hah!) of the thousand quid racer last year, TBM decided to find out if we could go racing for just 500 quid... You've got to be joking haven't you? Sadly, we're not. IT490 here we come...

Contents

December 2001 No.76





SM Mag Launches

Mid January sees the launch of TBM's new bi-monthly title: Supermoto Magazine. With more and more people slipping fat 17" rims into their dirt irons, we figured it was high time this particular slice of the dirtbike gateaux was given its very own mag. You'll recognise the style immediately because Supermoto Magazine will be just like TBM with glossy pages, full-colour features, and sensuous bikes being slung up the road by extremely average road testers.

There'll be bike tests, track tests, features on getting started, how to build your own supermoto bike, what riding gear you need, how to start racing and

everything else you always wanted to know about this sideways sport. Of course there'll also be news, views, and reviews of all the latest shiny products and we'll be covering all aspects of SM from road bikes to race bikes, 50-700cc+, project bikes to readers specials. There'll also be information on various track days (both tarmac and mixed surfaces), articles to teach you supermoto skills and SM-specific adverts detailing who stocks what and where you can buy products like tyres, brakes, leathers and all those other SM goodies. Plus of course a free classifieds section for motos.

And at the end of the day Supermoto Mag will simply be about different ways of having fun on your dirt bike - which is what TBM has always been about. The first issue lands in the shops on 14 Jan or you can subscribe by calling the TBM hotline on 020 7903 3993...



SNIPPETS



✱ The MCC (Britain's oldest sporting motor club) are planning a full season of events next year to celebrate its centenary. Although it was founded in 1901, the outbreak of Foot & Mouth Disease this year prevented the club from running many events in 2001. They aim to make up for it with a full calendar for 2002. Those events include many of the most famous long distance trials (the Exeter, the Lands End and the Edinburgh among them). For more details on all their events and how to join this prestigious and historic old club contact Mike Furse on 01308 867914.

✱ KTM's 400EXC enduro bike will become a 450EXC in 2003 in line with the change of the World Enduro Championship's capacity classes at the end of next year. Husqvarna and VOR plan to do the same with their respective electric-start 400cc models.

✱ Top Brit rider in the yr2000 Dakar, Dave Hammond has confirmed that he will once again be taking on the challenges of the world's toughest desert race. And to help raise funds he will be selling a special team T-shirt & sweat-shirt (printed front & rear), for £12 and £20 respectively. To order yours call Dave himself on 01285 860252.

✱ A prototype two-wheel drive Yamaha WR426F piloted by Jean-Claude Olivier (boss of Yamaha Motor France) has just finished fifth on the Shamrock Desert Rally of Morocco. The bike which was developed by Ohlins, uses a special fluid drive powered by a pump (attached to the output sprocket) to power the front wheel. A conventional chain drives the rear. Despite running into trouble on the second stage when a broken spoke jammed the transmission, Olivier overcame the problems to finish the event in fifth place after taking second on the penultimate special stage.

✱ Sadly, another British rallyist has been killed. John Mark James was competing in the Raid de Himalaya Rally in India on a 500cc Enfield Bullet. Reports suggest he died after hitting a culvert during a mass start in the Mori Plain area. The BBC news reported that 'there were some suggestions the emergency helicopter was not available when needed.' Our thoughts go out to his family.

✱ Hey Good Lookin': TBM is searching for the worst examples of mismatched, naff-coloured and just downright ugly riding gear - including old pics from the 70s & 80s. If you've got a photo of yourself (or better still one of your mates) in horrendous coloured gear, send it into us at TBM Naff Garb, PO Box 9845, London W13 9WP and we promise to shame the wearer into purchasing something stylish for a change...

✱ From Nov 2001, all new BMW motorcycles come with a two-year unlimited mileage, manufacturers warranty, which BMW claims: 'reflects the confidence we have in the quality of our products.' Nice one...



John Harris tests Husaberg's 650 supermoto racer and lives to tell the tale...

Story: John Harris, Pics: Stuart Norris



I know, let's give it to Harris, that should sort him out.

With the increase in popularity of supermoto in the UK and with many of the manufacturers now producing not only factory motards but actually factory racers, TBM was keen to test a machine that was ready to race out of the box. Dave Clark the Husaberg importer put us in touch with Kenny Belfield - owner of a 2001 FS650c - who kindly agreed to meet us at Oulton Park for the test session.

An early start was needed to arrive at the track for 8am, and with the usual prelims out of the way and the tyre warmers in their rightful place to soften the blow of hard rubber on cold tarmac, it was off to the briefing by track expert Jamie Whitham.

With the do's and don'ts spelled out - like don't dive up the inside of someone on the approach to a bend, wait until the straight to pass (does this guy know I've only got 56bhp to play with?) - it's time to get kitted up and out on the black stuff.

Back at the pits the machine is waiting, it's a virtually-standard FS650c - the 'c' standing for com-

petition. The 650 is Husaberg's biggest engined bike and you can specify it either in competition c-spec (ie stripped down without lights, electric start etc), or in road trim (e-spec). Obviously the competition bike is a little lighter and it wears a set of slicks as standard as well as a slightly closer ratio box, but to all intents and purposes they're one and the same machine. The only difference between our bike and a standard c-spec machine was that our one had been fitted with a set of Talon wheels (with a slightly wider rear rim), and the front fender had been cut down.

The phone rings late Saturday night - it's Crasher Cornish on the line. 'Right, the Husaberg test at Oulton Park is on. Can you make it Wednesday?'

'Sure' I reply, 'but don't you want a ride too?' Crasher gives me some lame excuse about staying in and drying his hair that day. And he says he knows I'd love to ride it - especially as I'm the new boy at the mag.

I suspect that translated from TBM talk this actually means: Hmmm test ride a Husa 650... Could be a bit of a beast... Forecast looks dodgy...

BERG

KING!



JH gets to grips with the angle of dangle...

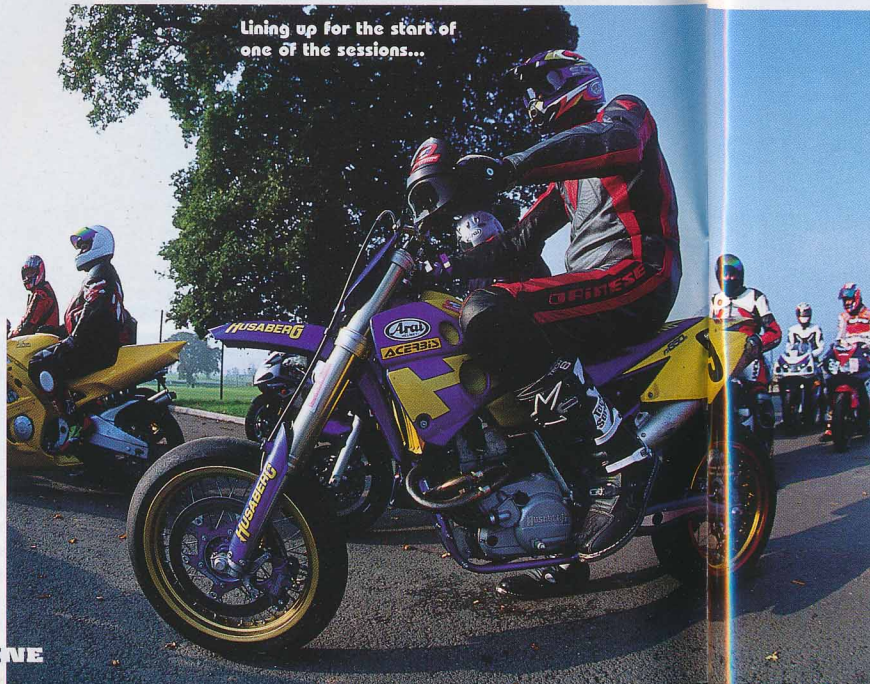
BERG King!

The original Husaberg wheels now wore a set of wets for when the rains came.

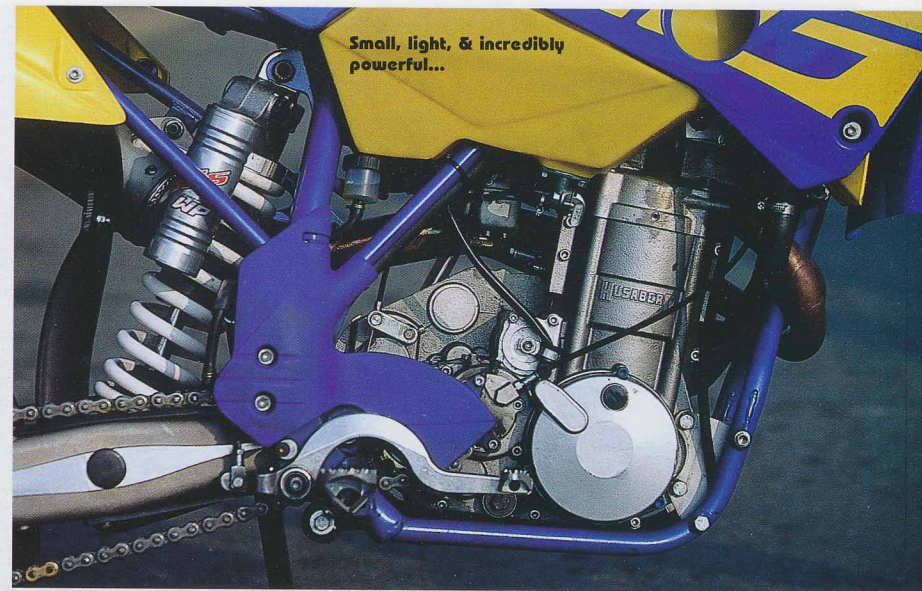
After a few hot tips from the main man, like: 'it's the right one you twist to go faster', and with the words of the editor echoing in the back of my head: 'whatever you do John, don't trash it', the first session is taken at a steady pace.

First impressions of the bike were a little mixed. Although the machine was stable, maybe a little too stable for racing, I found the front end felt a bit twitchy on the straight and over a few of the Oulton crests. Almost as if the front end was set-up like a trick sports bike, to flick from a tight left to a tight right, but the rear end was completely the opposite.

Having kept it all together for the first 20 minute session (well,



Lining up for the start of one of the sessions...



Small, light, & incredibly powerful...



A GPR steering Damper helped calm the Berg's wayward tendencies...

kept rubber-side down, anyway), it's back to the pits for a debrief. Explaining to Berg-owner Kenny what I had found, he announced that 'if you sit too upright it does tend to make the front end feel a little twitchy. You need to get right down behind the bars' he said. The bike's slight reluctance to change direction being put down to the over-size rear rim flattening out the profile of the rear tyre.

Soon it's time to fire up the Berg on the left-side kicker (very

easy), and head out for the second session. With Kenny's advice taken on board, things started to happen pretty quickly. Getting tucked in behind the bars along the straight certainly made the front end more stable and I could now start to explore the bike's incredible capabilities. Still finding it reluctant to change direction in the chicane, I found that a little counter steering works wonders. Settling nicely into a rhythm, my lap times started to come down and the number of sports bikes I was passing went up. Strange that!

Despite having only about 56bhp at the rear wheel (good for an SM, but small beer compared with the sportsbikes), the big Berg would still eat up the straights with ease. With the gearing that

Don't fancy yours much... 916 owner regards JB with suspicion...



BERG KING!

was fitted (16T front 36T rear), it was clocked at about 115mph on the straight - pretty impressive for a dirt bike. Braking hard at the end of the long straight there was less initial bite than I would've expected with the Berg's standard 320mm Beringer floating disc and four-pot caliper. Nevertheless the brakes were plenty strong enough once applied - especially as the bike only weighs around 118kg fully fuelled (that's seven kilos shy of the road version).

One more session before lunch and Kenny opted to fit a GPR steering damper (much to my delight), to try and sort out the 'flappy' front end. This time the tyre warmers are removed at the very last moment and with the damper doing its job on the top of the bars, it's straight into the groove. Thanks to the Husaberg's torque-laden, free-revving 650 motor, drive out of the corners is absolutely incredible, and I soon found myself at my favourite spot, the next corner. In fact it's absurdly easy to pass other bikes on a twisty track with a bike like this, changing line mid corner to weave in and out of the slower sportsbikes is no problem, and it all adds up to an entertaining ride.

I was impressed with the grip offered by the Dunlop slicks (165/55 rear, and 120/60 front), and with Kenny starting to sense that I was getting the hang of things, out came the stopwatch. With an average lap time of around about two minutes, I'm feeling pretty chuffed with myself. Nevertheless I know I could go a little faster, it's all a matter of building confidence.

And certainly this bike inspires confidence (head flappery aside). It's got a stable and planted chassis (thanks to a lengthy 1490mm wheelbase). Good firm suspension, and best of all it's very predictable. There's nothing I would particularly want to change if I owned one except to add the steering damper - oh, and a set of racing numbers.

Over the lunch break (and I mean lunch - not just a packet of crisps and a can of Coke, Si), the Berg came in for some heavyweight attention, as plenty of riders took the opportunity of quizzing me over how it felt, how light it was - that sort of thing. With lunch over I thought it would be rude of me not to let Kenny demonstrate his talents on his own bike, and if the truth be known I just wanted to time him around Oulton. Another

It has to be Oulton Park...



Pit lane beauty? The Berg is certainly distinctive and originally styled...



delay to recover yet more sportsbikes from the fringes of the track, gave me chance to find a good viewing point to see all the action.

I stood next to a couple of old boys who by the sounds of it had been racing since the year dot (good on you guys). They were talking about the Husaberg, not realising that I was the guy who had been riding it for the first three sessions in the morning. I got closer and earwiggled their conversation...

'Look, there he is', one of them said as Kenny powered right round the outside of a gaggle of sportsbikes, 'he's been doing that all morning - that thing's incredible'. Obviously the supermoto craze which has been sweeping the country this year and coming to rest at a number of track days, had passed them by. I checked the stopwatch (1min 56sec was his best) - very impressive - then again Kenny did win the British supermoto series a few years ago. Obviously I needed to try a little harder.

With the last two sessions coming around too soon we split them in half with myself taking the first five laps and Kenny the remaining. The more I rode the Berg the more I liked its (slightly) lazy way of doing things. There's no doubt that the big motor packs a punch (probably more or less on a par with my own KTM 620 SuperComp SM), but the Berg feels a bit stronger up top, has slightly quicker steering and certainly feels a bit lighter.

I never did manage to match Kenny's impressive times round Oulton, though I just sneaked in

a sub-two-minute lap in my last session, but I was relieved to have kept the thing upright all day.

In truth most owners wanting a track-day SM bike, would probably be better off opting for the e-spec model. That way you get the benefit of the electric-start and full street legality should you wish to ride the thing on the road. But for a pure no-holds barred, stripped-to-the-bone racer, the c-spec Berg 650 sure takes some

beating. It's light, agile and incredibly fast - and what more could you want from a bike built for a racetrack?

Giving Kenny a hand to load the Berg back into his van afterwards, I notice a tricked up FireBlade lurking in the depths. Pre-empting my question, Kenny says to me '...yeah I know, but to be honest the Berg is so much more fun - that's why I didn't bother unloading it.'

Frankly, I couldn't agree more Kenny...

HUSABERG FS650c, (650e)

Price (new 2002):	£5250 (€5450)
Engine:	Liquid-cooled, sohc, 4-valve single
Displacement:	644cc
Bore & Stroke:	100 x 82mm
Comp ratio:	10.3:1
Carburettor:	Dell'Orto PHM40mm
Transmission:	6-speed (6-speed close ratio)
Front susp:	WP48mm USD forks
Rear susp:	WP shock, linkless PDS system
Front brake:	320mm floating Beringer disc & 4-piston caliper
Rear brake:	220mm Inox disc & Brembo caliper
Seat height:	870mm
Fuel capacity:	9L
Dry weight:	107kg (114kg)

RAINT!

Former British Enduro Champion Geraint Jones is on a mission to improve the standard of British enduro events, and he needs all our help to make it happen. Jim Jones talked to him about his plans...

Anybody who has had any association with enduros or rallies in Britain will know the name Geraint Jones. His tally of nine outright British Championships and twelve class championships are unlikely to be bettered. Others who have been fortunate to attend one of his 'training schools' regard him as a quiet natured rider who knows what he's talking about. What many forget however is that his real background is farming and he manages to blend this and his motorcycle activities very successfully.

The one word which sums up this success story over the last couple of decades is 'determination', and right now Geraint is more determined than ever. He is determined to raise the standards of our enduro events (and by inference our riders), so that we can once again achieve international success and put the 'Great' back in Team Great Britain. He realises that to do this we must improve our home events so that everybody will derive more enjoyment from them.

Looking back to the heady days of the 1970s and televised 'scrambles' it was an easy choice for the youngster looking for an exciting pastime - it was either football or scrambling. All

that has changed now that there are dozens of exciting sports to get involved with. Motorcycle sport in general has stood still while others have moved on. Sports such as snooker and tennis (by the use of aggressive marketing policies), have risen to the top and regularly get many hours of TV coverage. We all realise that enduro racing will never be a top spectator sport but it deserves a higher profile than it has at present.

Geraint is quite clear about the problem, it lies squarely at the door of the sport's governing body - the ACU. It's important not to misunderstand what he is saying, he is not somebody who complains about officialdom. But whether it's indifference or a lack of foresight on the part of the ACU,

Geraint believes they just don't get things right where off-road sport is concerned.

If you travel to events on the continent it's almost as though they are competing in a totally different sport. Whole communities are involved, as is the local mayor, the council, the local board of trade and most importantly of all - the public. Giant billboard posters

"Geraint is determined to raise the standards of our enduro events (and by inference our riders), so that we can once again achieve international success and put the 'Great' back in Team Great Britain..."

announce the arrival of major events and advertising in the press and on local radio ensures that everyone is aware exactly what's going on.

On the ground, the events regularly start in town centres, there are special tests in high profile places and the events themselves are good enough to attract riders from all over the

world. This brings in revenue to the local economy, fills the hotels out of season, and generally puts the place 'on the map', so to speak. And Geraint is certain that we will never see the levels of success that we have achieved in the past in the International Six Day Enduro (ISDE) until we address the domestic problems - at grass roots level.

If you have any doubt about his judgement, then consider the parallels of what happened in Trials. For years we were the centre of the trials universe, or more correctly Yorkshire was. Then the French, the Spanish and the Belgians took over. The Belgians for goodness

"As an event organiser himself Geraint believes that most organisers are put under an intolerable strain. When a decision is made to put on an event they are never certain that it will cover its costs..."

sake, they haven't even got a hill! Part of the problem was that these artful foreigners had changed the marking system, and it wasn't until we'd fallen in line with the international scene, adopted their rules and staged events like theirs that we began to show progress again. The net result is that we are now dominating international trials once more. More importantly every British trials rider has benefited from the impetus that Dougie Lampkin and others have brought to national events.

Quietly Geraint outlined to me what he felt were the problems with British enduros. As an event organiser himself he believes that most organisers are put under an intolerable strain. When a decision is made to put on an event they are never certain that it will cover its costs. A loss can hit a club very hard as none of them are cash rich. A severe loss could even be catastrophic for the officials - they could be personally liable. For example when the Beacons was last run it lost £4000 and is now discontinued. Faced with this problem, organisers have to cut their cloth accordingly and act cautiously. To save manpower costs, that's overnight accommodation to you and me, they use the exact same courses year after year. To avoid timing

GET RESULTS

To advertise here call Keith Jones



(01225) 786820

GAR^{MOVICAR} RACING BOOTS

TRAIL/ENDURO
The ultimate combination of grip, comfort and protection. Designed specifically for the Trail/Enduro rider, features include motocross-style protection along with supergrip trials Goodyear sole. This is the boot Trail/Enduro riders have been dreaming about.
SIZES 38-47



£139.99
RRP

These boots feature the following: top quality hide throughout; rut-proof one-finger fasteners; Goodyear wetted and stitched sole; super strong Cordura top seal; ultimate protection with style.

Contact Bingley Leisure for your nearest stockist
Trade enquiries welcome - Tel: 01274 566122 Fax: 01274 510977
Email: sales@bingleyleisure.com - Website: www.bingleyleisure.com



POWER CORE IV™ S/A

FOUR STROKE TAIL

The square core design and sound wave deflector wing maximises the sound deadening ability of this free flowing pipe.

GOLD SERIES GNARLY™ PIPE

200cc - 500cc

Constructed from 18 gauge US steel and the best performing torque pipe on the market.



POWER BOMB™

4 STROKE HEADER

More boost - less sound. Encompasses a precision 'BOMB' that accelerates exhaust flow and lessens decibels by staggering the sound waves.

TURBINE CORE II

The straight through design of the spark arrestor, cannister and the performance flow stainless steel end cap ensure strength, durability and most importantly track and trail proven unrestricted power.



THE ALL NEW 'Q' PIPE

At last a four stroke exhaust system that produces more power over stock, but with less noise. The new 'Q' 93Db.

HI - FLO HEADER

Stainless steel design maximizes bottom to mid-power. Lighter and stronger than stock.



WE STOCK PIPES FOR

KDX • KLX • RMX • WR • EXC • DR • DRZ • XR • CRM
Plus all MX

Ask your local dealer for FMF.

For enquires/mail order ring 01404 549696.

Unit 3, Kingsgate Business Park, Duchy Road, Heathpark, Honiton, Devon EX14 1YG
Tel: 01404 549696 Fax: 01404549697 info@rushracing.co.uk www.rushracing.co.uk

SOLE IMPORTERS



RUSH RACING



bills they limit the number of special tests, they re-use route marking or they take the easy option and stage a three hour hare & hound race. Despite these economies they still hold their breath until the final balance sheet is drawn up. Just solving these issues would result in better events for everyone.

The long term problem for us all is that some organisers simply give up, they get tired of the struggle. The very thought of staging a World Championship round makes them shudder. But that is what we need - every year we should stage a round of the World Series. British riders of all levels would benefit by either riding in these high profile events or just from seeing the top riders in action.

Compare this situation to that in Italy, Spain, France or even Portugal. All these countries hold superb events and host world rounds every year. Every event is multi-lap with three or four long special tests per lap. As the last man reaches the finish the specialist press world-wide knows who the winners and losers are, the timing system is that good. Local and national papers follow up the pre-event news with the results the next morning. All this presents a picture of a professional sport that should be considered as important as horse racing or rugby. In Britain however it is a struggle just to get the results out a week later!

So how do other countries manage to achieve all this? The answer as in many cases, revolves around money. Many years ago the Italian off-road scene went through a similar problem and they responded by using a 'levy'

system. The money raised was used to help the organisers and the scheme was so successful and the sport revived to such an extent that the 'levy' wasn't needed any more.

Geraint and other people suggest that one way forward for the UK is to start 'The Enduro Development Fund' that will help our sport in many ways. It is important to realise that this money will NOT be used for the direct benefit of top riders - everybody will gain from it. By everybody this means sportsmen, clubmen, experts and importantly organisers. The money for this fund would come from a levy of one to two pounds on every enduro and rally entry - most riders probably wouldn't notice the increase. Competitors who ride in a lot of events would pay the most, those that only do one or two events each year would contribute very little. This is a fair way of raising a reasonable sum each season, first calculations show that this would realise approximately £25,000 - 50,000 per annum.

In detail Geraint outlined the proposals for the use of the funds, they are well thought out and deserve serious consideration. The money would be paid separately by the event organisers to the Trials and Enduro (T&E) committee at the ACU, but it would not enter into the general funds held there and get 'lost'. Instead the T&E committee would hold it in a separate account, manage it and show exactly how it was used.

Immediately four areas come to mind that could benefit from the fund. There may well be many others.

Firstly the problem of sufficient timing equipment has to be dealt with. There are two alternatives here, either international standard equipment would be bought by the fund for use at all major events at a very modest charge or if a suitable organisation presented itself with sufficient equipment of the right quality then the fund would subsidise its hire. If there are four tests in an event the organisers need that number of timing and display equipment sets, time clocks for each stage and for the start and finish. They also need the means of relaying this back to the organisers office.

"Many people suggest that one way forward is to start 'The Enduro Development Fund' that will help our sport in many ways. It is important to realise that this money will NOT be used for the direct benefit of top riders - everybody will gain from it..."

RANT!

Secondly the presentation of the sport would receive attention. Standardised officials bibs, signage and route marking would be provided, these items would present an advertising opportunity for a forward thinking company. This material would be provided free of charge to championship event organisers and those that ran other events on the same (three or four tests per lap) format. Organisers of smaller events such as Hare & Hounds would be able to purchase the material in packs at prices well below cost.

Thirdly and equally important, the organisers would receive the financial help that they urgently need. This doesn't mean that they would have a license to stage an event at a loss, it means they would have extra resources to rent new courses (and different land) and to provide properly trained officials for the increased number of tests on each day. The reduced cost of timing equipment and route marking would enable them to confidently stage better events without financial risks.

Lastly there would be funds available to help clubs stage high profile events that they wouldn't take the risk of running otherwise. In the beginning this may be something like a two-day round of the British Championship or a round of the European or even World Championship. Later as the fund grew it could be the catalyst that enables Britain to stage another ISDE.

Sounds good? So what's the problem

involved in implementing it? Unfortunately the major one is predictable, the ACU tend to resist this sort of change. Despite two approaches by Geraint himself via the Mid Wales Centre nothing seems to be happening. There appears to be agreement from many delegates on the Trials & Enduro Committee, but they seem powerless to implement such change. The problem lies in two areas. Firstly there seems to be a lack of support at centre level, we are continuously told that centre level riders don't want such a levy system (but is that really true?). Secondly all major decisions are made by the national management council. This council is made up of people from all disciplines of motorcycle sport, many of them knowing nothing about enduros, and therefore not understanding the need for such changes.

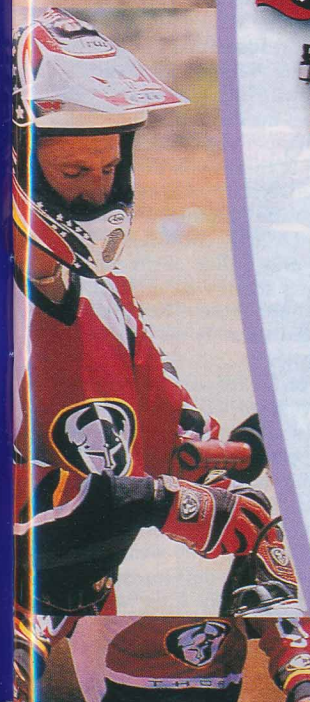
So now it's down to us - the people who really matter - the riders and organisers. We all want British enduro events to improve, to see them flourish to have better and bigger races with a higher profile (note - this doesn't

"So now it's down to us - the people who really matter - the riders and organisers. We all want British enduro events to improve, to see them flourish to have better and bigger races with a higher profile (note - this doesn't necessarily mean harder events, just better ones). And we need your help to do it..."

necessarily mean harder events, just better ones). And we need your help to do it. Over the coming few months we aim to have a petition drawn up which we would like all those riders to sign who want to see our sport grow and prosper. The petition will be on the TBM stand at the Dirt Rider Expo in

Stoneleigh this month, and on the TBM stand at the Dirt Bike Show in Donington due to be held in January. Thereafter we will be trying to get as many names on it as possible at various different events around the country.

If you are a rider or an organiser all you need do is sign the form and give us your support - and we'll do the rest. Once implemented the Enduro Development Fund will start working for you and improving the sport. And if you have any thoughts on this matter you want to voice, please write into TBM and let everyone know. After all this is our sport and we have a right to improve it...



thor

Core Gear

Six colours available: Red, Blue, Lime, Navy, Yellow & Alloy



Six colours available
Red, Blue, Lime, Navy,
Yellow & Alloy

RAY HOCKEY
MOTORCYCLES

Bryn Garage, Penpergwn,
Abergavenny, Gwent NP7 9AT

Tel: 01873 840170 Fax: 01873 840172
e-mail rhr@rayhockeyracing.co.uk



TALKING *Dirty*

Chris Evans talks about his favourite subject - himself...

The vagaries of the publishing business means that as you read this I will be chilling out for a couple of weeks in readiness for the hardest thing I do all year - the Dakar Rallye. No don't be silly, I don't actually ride the event (come-on), I work in the press office. But believe me it's tougher than it sounds.

Forget intercontinental jet lag, forget exhausting French enduros, forget sodden winter trail rides in Normandie - the thing that tests my mettle more than anything else I do all year is the three weeks I spend sweating it out under an inflatable press tent erected next to a succession of pot-holed African air-strips.

Given the current global 'situation', I reckon that this year may well be a little more sweat-inducing than most. Not that anyone else seems to be remotely worried about it. I've just received a press release from the Dakar organisers informing me that entries this year are up! Now I know you have to be a little mad to enter the 'Dak', but

surely there are limits! Have they all found a secret source of air-conditioned flak jackets? If so, why haven't they passed the address on to me?

Anyway as I was saying - as you read this I'll be chilling, but currently I'm still battling my way to the end of a hectic month that has included a number of road racing GPs, a couple of trail rides and a huge amount of general running around in between. Incredibly none of the trail rides turned up any useful tips, though they did confirm the continuing advance of the 'orange' menace, with KTMs once again outnumbering all other makes of bike put together. We've seen these waves before of course. When I first started my trail rides everybody had XR600s, which they then chopped in for DR350s, before moving onto the inevitable succession of XR400s, WR400s and now EXC400s. Frankly though I have never seen anything as dominant as the current Katosh wave - though having just ridden my own recently fettled 400 (fettled by someone else I might add - what was I doing with the compression damping?) it's easy to see why the Austrians are currently enjoying so much success right now.

Whoops I wandered off track again there. Back to the subject in hand. Yes as I was saying, all this frantic motorcycle related activity, while a little stressful at times, has nevertheless allowed me to realise a sizeable chunk of all my two wheeled dreams. In fact while lying awake the other night struggling with an advanced case of GAD (Generalised Anxiety Disorder to you) and ticking off all the things I have been lucky enough to achieve (meet my heroes - check, go on the Dakar - check, get through by phone to the TBM office - check), I realised that I only have one unfulfilled biking ambition left to go. I want to ride The Ridgeway on a Greeves Pathfinder. You what? Let me explain...

As a mere whipper-snapper my motorcycle obsession was, like a lot of things you do at that age, a solitary occupation. Nobody I knew rode bikes and my family's socio-economic pretensions meant that I wasn't exactly encouraged to pursue my passion. My only outlet for my various urges were magazines and it was via this medium that I found out about the existence of this ancient byway - and ultimately the sort of bikes adapted to ride down it.

My heart became set on a Greeves Pathfinder because it was relatively cheap secondhand (probably with good reason), but nevertheless a proper trail bike (as opposed to the off-road clones the Japanese were producing at the time). I distinctly remember promising myself that when I came of age I would go to a strip club and ride the Ridgeway. The strip club was taken care of just last year (I was a late developer), so all that remains is the outing on the little Sachs-engined trailie.

Which is where you lot come in. If anyone out

there has one that they are prepared to lend me (an AJS Stormer with lights would do at a pinch), His Editorship has promised to let me write the trip up - immortalising your bike in the hallowed pages of this magazine in the process.

Thinking about the trail ride I had promised myself all those years ago probably prompted me to do something else rather strange - donate £10 to the TRF for every single booking I receive for my holidays in 2002. And here's why.

Occasionally a punter on one of my rides will say to me something along the lines of, 'I bet you can't wait 'til off-roading is banned in the UK, then you'll really clean up?'

I suppose there's a rudimentary economic logic in there somewhere, but it is nevertheless a comment that always takes me by surprise. I don't know, maybe from the outside it looks like an easy way to make money, but believe me, to run trail riding trips for over ten years, and put up with the ups and downs that this entails, well you really have to love your riding. And if you love your riding and you love the sport, you naturally want to see it continue in your country of birth, where you still in fact spend quite a bit of time - and occasionally go riding. So ultimately I want the Ridgeway to stay open - at least long enough for me to ride it on a Pathfinder!

Whether you should all cough up a tenner as well is of course down to your own consciences. Personally I'm not a very clubby sort of person, I have a tendency to resist having codes of practices imposed on me and certainly would die of boredom if I had to go to all the committee and planning meetings the TRF officers must have to attend. On the other hand I am very grateful for the work they put in on my behalf and reckon that the least I can do is fork out a small sum of money to assist them in their efforts.

As a footnote: I have just been flipping through an ancient copy of Bike magazine and have come across what I now know to be a press release, sent out by the TRF to 'sex up' the image of what was (is?) perceived to be a rather stuffy organisation. To hammer their point home they sent it out with a black and white photo of an attractive young girl wearing (get this) silk stockings and a very short rubber dress - and she was standing next to an AJS Stormer!

Does my obsession with trail riding stem from being exposed to this kind of imagery at an early age? Am I a victim of TRF pornography? Do the TRF still have the original (bike or girl)? I'd love to find out. Anyone who remembers anything about this picture being taken or knows the whereabouts of either girl or bike, could they please write into TBM and let us know.

I don't know, here at the mag we're always taking stick about our occasional use of models on the front cover, but after all - we're only taking a leaf out of the TRF's (top shelf) book...



LONG DISTANCE OFF-ROADING IN FRANCE

Dates for 2002

7/8/9 MARCH - NORMANDIE

21/22/23 MARCH - TOUR DE MORVAN

11/12/13 APRIL - BURGUNDY

22/23/24 MAY - NORMANDIE

12/13/14 SEPT - BURGUNDY

26/27/28 SEPT - TOUR DE MORVAN

6/7/8 NOVEMBER - TOUR DE MORVAN

13/14/15 NOVEMBER - NORMANDIE

Price: £300 (£10 donated to the TRF's fighting fund for every booking)

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

For further information contact:

**Chris Evans, Sport Adventure,
156 Boulevard Voltaire
75011 Paris, France.**

Tel: (00 33) 1 43 72 86 02

Fax: (00 33) 1 43 72 61 09

Mobile: (00 33) 6 62 48 71 90

http://www.sport-adventure.com

e-mail: chris.evans@sport-adventure.com

TRAIL Tips

● IPONE ● IPONE ● IPONE ● IPONE ● IPONE

This month a KTM tip, sealing up a leaky joint and a great tip for waterproofing your bike's vulnerable electrics...

Kevin Burrows from Leicestershire rang in with a good tip which he discovered while messing about with his two KTMs. Kevin has got an old 1991 300EXC as well as a much more modern 200EXC. He discovered that fitting the kickstart from the old 300 onto the modern 200 prevents your boot from coming into contact with the footpeg when kicking over the bike.

The kickstart is a little bit longer and comes out at a different angle' he told us, 'yet it still tucks in neatly under the tank'. Adding that: 'everybody is losing the inside edge of their right boot when they start the 200, but with the old-shaped kickstart that doesn't happen.'

Thanks for that tip Kevin, if anyone else out there has any other bike-specific tips like this one we'd be interested to hear from them.

Next up a few good tips from reader Stuart Strong in Sussex. Stuart writes: 'When you need to oil a cable, use the clean nozzle off a silicone

sealant tube. Cut across the nozzle until the hole is large enough for the cable (you may need to make the hole fairly large in order to slip it over the cable nipple). Slide it into position and then seal it in place using electrical insulation tape. Support it upright, and fill it half up with oil (the thinner the better) and then leave for an hour to soak in.

Stuart's second tip is even better: 'Need to seal a mating face like an oil filter or sump cover and it just keeps weeping even with the gasket in place? Then go to the local plumbers or Travis Perkins where they'll sell you a sealing product called Fernox - Travis Perkins' own make is called External Leak Sealer and it costs £3.53 for a 50g tube. The pack says it is a one-part pack for plumbing and high pressure joints. It cures in one hour and is suitable for temperatures between minus 40 degrees and plus 200 degrees centigrade. It remains flexible, never sets rock hard, it will not shrink, is clear in colour and sticks to most surfaces wet or dry. Joints can easily be undone, and a small tube lasts for ages.'

Good one Stuart but we like your third tip best of all - this is definitely one we'll be trying out for ourselves in future: 'Amalgamating tape is a wonderful product, it costs about a fiver a roll and allows you to seal an electri-

cal joint between two wires, or completely waterproof a connection like a bullet connector or irregular shaped object. The tape itself is not sticky so it won't pick up dirt. What you do is wrap the tape around the object you want to seal (such as a block connector etc), making sure you allow plenty of overlap, and then simply leave it to go off. When you look at the joint the next day you'll find that the tape has shrunk to the exact same shape as the items you're joining and that it has sort of melted together and potted the joint. It's impossible to unpick the covered joint, the only way to remove the tape is to slice it off with a knife. The tape produces a completely moulded and waterproof seal. It can be used on any metal or plastic pipe to stop leaks, has 101 uses and can also be used as rim tape. It has a sort of rubberised finish and looks similar to thick black heatshrink once it's been applied.'

Excellent tip Stuart, we'll all be adding a roll of that to our toolboxes I reckon. Thanks for sending in those tips, you win our prize this month which is a can of Ipone (waxy) Racing Chain Lube. On its way.

Thanks for the tips guys and remember, keep them coming in (including any bike specific ones you have) and we'll let everyone else know about them...

Premier BIKES

No.1 for CCM in the North

**All models in stock
R30 Demonstrator available
Excellent P/Ex and Finance Deals
Over 150 new and used motorcycles in stock
— call or visit our website for details**



Premier House, Selby Road,
Askern, Doncaster DN6 0EP

Telephone: 01302 703100

Fax: 01302 703101

email: bikes@premierbikes.co.uk

www.PremierBikes.co.uk



No.1 for Service

Also Dealers for:

Aprilia • Moto Guzzi • Axo • RSR • Putoline

Dear

Trail Bike...

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

Model Behaviour #1

Dear TBM

I refer to your editorial in issue 75 in which you request readers to determine what should be on the cover of the December issue. My vote is for the partially clothed option with Jo guest!

Now that we've cleared that up I would like to thank you for answering a letter dealing how to ride ruts earlier this year (which was really helpful) and also say 'well done' for keeping the magazine entertaining this year despite the best efforts of FMD to curtail our enjoyment. A quick question too; I am thinking of going to Spain or mainland Europe next year for an off-road holiday do you have any experience of the companies that advertise in the back of the magazine?

Neville Daytona
Swindon, Wilts

PS One of your advertisers Pro Grip always seem to have a lightly clothed young lady in their ads so I don't see what all the fuss is about really.

I'm afraid we only have limited experience of some of the advertisers who offer holidays in TBM Neville - simply because there are too many to try out for ourselves (though we are trying to work our way through them all). And while it's fair to say you can never be sure about a holiday before you go on it, most of these companies have been trading very successfully for a few years and they can only do this if they offer enjoyable well priced pack-

ages with a decent level of service. Advertising in nationally distributed magazines like TBM is a relatively expensive business and only undertaken by companies which are generally in it for the long term. In terms of European operators we've tried both HC Travel and Moto Aventures and found them to be extremely helpful and well run companies. But we will be trying out a few more of the holidays over the coming few months...

Model Behaviour #2

Dear Sir

Having just read your editorial diatribe 'Cover-ing Letters', I feel that I am forced to write in, just as you asked on the question of nuns and cover girls.

My own opinion is that you are selling the idea a bit short mate. Personally I'd go for the nun, the fruit, a naked Jo Guest plus maybe a donkey - that way some pseudo Christmas scene would be in order! In this way you could upset large swathes of the public, religious groups, animal lovers (sic), prudes etc - which can only be a good thing.

Oh and if you hadn't already guessed I'm a motard rider...

Paul
Glanamman, Carmes

Yep, I'd guessed Paul...

PS: The new supermoto magazine - great idea, but how long before I'm found huddled in the corner of a cafe saying to anyone who'll listen 'well of course I rode them before they were fashionable...'

Blez has been saying that for years. Then again it's rare that the words 'fashionable' and 'Blezard' ever make it into the same sentence...

Model Behaviour #3

Dear Si

You are wrong to characterise people who object to the use of semi-clad models in TBM as mere self-righteous prudes. I like models as much as the next man, but they are out of place in a magazine such as yours. Most motorcyclists agree that it would be good to see more women riding bikes, and more taking part in bike sport. In my experience women receive a genuine welcome in the paddocks of race meetings and off-road events when they do get involved, but many are put off by the image of biking as a bastion of old fashioned male prejudice.

The way in which women are depicted in motorcycling publications reinforces this image and is a major cause of irritation and anger. To your credit, TBM's editorial rarely sinks as low as the patronising idiocy typical of Motor Cycle News, but you would be doing us all a favour by making the magazine equally acceptable to both sexes. For this reason I think you should dispense with glamour photography. Your circulation might even go up!

Owen Hilton
London

Thanks for your extremely eloquent letter Owen, sadly I think

the premise of your argument is ill-conceived. You appear to be suggesting that anything which considers women as sexy or glamorous can't possibly take them seriously. I'd suggest that the huge global cosmetics, perfume and clothing industry disagrees with you on that one. Not to mention many major brands such as Levis, Smirnoff etc as well as many women's magazines which sell themselves on a sexy, glamorous image - even if the reality is that many of their readers might not live up to the image on the cover. Don't confuse magazine covers with accurate representations of real life. Virtually all magazines are aspirational to a greater or lesser extent - you might just as well say that TBM shouldn't put expensive new dirt bikes on the cover because not everyone can afford them. Images which are 'easy on the eye' attract us to certain products and encourage us to buy because we want to feel part of that brand and aspire to its 'ideal'. Whether that be a set of twisted 'engineered' Levis jeans or an off-road motorcycle magazine it's all the same thing.

On Any Sunday...

Dear TBM

Last Sunday an exciting day's off-roading lay ahead of my myself and my brother Ian on our recently purchased new bikes. The alarms were set for 5am, the bikes already loaded the night before, and we set off bleary eyed for our 2.5hr journey from Lowham in Somerset up the M5 to Cheltenham in Ian's slow old 50s Dodge truck.

We had booked up with Alan Whittington's trailriding day out so as you can imagine, the journey up there was a cheerful one with thoughts of open tracks, wooded valleys, lonely lanes etc. The first hint that our day might not run quite as smoothly as

planned was when we stopped to fill up the jerry cans at the motorway services. Pulling open the back door of the truck revealed a pool of green fluid under Ian's KLR250. After a quick inspection I was sure it was just a split in the coolant pipe leading to the water pump, caused by the footpeg on my DR-Z rubbing against it.

'Not a problem' I said 'we've got some gaffa tape and a jubilee clip and half an hour to spare when we arrive.' But when we got there, further inspection revealed a fine crack in the water pump casing.

'No problem' said Allan, getting out his tube of silicone sealant. A quick fix and we were on our way with Allan leading the way on his XR400, and another two riders on a WR400 and KTM400 in pursuit. The day was looking promising again.

But four miles into our eagerly awaited adventure - having yet to sample any mud, Ian pulled up alongside me with coolant pouring out all over the road. Things were looking bad again. So after much debate - lots of gloomy talk about engines seizing etc, we decided to call it a day. We rolled a fag each and watched the others disappear onwards into the hills.

We decided to head for home and repair the KLR properly with some liquid metal and then at least go out for a blat across the moors near our house. With this thought we tried to cheer ourselves up whilst cruising down the M5 at a steady 55mph, when all of a sudden there was a loud BANG and the truck lost power. We pulled onto the hard shoulder and stuck the hazards on.

Twenty minutes later with our arms covered in diesel and after much scratching of heads we finally resorted to the emergency phone and then sat and waited an hour for our recovery. Lurch, the breakdown man duly arrived and towed us off to his nearby garage, pausing only to reconnect a loose wire and hand over a bill

for nearly £200. At this point we drove straight to the nearest pub for a consolation drink or two - the day being well and truly cancelled.

On any Sunday? Sometimes it's better to just stay in bed...

Steve & Ian Reynolds
Lowham, Somerset

Look on the bright side mate, at least you didn't get home to find your missus in bed with the postman! By the way, why didn't you take the liquid metal with you in your bumbag?

Yam or KTM? #1

Dear TBM

Just getting back into biking and I bought a TTR600 with the intention of making it into a supermoto. But after only 500 miles I hated trying to start it so I gave up and sold it through TBM. And now I'm looking for a replacement. I want a bike for Sunday riding - max distance one hour's travel. I only really like KTMs or Yamahas and was trying to decide between the WR426F and the KTM 520EXC. I've tested a KTM Duke, but don't really go for the styling and I like the look of the LC4 supermoto, but prefer to have one of the newer KTMs like the 520. To me the 520EXC looks brilliant but people have told me you need to change the oil every time you use it, and that top gear is not designed for extended use. Also I've been told that both the 426 and 520 require frequent engine rebuilds.

Is all this stuff true, and how difficult is the 426F to start? Is it any easier to start than my old TT-R? I really only want to choose between these two because I don't want a VOR, CCM, Honda or DR-Z. Please help.

Peter Thomas
(Faxed - no address)

Dear Trail Bike...

Well Peter let's forget all about rumours and simply deal in facts here. If you're only planning on riding your bike for an hour at a time on a Sunday(!), then anything you buy isn't going to need rebuilding for at least two years (probably longer) - as long as you stick to the correct service intervals. But first of all you need to decide whether you are going to be happy with a kick-start model or you want the advantage of push-button starting. All the WR426Fs we've tried recently have been good starters (providing you follow the correct technique), but that's not to say that you won't get tired of having to kickstart it, and it's my guess that if you found the TT-R600 a pain, you'll probably feel the same about the 426. Only you can answer that one.

Neither bike needs its oil changing after every ride, however it is a good idea to change the oil after every 8-10 hours of use - in your case that would mean every two months or so (the more frequently the better, however). KTM do say that the 520 gearbox isn't designed for road use. But providing you're only using it for a Sunday thrash, I don't envisage you're going to encounter any problems on that score - though it's something to bear in mind.

However, if you're at all unsure then maybe the LC4 Supermoto (which you mentioned in your letter) is the one to go for. This bike has a tried and tested engine which is virtually bulletproof, it comes with electric start and is already kitted out as a supermoto (which

neither the 426 nor the 520 is).

In the final analysis only you can decide what's right for you and which bike suits your needs, your riding style and your budget. But if you want any more info then check out our new mag: Supermoto Magazine (good plug), which should be right up your street. There's more information about it in the news pages this month.

Yam or KTM? #2

Dear TBM

For my sins I ride the trails on a 1948 rigid girder Vincent, I race pre-65 scrambles on anything that's up together in the shed, I ride the pre-74 class on an old CCM, and had a really enjoyable year in 2000 doing some enduros, hare & hounds and a few long distance trials on a KLX250R.

The KLX was chosen because it was the best, most affordable four-stroke enduro tool I could find that was under the new licence-holders 33bhp limit. It was a great little bike and the ownership experience was a good one, but towards the end I was getting very frustrated with the hot starting - particularly if the bike was dropped or stalled.

I fancy a WR400F (or 250F), but a mate has got a KTM 400EXC for sale, and if the price is right I may just be tempted by that electric start. I've got about £3000 to spend, do you know of a bike which might fit the bill?

Anyway, keep up the good work with the mag, I like the A5 format, it reads really well and has always got a good mix-

ture of articles. I particularly enjoyed the project KLX...

Ben Penny
via email

Thanks Ben, the KLX250R had a bit of a poor reputation for hot starting, though interestingly our much modified KLX300R is far better in this respect (and still up for sale by the way!). Of the bikes you mention, the KTM 400 won our 400cc middleweight shootout this year, so that's obviously our first choice, but don't discount the WR250F which (though kick-start only), is an agile and surprising little machine.

XLR Help

Dear TBM

I wonder if any readers could help me regarding my 1999, V-reg Honda XLR200? At the moment I can't seem to find any information regarding spares or service details, and I'm getting desperate. It seems to closely resemble the XL125R (the modern leccy start version), but is obviously bigger in capacity. Hope someone out there can help me - if so please call me on 01952 595302. Thanks very much.

TJ Henderson
Telford, Shropshire

Can anyone out there help TJ locate a spares microfiche with parts numbers etc? One of our readers did inform us of a website which had them on, but we can't find the info any more...

FREE* Catalogue...



race SPEC OUT NOW!

The **NEW** 2002 Race Spec Catalogue
Bigger and better than ever - 200pages of full colour.

tel: **01531 631700** or email: sales@racespec.co.uk

Race Spec Ltd | Unit 3A | Homend Trading Est | Homend | Ledbury | Herefordshire | HR8 1AR

*Please allow £2.95 for postage and packing.

IT'S THE END OF THE YEAR AS WE KNOW IT...



Above: Blez gets to grips with his new one horsepower staffbike...
This Pic: Crasher's handiwork. Who else...
Below: John Rushworth offered to get the drinks in



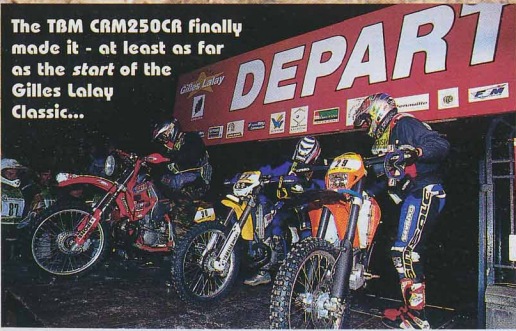
Another year of foot-sliding, bike-looping, bar bending, thumb breaking, shoulder dislocating, ligament stretching, slow recovering, project building, foot 'n' mouthing, caught cheating, fun-loving, elbow-dragging, excuse making, story writing, model leering, show going TBM comes to an end, as the TrailBike Teamsters sum up their highs and lows of the past 12 months...



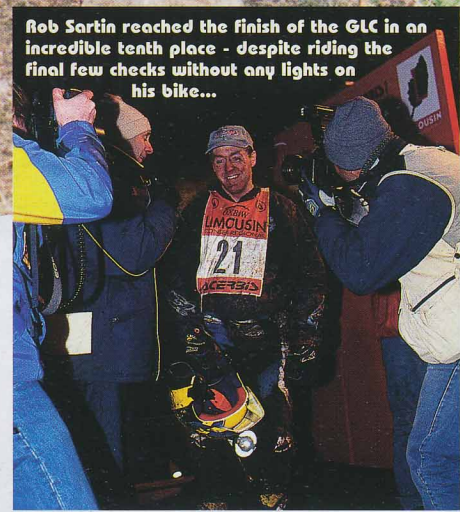
Words: The TBM Wrecking Crew; Pics: Various smudgers



IT'S THE END OF THE
YEAR
 AS WE KNOW IT...



The TBM CRM250CR finally made it - at least as far as the start of the Gilles Lalay Classic...



Rob Sartin reached the finish of the GLC in an incredible tenth place - despite riding the final few checks without any lights on his bike...

Si Melber

2001 will doubtless be remembered for many things, but for most people it will be the devastation caused by Foot & Mouth Disease which sticks in the mind. I however will choose to remember the year as the one in which we built three project bikes at the magazine (Lalay-CRM, KLX300RRR & the IT490 500-quid special), and all three failed to make the grade! Oh okay, they didn't really fail (it all depends on how you measure success), it's just that they were heroic losers.

In particular it was obviously disappointing for Clive and the Project KLX not to have come away

Clive gave it his best shot, but problems with the bike's electrics meant he was out of time...



from the ISDE with a bronze medal, but it should be remembered that what he managed to achieve was far more individual. Those people who ride the Six Days and go on to get themselves *disqualified* are extremely rare. Here at TBM we're all very proud of him!!

When it comes to pointless crashes, 2001 will be remembered by me as the year of the spectacular loop-out. Not content with flipping an XR650R (during our 600 shootout), I then went on to prove that you don't need speed or power to perform this ridiculous manoeuvre (when I looped a 125 trailie). All you really need is a rider bereft of talent and a steep enough hill. Gravity does the rest...

Actually 2001 will be remembered by me as the year the magazine really went from strength to strength. The biggest part of which is down to the fantastic team that works on the mag. Every one of them puts in huge amounts of their own personal time to ensure that TBM is brought to you every month, and I can't thank everyone enough for the tremendous amount of effort that went into it this year... So I won't bother.

But I will say a big thank you to all the readers for continuing to have faith in us. Believe it or not the number of people reading the mag has grown more than 20 percent this year, and it's thanks to you guys for putting TBM where it is today - just behind Crochet Magazine, Tropical Fish Breeder and Bob the Builder in the magazine rankings. Thank you one and all...

Highs and Lows: Highs for me include watching our Lalay trailbike make it to the finish of the morning qualifying at the last ever Gilles Lalay Classic (Good on ya' Clive & Vic). And



Clive tunes into radio zzzzzzzzz

cheering on all the Brits who took part - in particular Rob Sartin for finishing top ten in the pitch black without lights on his bike (unbelievable). Other highs include seeing Clive's face when I suggested he ride an ancient IT490 in this year's Weston Beach Race (priceless); our photo-shoot with Jo Guest (top babe, and first to the bar afterwards); getting back on a racetrack on the supermoto WR426F (scary fun); finishing the unbelievably arduous Rand Auvergne enduro in France this year (incredibly hot); Scooping all the British mags with the first UK test of the CRF450R (see p46); riding with a host of great friends, and generally having a ball doing what I love.

Lows include: Losing JD - obviously, waiting for Blez's late copy to arrive every

month, riding badly in the Icelandic beach race I'd entered, fracturing my thumb in October, FMD and the problems it caused, and not being able to do as much as I'd promised due to publishing deadlines.

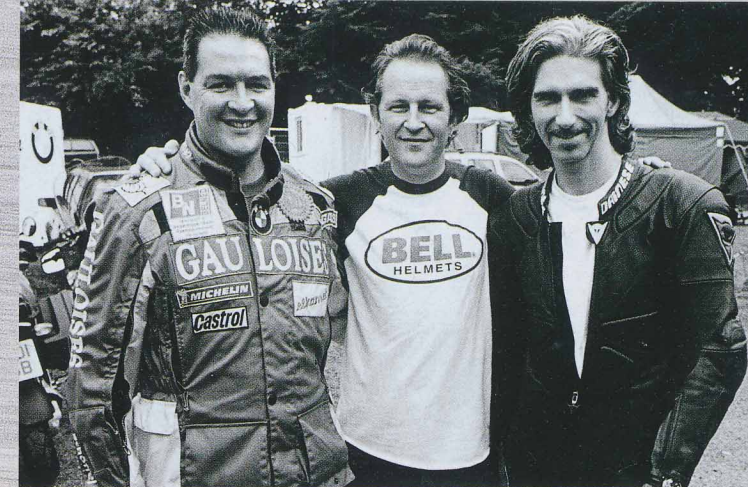
Best bike: No doubt about it, got to be the little Yamaha WR250F which really impressed me. Honda's CRF450R would probably have eclipsed it had I got to actually ride it rather than watching Si Pavey have all the fun (thanks to my broken thumb again). Honourable mentions go to the Gas Gas Pampera (surprising little bike), the Husaberg FE400 (nearly there now) and the KTM 520EXC (ballistic).

Worst bike: It's a toss-up between the limp-wristed

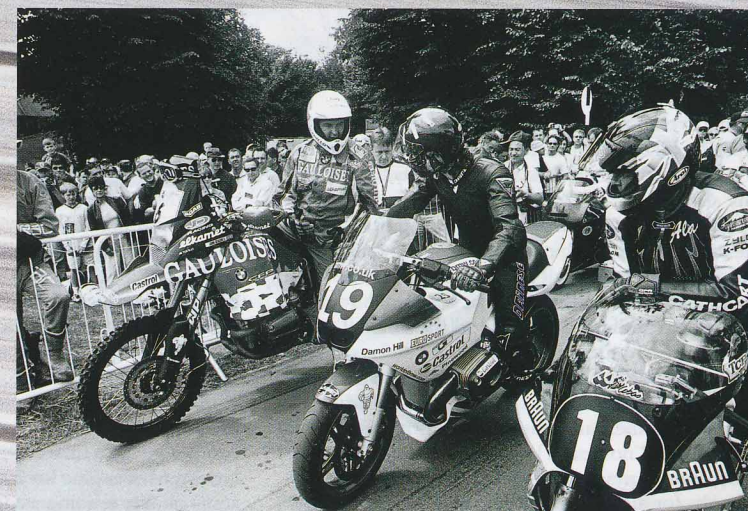
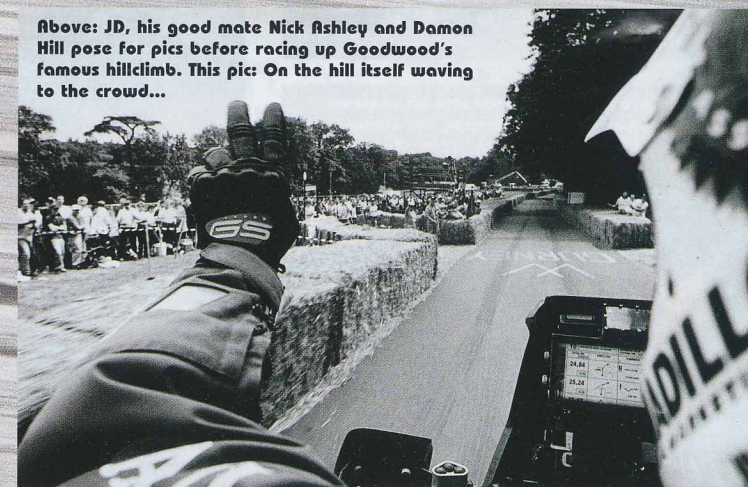
KTM 250 4T and the fiery TM 400 4T. Actually the KTM isn't too bad - it's just that once you've ridden the WR-F you wouldn't want to get back on the Katosh. Some people will love 'em though.

Stupidest crash: Without a shadow of a doubt, looping the restricted Sachs ZX125 and getting it stuck in a tree is the daftest

On 8 August this year Britain lost its best ever desert racer when likeable Cornishman John Deacon was killed in a racing accident at the Master Rallye in Syria. Back in January JD had piloted his big BMW twin to sixth place overall on the 2001 Dakar Rallye - the highest placing of all the BMWs this year. A few months later John was back at the controls of the 900cc Beemer for the annual Goodwood Festival of Speed - wheeling for the assembled crowd.



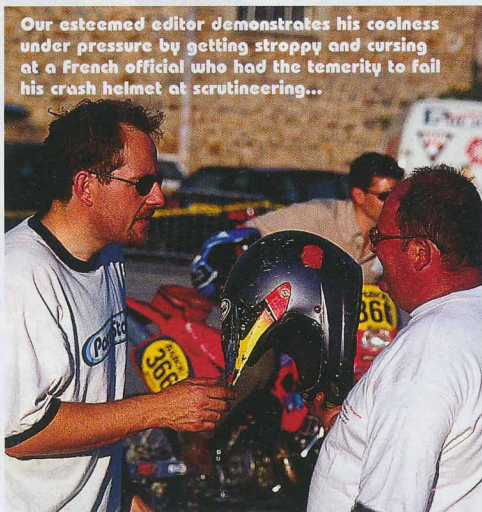
Above: JD, his good mate Nick Ashley and Damon Hill pose for pics before racing up Goodwood's famous hillclimb. This pic: On the hill itself waving to the crowd...



IT'S THE END OF THE
YEAR
AS WE KNOW IT...



Believe it or not, this is how the ZX650R came to rest at the top of a particularly tricky hillclimb in Wales during the 400cc shootout. Si M was the man in charge...

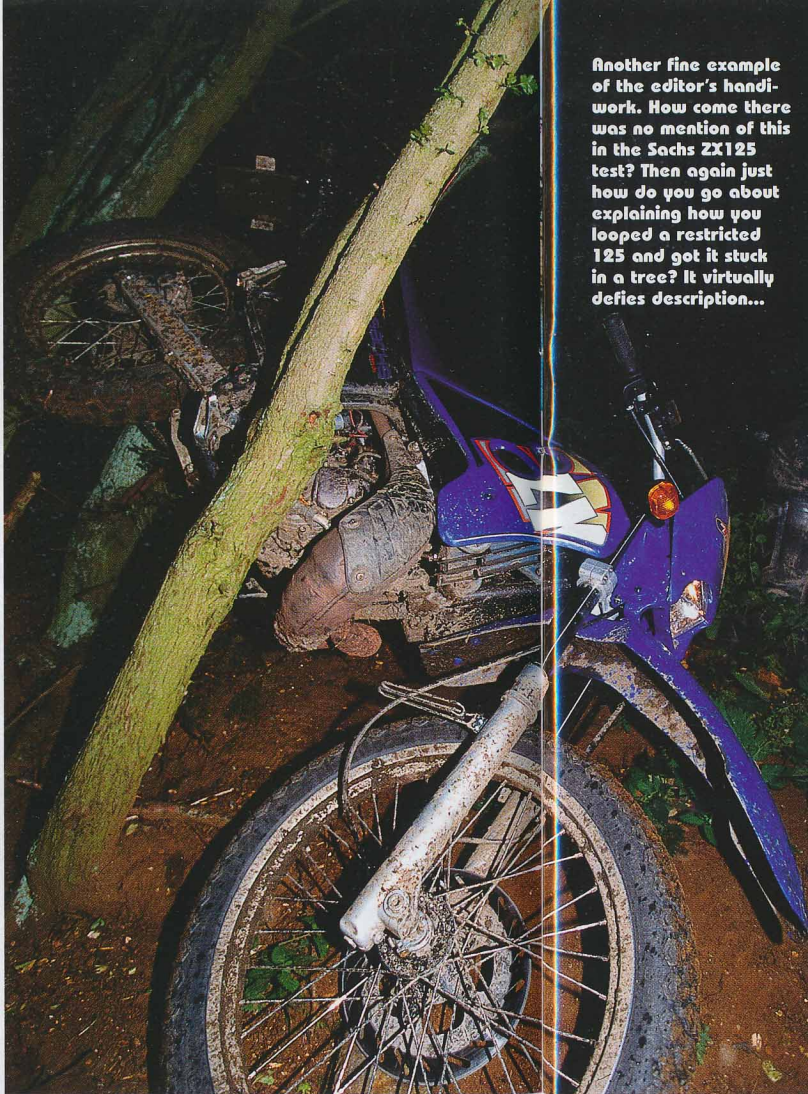


Our esteemed editor demonstrates his coolness under pressure by getting stroppy and cursing at a french official who had the temerity to fail his crash helmet at scrutineering...

thing I've managed for quite some time. The fact that the bike was quite badly damaged and took four of us to get it down again, merely added to my shame.

Most Looking forward to: Doing it all again next year, the launch of Supermoto Magazine, some great winter trail riding, taking part in the French enduros, riding in the UK again, having a laugh with the TBM crew, and the birth of my first child (ahhh).

Least looking forward to: Trying to get fit again, FMD coming back, explaining to Blez about deadlines, and paying for all the bikes Crasher will no doubt lob on Supermoto Magazine. Anyway, here's to a fantastic 2002. Thanks for all your support... **SM**



Another fine example of the editor's handiwork. How come there was no mention of this in the Sachs ZX125 test? Then again just how do you go about explaining how you looped a restricted 125 and got it stuck in a tree? It virtually defies description...

Clive Garnham

In typical upside-down Aussie fashion I'll start my summary of 2001 with my hopes and expectations for 2002? For next year my plan is to focus a bit more on simply enjoying all of that off-road fun that hooked me on this pastime over 20 years ago. And I've vowed to chant a new mantra 'I WANT SOME SUSPENSION!' Lovely as the little Project KLX has been, six days of stutter bumps at the ISDE had me yearning for a TM or a VOR. You could give me a bike with a Briggs & Stratton lawnmower engine for 2002, just as long as it's got some quality springers. (Now there's a fine idea



Clive borrow's Blez's entire toolbox for a quick adjustment to one of the test bikes. Captions about Clive's big tool etc were so wide of the mark we didn't think he'd find them funny...

IT'S THE END OF THE
YEAR
AS WE KNOW IT...

for a cost-effective project bike - ed).

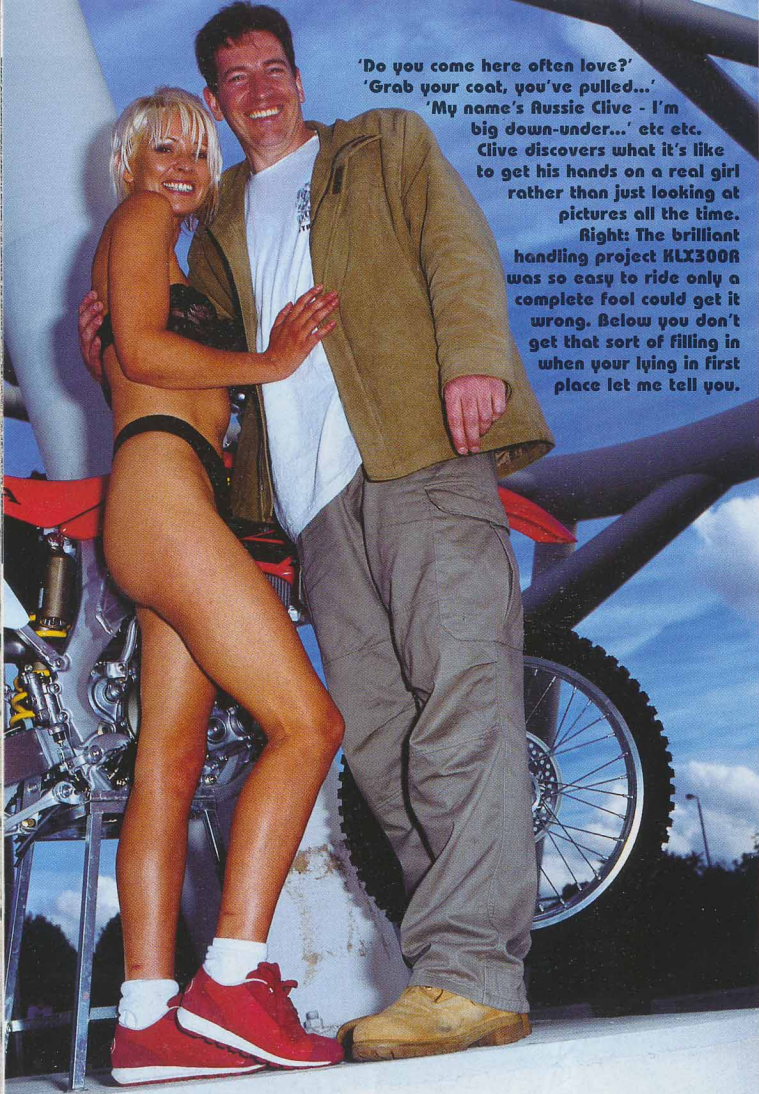
Highs and Lows: Congratulations go to TBM favourites, Patsy Quick for lifting the European Ladies trophy after a heroic performance with a damaged knee, and Andrew Coaker for fulfilling his potential and making it onto the podium in the Aussie Safari.

My best moments of 2001 seemed always to be closely followed by the worst moments too. Taking part in what looks likely to be the last ever Gilles Lalay Classic was an awesome experience, however my failure to qualify was a terrible let down for me and all those who helped me there. By the same token, finishing six arduous but unexciting days of the ISDE was a huge relief closely followed by the enormous explosion of emotions at being disquali-

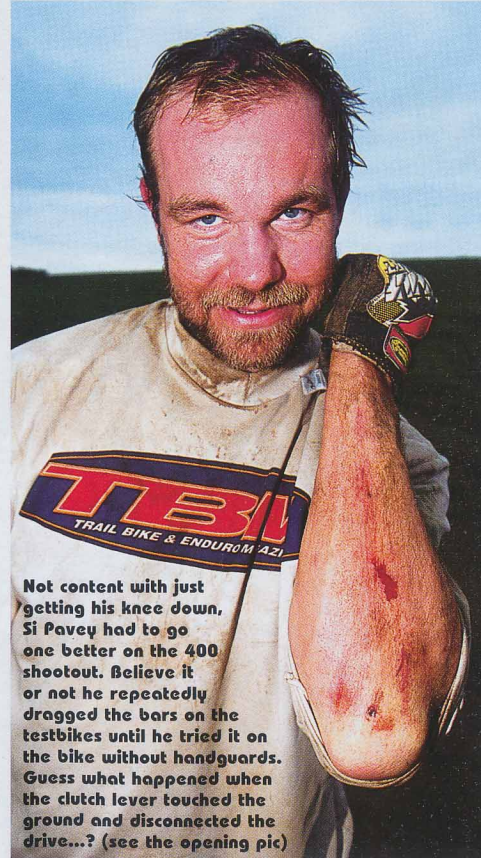
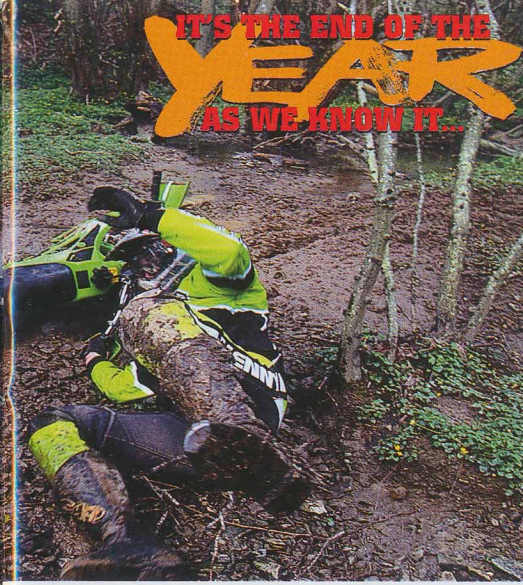
fied over such a petty misdemeanour. (That is if fitting an illegal tyre, stealing a bib, deceiving FIM officials and fraudulently sneaking onto the final MX test are petty misdemeanours!)

Thanks to the ravages of FMD, all of my top events this year were in France, but then again - they were last year! The awesome Trefle Lozerien was topped only by the aforementioned Gilles Lalay Classic. If only this event could endure and I was even half the rider necessary to make the distance! Most improved event this year was the French Val de Lorraine Classic, which was transformed from the boring mudbath of 2000 into a fantastic fun and challenging event for 2001.

This was further enhanced by riding it on probably my favourite test bike of the year - the excellent



'Do you come here often love?'
 'Grab your coat, you've pulled...'
 'My name's Russie Clive - I'm
 big down-under...' etc etc.
 Clive discovers what it's like
 to get his hands on a real girl
 rather than just looking at
 pictures all the time.
 Right: The brilliant
 handling project HLX300R
 was so easy to ride only a
 complete fool could get it
 wrong. Below you don't
 get that sort of filling in
 when your lying in first
 place let me tell you.



Not content with just getting his knee down, Si Pavey had to go one better on the 400 shootout. Believe it or not he repeatedly dragged the bars on the testbikes until he tried it on the bike without handguards. Guess what happened when the clutch lever touched the ground and disconnected the drive...? (see the opening pic)

TM300. As two-strokes are squeezed out of the sport by the questionable environmental benefits of the four-banger, this bike re-affirmed my faith in the genre by providing a truly grunty engine in a state of the art chassis.

As if to underline what I've already said about suspension, the title of best suspended bike of the year goes to the TM 2504T, which eat bumps for breakfast. Whilst title for worst suspension (and winner in virtually all the worst categories), has to be the devil's own 1983 IT490 Yamaha which we cobbled together for Weston Beach Race. Get thee behind me Satan...

My award for best engine of the year goes to a four-stroke - and one that I was less than completely about when we first tested it the year

before. The XR650 has got the power of a Challenger tank, harnessed in a big ol' dirt bike chassis. This torque stomping wheelie monster of a bike enhanced our fantastic three-way test in the heart of Wales. How that bike only got looped out once, was nothing short of a miracle!

Worst engines I'm afraid, are a toss up between TM's hard to start 400 4T and KTM's wimpy (but easy to start) 250 4T. Both missed the spot, though I've every confidence that these problems will be resolved. Best Newcomer of course has to be Yamaha's great WR250F and most improved bike, the Husaberg FE400.

Crashes of the year? The overall goes to our Editor in Chief - Melber's classic looping of the aforementioned XR650 as he crested a tricky rise

in Wales will take some beating, whilst my more private rodeo-ride from hell, careering downhill through the French trees at the GLC attached to my motorcycle by the throttle hand only, was as sad as it was funny. Doh!

Fortunately my only trip to hospital in 2001 wasn't as a result of a crash but as a result of failure to offer a sacrificial chicken before a race, I'll know better next year! (see elsewhere in this issue for the full devilish story).

So the start of 2002 for me will be in rehab as I try to get my knee back to match the rest of my knackered old joints. Ho hum.

All in all 2001 has provided some fantastic fun despite the restrictions imposed by the ravages of disease. From wallowing in the Welsh mud in early January while Rob Sartin attempted to prepare me for the GLC, to TBM's annual four-stroke four-hundred shootout extravaganza. Oh and who could forget the beautiful Jo Guest slipping out of her kit for us at the end of the year?

May 2002 be all that and more for everyone... Happy Christmas guys. **CG**

Simon Pavey

2001 has been a year of new experiences for me. A year I will never forget. It started off in the deep mud of Dorset in February where I got to trash a brand new bike by coating it in thick grinding paste mud. Then at the same event we ended up trashing the brand new TBM van. With less than 100 miles on the clock we managed to coat every inch of the van, both inside and out with the very same mud - it was thick with the stuff. Then to compound matters we tried to powerwash the van from the inside out. Oh well you live and learn. At least the windows finally stopped misting up around the middle of July!

Best Race: The most enjoyable race for me this year has to have been the excellent enduro at Shillingstone in Dorset run by Gary Warr and his posse. A great course, with loads of good hills, plenty of trees, good weather and proper enduro rules. A close second was the Leatherhead club's Tim Ward Enduro at Weaver's Down.

Worst Race: The Master Rallye which was never covered in TBM (deliberately). Sadly this was where I lost my good friend and mentor John Deacon.

Best Event: A toss up here between two massive nights out with JD. The first was in London where the legendary JD, having been ill and not eaten or drunk anything other than water for the last 48 hours still managed to come out and large it up until 4am. The second was a fantastic after-

IT'S THE END OF THE YEAR AS WE KNOW IT...

Last year Si Pavey complained that we rarely captured him falling off. This year he made up for it by falling off virtually every test bike we borrowed. So here for your enjoyment is a varied selection of Si Pavey in full-on testing mode... (No wonder we struggle to get test bikes...)

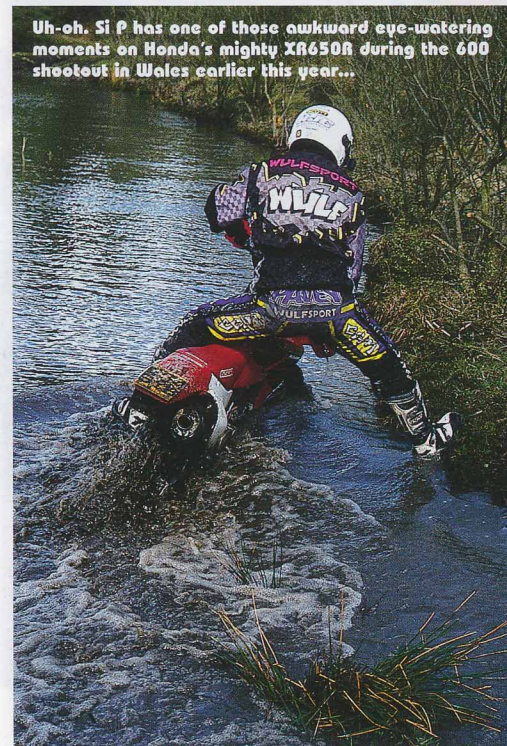


Above - a privately owned KTM 400 bites the dust...
Below: this time it's the turn of the XR650F...



TM's lovely little 250cc thumper wasn't exempt from the Pavey 'magic'

Uh-oh. Si P has one of those awkward eye-watering moments on Honda's mighty XR650R during the 600 shootout in Wales earlier this year...



noon at the beach followed by an evening drinking in Antibes in the south of France at the start of the Master Rally. JD lived life to the full and with his 'don't I take you to the best places?' attitude, was great fun to hang around.

Most Fun: The best fun I've had this year has been teaching newcomers at the BMW Off Road Skills School. Partly because it's a great venue, partly because its enjoyable introducing new people to our sport and seeing them have so much fun, and partly because Deacs was there leading the way.

Best Test: A tie between flying to Ireland to test ride the TM250 4T, and the annual TBM 400 shootout. Ireland was where we met a guy called Peter - a bloke whose laugh is louder than the engine on his bike. Each lap he'd come round cackling his head off. It was only later in the day when everyone was a little more tired that we noticed he still seemed to be laughing out loud as he rode. It turns out he still laughs when he's struggling through a bog-infested Irish forest. Now there's a guy who really loves his riding.

The annual TBM four-stroke shootout is always fun, pretty competitive, and this year Si M even managed to come up with some really good food. It was also the location where I attempted to drag

IT'S THE END OF THE
YEAR
 AS WE KNOW IT...



Left: This was the year of the super-moto, as the ed discovered on the motarded WR426 we had on test. **Above:** It's the very first photo-shoot for the new Supermoto Magazine, and Crasher Cornish wastes no time in getting to grips with the subject matter, and establishing his credentials as a worthy editor...

the handlebars, and ended up dragging all the skin off my forearm!

Best Bike: Another toss up between the R1150GS and Honda XR650. The GS just brings a huge grin to my face every time I ride it. Whether it's to shoot down the road for a pint of milk, head out to Wales for the weekend or take in some gentle off road. Mind you Deacs was always encouraging me to try using it for more and more extreme off-roadery and there was a time when I didn't make it up the hill which he got up. I had to lift the GS out of a tree on my own while he laughed loudly from the top.

The XR650 is my own bike, which I bought and prepared for the Master Rally after having loved it during our big bore shootout. The XR650 has a monster motor which makes me feel like I can actually do wheelies and is definitely the best bike for crossing countries at high speed - just don't take it into a Welsh Forest. An honourable

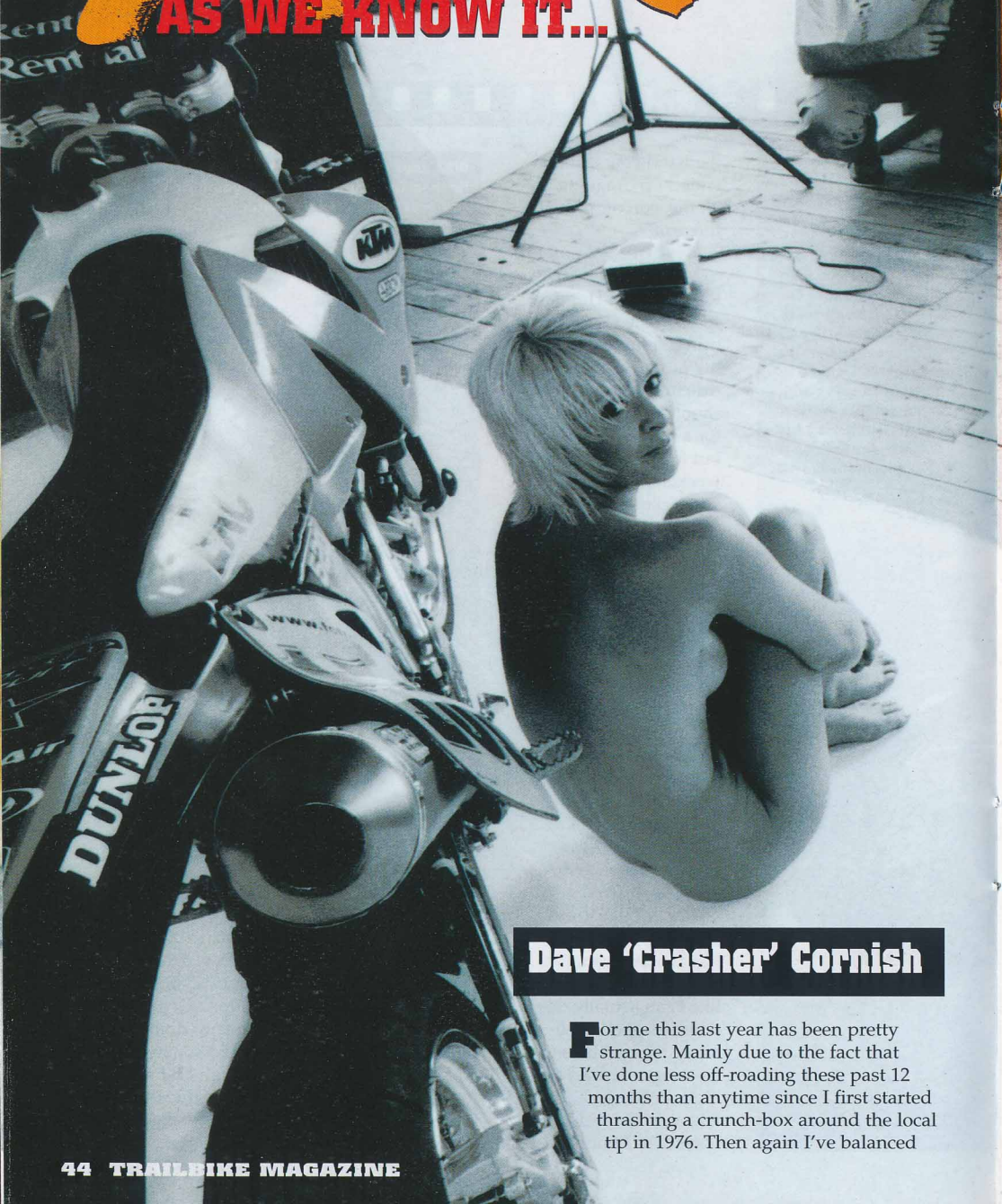


Who says we never show any male flesh in TBM? Here's one for you girls. Phwoarr! it's Ab C Blezbit...

mention also goes to the project KLX which has improved more and more as the year went on.

Next Year: I'll be out enjoying all the usual stuff. Trail riding, local enduros and a spattering of overseas events. I'll also be out doing some motocross with my ten year old son, while I can still beat him! Most of all though I'll be looking forward to picking up all the cushtie little jaunts that Si M usually keeps for himself, because next year he'll be indoors changing nappies. **SP**

IT'S THE END OF THE **YEAR** AS WE KNOW IT...



Dave 'Crasher' Cornish

For me this last year has been pretty strange. Mainly due to the fact that I've done less off-roading these past 12 months than anytime since I first started thrashing a crunch-box around the local tip in 1976. Then again I've balanced

Main pic: Just a day before this photo was taken, men's magazine front, ran a cover with the words: Jo Guest 'The last nude photo-shoot I will ever do...' Well we've got news for you boys...



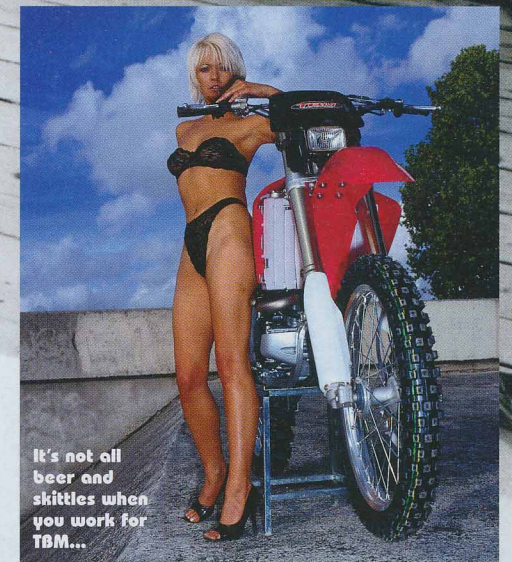
this out with plenty of track day and supermoto action, and I've still managed to get my boots dirty once in a while (FMD allowing).

Highs and Lows: Highs for me include finally getting back on a dirtbike after recovering from an extremely painful anterior cruciate ligament reconstruction to my troublesome left knee. Then, just as I was given the all clear to get back on a bike and take in some easy trails, the tragedy that was (and still is) FMD reared its ugly head and spoiled it - not just for me, but for millions of other countryside users.

Things started to look up in April when BMW offered us a long term 1150GS for the remainder of the year. The bike has taken me down to the Italian Alps for some unbelievable trail riding past the snow line, it's also done a track-day on the ultra-fast Snetterton circuit and I was lucky enough to spend the weekend off-roading it in Wales with Simon P and John Deacon. I feel privileged to have spent time riding with JD on his last ever BMW School before he set out on the ill-fated Master Rallye. We'll miss him.

Throughout the summer months supermoto mania swept through the office. I finally managed to get the Ed out from behind his desk and back onto the racetrack aboard a trick Yammie SM bike. This finally germinated the seed for our new sister publication Supermoto Magazine which had been gestating for a couple of years. Foolishly, Si entrusted me with the editorship, so it goes without saying that I shall soon be out thrashing SM bikes in the time-honoured fashion of TBM. I hope that work commitments will still allow me to come along and lob the odd dirtbike - old habits die-hard, you know.

As for the best and worst bikes? Well two bikes



It's not all beer and skittles when you work for TBM...

stick in my mind as being serious fun (which is why we ride, isn't it?). My long term GS1150 has really given me some excellent days' riding and I will be sad to see it go back to BMW. While at the opposite end of the scale (quite literally,) the best (most practical) all-round supermoto bike I've so far swung a leg over was the WR426F converted by Freddie Trott. Great fun. I want one. No bad bikes for me this year and hopefully none for next.

I hope you've all had as much fun as we have. See you out there in '02... **D'C'C**

Red ROCKET!

SCOOP
FIRST UK TEST



Story: Simon P & Si M: Pics: Action: Si M, Studio: Ben Swyre

Honda gave TBM the exclusive first test on British soil of their all new CRF450R four-stroke. Simon Pavey and Si Melber got chance to discover exactly how Honda put the 'F' in Thumper...



Honda's first ever production alloy-beam-framed dirt thumper was entrusted to TBM. What on earth were they thinking of...?

Red ROCKET!

SCOOP
FIRST UK TEST

CRF carves berms better than any other thumper...

Yep, we know it's a motocross bike, and that just sticking a headlight on the front wasn't going to fool anybody (well not for long anyway). But we also know one thing: that once you've finished reading this test report, a large number of you are going to think seriously about owning one of these bikes at some stage in the future, MX-er or not.

The question on everybody's lips then is, will Honda think about building an enduro or even a trail version? A tantalising thought and obviously one which would appeal to the broader off-road market. Honda is doubtless considering that option very carefully right now, but whether it'll actually happen is anybody's guess. America pulls the strings when it comes to determining new off-rovers - simply on the grounds of economics. And the Yanks want motocrossers - so that's what we get. At least you can be sure of one thing. If you want to own one of these bikes

in the foreseeable future, it's going to start life as a motocrosser. End of story. (Even the Italian built HM enduro version is just a converted MX-er).

So forget the fact that the CRF is in MX trim for a moment, (a lighting coil, head and tail lights are simple additions anyway, which can be sourced through the aftermarket ads), and let's get started on telling you about the new bike.

New Design

The launch of any new model is an important time for a manufacturer and Honda weren't about to sell themselves short. Yamaha has got a five year head-start on them and Honda knows that if it's to succeed in the all important four-stroke market, it has to have a product every bit as good, if not better than the current opposition. No mean feat given the quality of thumpers out there right now. The stats therefore speak for themselves: third generation aluminium alloy beam frame,

105kg dry, 45hp, super narrow riding position, high quality suspension, and easy to start.

That last point is worth expanding on. Honda have chosen to launch the CRF as a kick-start only model, and in fairness it is incredibly easy to start. There's no fiddling around finding top dead centre as you do on other bikes, the Honda is simply kick-and-go (using choke from cold, or hot-start when warm). What's more it starts relatively easily thanks to their clever centrifugal automatic decompressor system which seems to take the hassle out of kicking. Then again in our book the easiest way to start a bike is to push a button. Fans of the electric boot should look elsewhere.

Preliminaries

Lift the bike on or off a paddock stand and you definitely don't need the bathroom scales to confirm it's light. Of course the term 'light' is relative, but we reckon it feels barely heavier than

the average 250cc two-stroke enduro bike - no mean feat given the extra complexity of a four-stroke engine (but remember of course that the CRF is bereft of lights, lighting coil and items like a side-stand etc). Honda have spent a long time paring the weight down to the bone and a glance around the bike confirms where the savings have been made.

For a start the engine is physically small - it looks barely any bigger than Yamaha's WR250F, yet it still packs a full 449 cubic centimetres in there. Items like the titanium header pipe, mag-alloy casings and aluminium alloy frame obviously weigh very little, while the slimline seat, tank and panels are pretty minimalist too. Other items haven't been forgotten either. The rear caliper is tiny, the new rear master-cylinder more compact than before, the spokes are part alloy and so it goes on.

In fact as you walk around the bike you'll find

Red Scoop ROCKET!



The new CRF is typical Honda through and through: well proportioned, a mix of new and well-proven technology, and incredibly easy to ride. Frankly we loved it...

a number of neat details (not all of which are about saving weight) which help explain why Honda has gained a reputation for building some of the nicest bikes over the years. Their detailing is always superb and they will often come up with the sort of solutions other manufacturers miss. Little things like the hot start lever on the handlebar (utilising the same pivot as the clutch). The easily accessible fuel tap (which can be operated with a gloved hand) that's mounted on an alloy bracket (where it's needed), rather than the bottom of the inboard fuel tank. And the chamfering to the underside of the footpegs and fork legs to avoid catching on ruts. Nice touches which any owner would appreciate.

She's Away

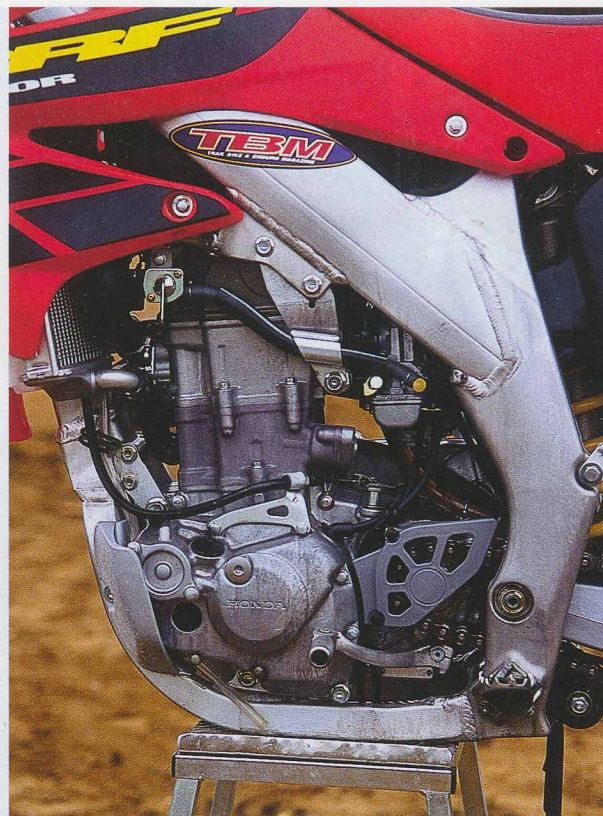
Providing you don't mind using your leg to coax the Honda into life, once underway you won't be disappointed by the ride. Honda's latest version of its (now) five year old alloy beam frame has been extensively remodelled this year to provide a sharp handling, quick turning, yet nevertheless relatively stable chassis. Add to that a set of fully adjustable suspension (though naturally it comes

set up for MX), and a super grunty powerplant and you have a recipe for a fine dirt bike.

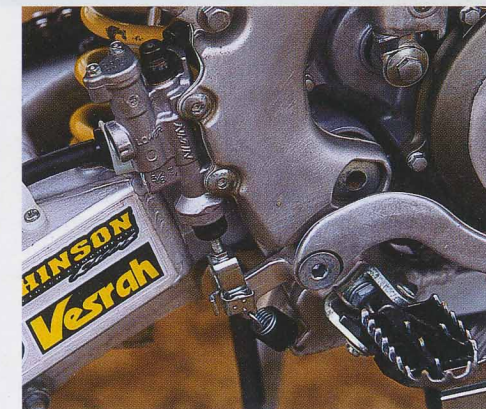
The bike we'd been loaned for the day was not fresh from the crate, but rather Rikki Priest's race bike and as such had been set up for the UK supercross series. The bike was a production model and still in stock trim apart from suspension and carb settings, oh and a set of Renthal handlebars and grips.

Bear in mind that this was just a first ride and is only a set of impressions based on three hours spent roosting around a perfectly groomed open sandy motocross track (not our natural habitat), nevertheless the new Honda certainly impresses. Whether it's powering out of a corner using its ample midrange or launching over one of the numerous jumps at the Wildtracks circuit, there's always plenty of poke on which to draw.

The motor slices through its rev range very quickly, but unlike Yamaha's 426 WR-F, there's plenty of bottom-end stomp should you need it. It grunts from way down low and blasts through the midrange into a healthy but not overbearing top-end. In terms of out-and-out power I'd be surprised if the Honda was as quick as the brutal



Left: note the detailing: fuel tap is large and remote-mounted where it can be reached, fuel line secured by alloy (engine mounting) bracket. Also note engine oil filler and sight-glass below. Unicam lump provides a seamless wave of power from bottom to top... Above: CRF is incredibly slim and flat - even rad panels are unobtrusive. Below: new compact rear brake master-cylinder incorporates reservoir. Below left: Hot-start lever is on bars...



426F and I occasionally found myself on full gas and hitting the rev limiter before shifting up. Not something that ever seems to happen on the Yam.

In fact in a lot of ways the CRF's power delivery reminds me more of the DR-Z400 motor that we all love here at TBM. The Honda has the same kind of power curve albeit an octave higher up the scale and with a good deal more go overall.

Good stuff indeed.

The nature of that delivery allows you to choose between blasting into the corner, squaring it off, then clutching it out on full throttle two-stroke style, or clicking it up a gear and simply powering around the outside in a nice big slide like the thumpers of old.

It also feels like the bike ought to be quite man-

Red Scoop
ROCKET!



ageable in tricky going. Saying that, I found it peculiar that our bike had come set up with the idle speed turned up very high, and adjusted it back to a normal setting. I suspect it was like this, partly because Rikki is still a two-stroke rider at heart and partly because the CRF (like many thumpers) has a tendency to stall if you let the revs drop too low. Later in the day when we were off the motocross track for a few photos in the trees, I stalled on several occasions. Each time when I'd thought the motor was going to torque through at low revs, it coughed and died. This is something to watch out for, certainly.

Chassis and Suspension

The CRF's chassis is sharp. No other way to describe it. Wherever I wanted to go I felt like I could go there. Inside line, in the rut or out on the berm. In fact, hit the berm then change your mind and turn up the inside, it's not a problem. Get sideways in the air - don't worry the CRF will straighten out and you'll be alright.

All glowing stuff, but once again remember this was on a fast well-groomed motocross track

and there are other bikes (especially crossers) which handle like this. Of course, out on the trail the most obvious thing you'll notice is a lack of weight and for this alone amongst four-strokes, the CRF gets a gold star.

All I can say about the suspension is that it works well on big jumps, not surprising having been set up for a national calibre supercross rider. During the day we backed off the compression damping on the 47mm Showa forks by two clicks, which made a huge difference and I was actually able to get the front end to compress. But we never needed to touch the rear which features both high- and low-speed compression damping adjustment. That said I'm confident the suspension would still work well in the woods, but how it deals with headshake, tree roots deep ruts etc remains to be seen.

Ergonomics

As with most perimeter framed bikes, the CRF's ergos are absolutely spot-on. Narrow, flat, and with a spacious relationship between the handlebars and the big footpegs - all things we love

about modern dirt bikes.

The Honda is easy to get on and ride fast - straight from the off. There is no period of getting used to it, or finding out that your boot catches on something on the side. Just climb aboard (it's about the same height as the current CR250) and you'll feel right at home. The big gear-lever and large rear brake pedal are hard to miss (unlike with some bikes), and about the only thing that could spoil the party for our kind of off-roading would be the limited range offered by the bike's 7.5L fuel tank. We didn't have it long enough to see how far it goes on a tank of gas because we refuelled halfway through the test session (before it ran out), but the standard MX unit might need to be replaced by something a little larger.

When it came to the brakes the Honda didn't

disappoint, though it would be fair to say that the CRF's anchors aren't quite as fierce as those on the WR-F for instance. Honda are alone in fitting similar sized (240mm) discs to the front and rear of their bikes, eschewing the fashion to fit bigger rotors - particularly up front. In fairness the brakes are typical Honda with ample stopping power and loads of feel. And as mentioned already, the rear brake is a trick new compact and lightweight unit, while the front uses the CR master cylinder which is adjustable for reach.

The Bigger Deal

As a package, Honda's latest four-stroke offering might only be available as a motocrosser at this moment in time, but I am certain we will see plenty of CRF's out on the trail or at enduros

Technically Speaking

The CR450F is not only a great motorcycle to ride it's also quite an innovative one. It's clear that the Honda engineers have put lots of thought into clever design (and weight savings) on the CRF and the details give them away.

★ Separate engine and transmission oil: This is an excellent idea which keeps the engine oil free from contamination by clutch plate material. Essentially there is an oil filler on either side of the engine - the one on the right side is for transmission oil, while the one on the left takes the engine's main lubricant (and there's an oil window for a visual check of this level). This allows you to run two different grades of oil in the bike without compromising either engine or transmission. So you can run a super-slick engine oil (with additives to reduce friction), whilst using a specialist gearbox oil which won't encourage clutch slip. The smaller volumes of engine oil means that a smaller, lighter oil pump can be fitted (the transmission doesn't need one), and a T-piece in the crankcase breather hose (whereby a lower hose collects any vapour) means that crankcase breather problems are also significantly reduced.

★ Hot starting: Honda have taken the hot-start button and mounted it up on the bars so that you don't need to fiddle around under the tank looking for the right button. What looks like the decompressor lever is actually the hotstarter and you should pull this in every time you try and start the bike hot. In addition their centrifu-

gal auto-decompressor system is extremely efficient, making the bike nice and easy to start. Not as easy as an electric start of course, but at least there's no faffing around trying to find TDC. All you do is flick out the kickstart and give it a boot. Most times it starts first kick, but it rarely fails to start within three or four (fairly easy) kicks.

★ New rear braking set-up: Take a look at the CRF's rear caliper - it's tiny. Honda have miniaturised it, making it smaller, lighter and better protected than ever before. It also now features an 8mm hex-head brake-pin bolt as opposed to the old-style Allen bolt hidden away behind a small cover. Then they've bunged on a bigger rear disc (240mm) and added a trick new master-cylinder which incorporates the reservoir into a piggy-back unit. The whole effect is small, neat and much more accessible.

★ We also like the chamfered footpegs (with extra teeth in the middle) to help avoid the pegs dragging in rutted corners. The slot-headed bolts on both top and bottom shock mounts which allows you to remove the rear shock using just one spanner. The sensible use of 8mm, 10mm & 12mm bolts which makes maintenance nice and simple. The throttle assembly which features a small projecting spur which helps prevent the throttle jamming on in the event of a crash and ensures that the front brake lever doesn't project beyond the end of the bar (and also get broken in a crash). And finally the numerous weight-saving ideas (lighter hubs, alloy front axle nut, lighter spokes etc) which individually don't account for much but collectively help make the CRF feel like one of the lightest thumpers you'll ever throw a leg over...

Red ROCKET!

8000
FIRST OF ITS
KIND



In the trees CRF feels incredibly light

Virtually empty MX track allowed the CRF to stretch its legs...

possesses handling which will flatter most riders will not only find appeal with the MX brigade - everyone will want their share. We already know of several XR owners who have put down deposits for one at their local Honda dealers.

The problem of course is going to be availability. Well that and finding the four and a half grand (give or take) which will be needed to secure you a new CRF next year. The official price is £4950, but dealers we spoke to reckoned that most CR-Fs will be trading at around the £4600 level for cash (ie no trade-in). Honda is remaining tight-lipped about the number of bikes which will be available, but our guess is that they're going to be in relatively high demand, so if you fancy one -

I suggest you order it sooner rather than later.

Problems?

No bike is perfect of course, and the CR-F is no exception. Although ours had a set of Renthals fitted, the stocker still comes with horrible steel bars, and a pair of plastic engine guards which

want replacing with aluminium items. Better still would be to fit a full wraparound bashplate and protect your investment properly. We would also have liked to have seen adjustable bar mounts (like on KTMs) and obviously an electric boot. Our test bike also had a standard chain fitted but the Honda blurb says the bikes will come with O-ring chains, so we'll wait and see on that score.

Another little point is that due to the CRF's narrow 'waist' where the junction of the main

frame and subframe meet, removing the air filter is not quite the simple process it could be - there's not a lot of room in there.

And finally any owner considering using one on the trail or for enduros would do well to think about swapping the 19" rear wheel for an 18" item. Not only is there a much better selection of tyres in 18" sizes, but in our experience, 18" tyres are far less prone to punctures thanks to their taller profile. Other items you might want to

Run of the Mill?

At the heart of Honda's new racer lies an all new lightweight, liquid-cooled, sohc, four-valve engine. Honda claims to have borrowed directly from Formula-One technology to produce its hugely oversquare 449cc counter-balanced lump. A bore and stroke of 96 x 62.1mm accommodates a new 'miniskirted' twin ring piston which they claim weighs a third less than conventional designs. The CRF's piston which measures only 36mm in height, lets the bike rev on to 11000rpm, although peak power (45bhp) is produced at 9000rpm with peak torque a couple of thousand revs lower.

But it's the valvetrain that Honda are most proud of. Their new 'Unicam' design (a single overhead cam to you and me), uses just three lobes to operate the four-valve head. The two 36mm

titanium inlet valves are actuated by the outer two lobes of the cam, while a single central lobe operates a forked rocker pushing on the two 31mm exhaust valves. This allows for a centrally located spark plug and a narrow (21.5 degree) valve angle for a flatter combustion chamber shape and a relatively high 11.5:1 compression ratio.

The motor is fed by a 40mm Keihin FCR flat-slide which features two large rollers on either side to ensure a lighter throttle pull. Whilst burnt gases feed into a titanium header pipe linked to an aluminium silencer. There's a close-ratio five-speed gearbox and a new eight-plate clutch together with separate oil feeds for both transmission and lubrication. All up the CRF engine weighs just 29.5kg - remarkably light for a mid-sized thumper.

budget for are a head and tail light, lighting coil, (and if you're considering trail riding on it) a number plate holder, speedo, horn, side-stand etc. By the time you've taken that lot into consideration, chances are you'll have ended up with a bike which is not a whole lot cheaper than KTM's fully equipped electric start 400EXC!

Summing Up

Honda's new CRF450R is the Big-H's most important new dirt iron since they gave us the XR400R way back in 1996. And the very fact that this bike has been so long in the development, leads us to suspect that Honda have pretty much got it where they wanted it before launching the bike.

It's a modern, state of the art, lightweight thumper which matches the best of the opposition in terms of power, and takes four-stroke handling onto a new level. whether you ride MX, enduro, or just shoot the trail, this is a bike which (if first impressions are anything to go by) will confidently fill all three roles and more. A bike which is as tractable at low revs as it is punchy in the midrange and top end; that's as light as any four-stroke currently on the market, and that's better built than virtually all others.

Question marks remain over Honda's decision to make it kick start only, reliability is as yet unproven and that relatively high purchase price (plus the cost of converting it) will certainly deter all but the most serious of punters. But it's clear that Honda have put a lot of effort into this bike, and the fact that the Big-Aitch have taken the battle to the other manufacturers, can only be good for us all in the long-term.

I can still remember the last time Honda built a CR450 back in the early Eighties. Fortunately (with the exception of the Honda badge) this latest one bears not the slightest little resemblance...

Things that excite us about the new CR-F

- Superb power delivery
- Very light weight
- Excellent ergonomics
- Great cornering ability
- Honda quality



We barely had time to get the CRF off the MX track and into our more natural terrain, but when we did, occasional stalling was our only concern

Things that we reserve judgement on until we've had a longer test

- High speed stability
- Suspension action in the gnarly stuff
- Tendency to stall
- Starting when rider and bike are hot

Big thanks to Becky Reid and Scott Grimsdall at Honda UK for the loan of the bike, and Mark at Terry Rudd Motorcycles for getting the thing together in time. TRM's well-stocked and recently refurbished showroom at Holbeach in Lincs is worth a visit or you can call them on 01406 422430.

HONDA CRF450R

Price:	£4995 (RRP)
Engine:	Liquid-cooled, 4-valve, sohc, kick-start single
Bore & stroke:	96 x 62.1mm
Comp ratio:	11.5:1
Carburettor:	40mm Keihin FCR
Transmission:	5-speed close ratio
Front susp:	47mm USD twin chamber Showa forks (305mm travel)
Rear susp:	Pro-Link with fully adjustable shock (318mm travel)
Wheelbase:	1488mm
Ground clearance:	331mm
Seat height:	945mm
Fuel capacity:	7.5L
Race weight:	112.5kg

PRO GRIP

2002

3200

3200 DUAL

3200

DOUBLE DENSITY FOAM
SILICONE TREATED STRAP
NO-FOG LENS
RAINBOW LENS (3297)
ANTI-UV ANTI-SCRATCH
LIGHTWEIGHT VELVET FOREHEAD COATING

FOUR COLOUR COMBINATIONS

3200 LS WITH LIGHT SENSITIVE LENS

MITO UK

105 NORTH ROAD, PARKSTONE, POOLE, DORSET. BH14 0LU

TEL: 01202 741580

FAX: 01202 741356

Captain CRETAN

Story & Pics: Paul 'Cretan' Blezard

This year's Rally of Discovery left the Emerald Isle for the sun-drenched shores of the historic island of Crete in the middle of the Mediterranean. Paul Blezard joined 60 others for the ultimate navigational trail riding holiday...

As I looked down on Mirambellou Bay far below us, I could almost imagine that I was Icarus, flying high above the beautiful Island of Crete... Yup, it was a hell of a view from the top of the Orno mountains. Shame we were so hopelessly lost...

The background

Irishman, Phil Gunn likes a challenge. Having perfected his formula for the Irish Rally of Discovery (a navigation rally run since 1994)

he decided to move the whole event lock, stock and smoking barrel to Crete for 2001. In October 60 riders from all over the British isles converged on Dublin airport for the four hour flight to Heraklion and the half hour bus ride to Hernosios on Crete's northern coast, the HQ for the event.

First, choose your trail bike

Crete is awash with bikes and scoots to hire and the street outside the hotel was soon thronged with 60 trail bikes. They ranged from titchy little

DR200s to a big and butch old Tengai Kwacker. In between there were some very tidy Honda Bajas, Suzuki Djebels and TTR250s plus a couple of rather ratty NX250 'mini-Dominators'.

Team TBM (Blez and a couple of hangers on - ed) snapped up a trio of Yamaha XT600Es from a place just five minutes' walk from the hotel. As soon as I saw the sexy little top-box on the black one I knew she had to be mine! It was only after we got back to the hotel that I noticed the '495cc' stamped on the bottom of the cylinder. The other two were both full 600s - curses! We paid the equivalent of about £120 for seven days' hire including 'full' insurance. An absolute bargain, considering what we were about to do with them. GPS was compulsory for the event and I used Garmin's rugged XL12 unit powered via a car cigarette-lighter from the XT's electrics.



The briefing

Phil's first briefing on the Saturday night was held 'al fresco' alongside the hotel pool with photos of the first day's twelve checkpoints projected onto a whitewashed wall from his laptop computer. Phil warned us about some of the

hazards that are peculiar to Crete. These include sections of concrete surfacing on steep or vulnerable sections of dirt road which can develop nasty 'steps' at either end and wicked ruts in the middle due to locals driving in the concrete before it sets!

My team mates both managed to miss almost the entire briefing which meant of course that there was no-one else to blame when I led them up the garden path (almost literally as it turned out). The two reprobates in question were Pat Keenan, a road racer and bike mechanic with whom I did last year's Rally of Discovery in Donegal and his unsuspecting brother in law, Andrew Huggett, a professional machinist with very little dirt riding experience who frankly had no idea what he was letting himself in for.

Lesson One...

Our first lesson of the event (which took us most of the week to learn) was: 'just because a trail is well used, doesn't mean it isn't a dead end.' And sure enough, the very first track we rode ended in a large goat pen.

Our next lesson was 'if you can't get a heavy trail bike up the track in question without a serious struggle, it ain't the right one'. The first example was a stone-walled lane which had become so overgrown that the locals had diverted through the wall into the adjacent olive grove for a couple of hundred yards and the 'gateway' back through the wall was pretty tricky to get through. Two other rallyists had already abandoned their machines in favour of shanks' pony when we got there, at which point Pat's XT stalled and refused to re-start. Since the check was only a few hundred metres further on I said I'd press on and come back for him.

I rode through the 'hole in the wall' and continued up the steep trail until I got to the nearby village, whereupon the trail became a footpath with more and more steps. As I stalled the bike on a foot-high step and wondered at the difficulty of getting supplies into the village I heard the unmistakable drone of a motor car. I peered around the corner, and there was a nice smooth tarmac road about 30 yards away. But to get to it I had to ride and heave the XT up three more foot-high steps.



You never realised Blez could do this. Nor did he...

Meanwhile, Pat had foolishly tried to bump start the XT away from the track, down into the bowels of the olive grove. We found a loose battery terminal and tightened it up but stupidly pushed the bike back up the hill, with much sweat and toil, before trying the button again. It started at the first touch. Doh!

Beware of the GPS

Lesson three was 'The GPS can get you into far more trouble than any map'. Unfortunately this too was a recurring theme all week. Just before lunch on the first day we followed a dirt road to a church just 300 metres from the checkpoint and the GPS arrow pointed towards the hill behind it. The only trail in view was a goat track with a near-vertical drop of about six foot within a few metres of the start.

Having struggled down it with our hearts in our mouths, it was soon clear that this was definitely not the right way. Which left us with the thorny problem of getting back up that near-vertical drop. I just managed to get my XT back up the way we'd come, but Pat didn't fancy his chances so I had to do a repeat performance on his machine.

After that 'wild goat chase' Phil Gunn reminded me that he'd told us at the briefing the night

before that 'The way to check 5 is from check 6'. Sure enough, we found the check on top of the cliff above where we'd been before lunch, but it could only be reached by a completely different route. (Lesson Four: Pay close attention at the briefings.)

Ignore the maps...

The local maps were nowhere near Ordnance Survey standard and could be really misleading. On the first afternoon we followed the siren arrow of the GPS to within 500 metres of another check which appeared to be just outside the little village of Souvlos. But as the going got tougher and we were riding in and out of rocks the size of basketballs we began to wonder. Then a couple more riders arrived and one of them, Des, decided to take a recce on foot. He returned five minutes later with a shepherd who said very firmly: 'No moto'.

Mad fool that he is, Pat decided we ought to try another trail which was like going down a rock staircase for about two hundred metres until it ended in a steep hillside field. You can imagine the fun and games we had turning around and riding back up. It was an hour before we finally gave up looking for the elusive trail to check 7 and the only consolation was that Des had also failed to make it that last 400 metres to the check. Even on foot.

Later that first afternoon we ran into Bob

Jeffries at a check directly opposite the island of Spinalonga - famous for its leper colony. We'd last seen him just after lunch stricken with a puncture on his DR650, but while we were riding round in circles, Bob had not only fixed his flat but also found the elusive coastal track to check 7 and done two more checks than us into the bargain. However, he also discovered that petrol stations are few and far between on Crete and we had to rescue him with the aid of an empty coke bottle when he ran out of juice on the way home.

At the next briefing, Phil projected a selection of photos from the day's activities taken with his digital camera and linked from his laptop through a digital projector. Meanwhile Peter Harte won first daily award just for making it to Crete since he was still on crutches with a leg full of pins, after an horrendous bike smash a few weeks earlier. He carried a crutch with him on the bike all week and fortunately managed to avoid doing any further damage to himself.

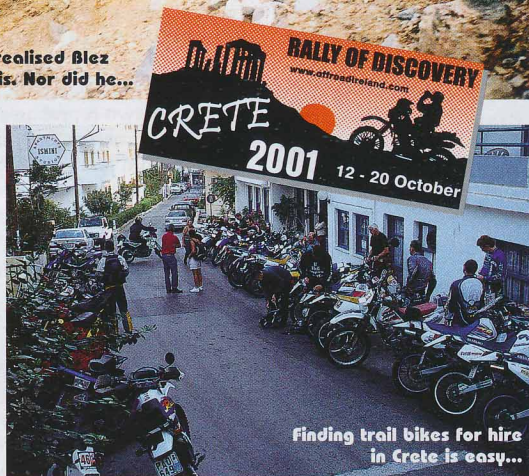
Beware of short cuts

Things went better for team TBM on the second day - to start with. Within an hour of leaving the

hotel we'd done four of the day's 12 checks. Things were looking good - that was until I decided we should take a short cut. It looked so simple on the map. Just one, two mile trail that led straight to the check.

Half an hour and several tracks later we were only 500m away from our objective when I led the team up a well-beaten trail into an olive grove, and then to the edge of a stone wall. Seduced once more by the arrow of the all-knowing GPS, I convinced myself that if I just dropped the bike down the wall, the trail we needed was just 50 yards away. In fact the 'trail' was nothing more or less than a precipice, leaving me with the problem of getting back up to where I'd come from. Let's just say that olive bushes are a lot tougher than they look and it required some serious effort. Half a dozen more dead-end, olive grove trails later, we finally found our way out to the tarmac road that we should have taken in the first place. Lesson five: Beware of 'Short cuts'.

Later the same day the front end broke away on a hairpin bend without warning and I had to save it with a judicious dab. I checked the front tyre pressure next time we stopped for juice - less



Finding trail bikes for hire in Crete is easy...



Bar life...

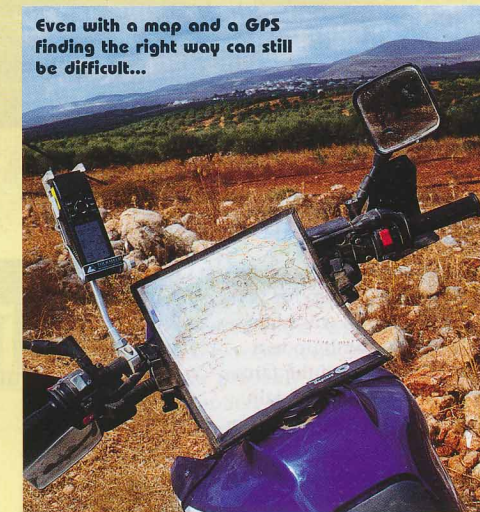
High Tech Rally

The aim of the event is to get to a series of obscure locations every day and find the answer to a question relating to each place. A GPS unit is compulsory and must be switched on all day. The track log facility in the GPS is used to make sure that each competitor has actually been to the required location, rather than simply cribbing the answer off someone else. (When plugged into a computer, the track log downloads from the GPS and displays precisely where the competitor has been throughout the day, and what speed he was doing at any given moment!)

Once the relevant information is put into it, the GPS tells you exactly how far you are from each checkpoint and which direction it lies from your current location (as the crow flies). However, it will not warn you of a ravine or a river in the way, so frankly it's not much use without a map.

Although each checkpoint location can be inputted manually, it is much, faster to upload their location by plugging your GPS into a computer on which the locations have already been entered.

One of the biggest advantages of using a GPS is that it can tell you where you are when you're lost. However, on Crete, as opposed to Britain or Ireland, this was much harder work in practice

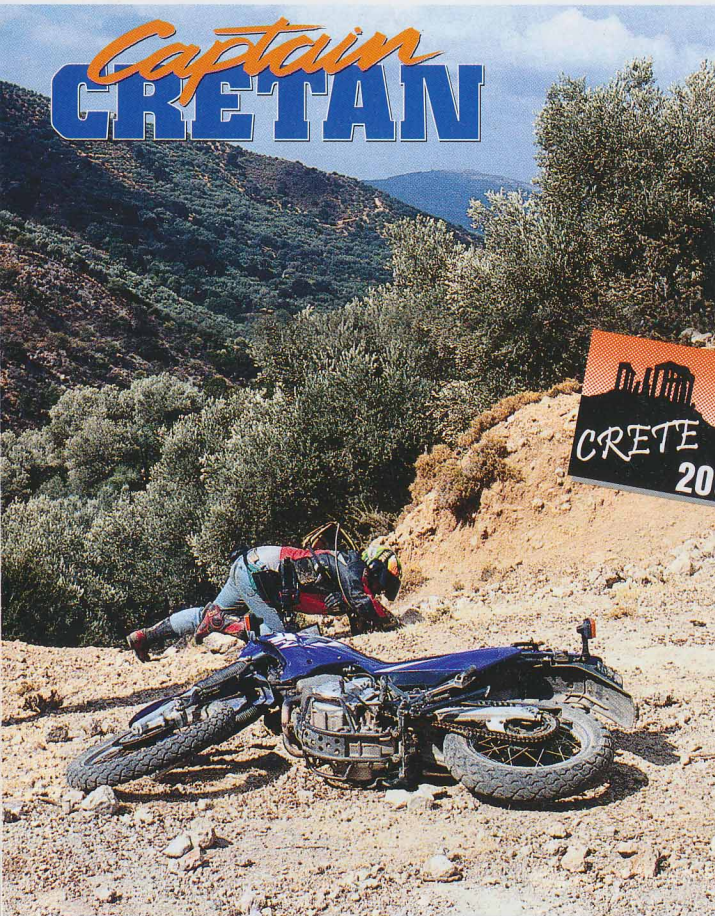


Even with a map and a GPS finding the right way can still be difficult...

because the identifying squares on their rather inaccurate maps are so few and far between.

GPS units eat batteries and strangely, if they go flat for any reason, the unit will not work properly even if there's also a feed into the bike's electrics (as I discovered to my chagrin). The jiggling of the batteries is also likely to switch the unit off if the batteries aren't bulked up with masking tape.

Captain CRETAN



than 10psi! Don't rely on the shops to check them for you.

The afternoon was memorable for the climb up to a hill-top chapel and the fantastic view of the whole plain mapped out before us. There were some great sandy trails down on the plain which led us, after the now-customary series of un-planned excursions up dead ends, to the final check of the day at the striking church at Ini, where, as required by the clue sheet, we discovered that there were no less than eight massive loudspeakers mounted on the bell tower.

On the way back to base I swapped bikes with Pat and



The special tests were good fun...



RALLY OF DISCOVERY
www.dirtroadireland.com
CRETE
2001 12 - 20 October



Andrew and I relished the extra oomph of their 600cc steeds. I never thought I'd find myself pining for an XT600E, but I did when I got back on 'my' 500, which felt a bit gutless by comparison, especially up long hills. Back at O'Donaghue's pub at the end of the day, we discovered that two of the couples riding two-up had fallen off, fortunately without serious injury.

Slippery when wet

We hardly had any rain all week, but when the heavens opened at the start of Day three, it led to some buttock-clenching moments for all of us. Even when dry, the Cretan tarmac was like a highly polished dance floor but in the wet it was like an ice rink. A couple of lads hit the deck

within minutes of setting out but we got away with a few lurid slides. Fortunately the roads were dry again within minutes.

Heading for lunch in a hurry on what I thought was the main road to Keratakampos I got a nasty shock as the smooth black tarmac came to an abrupt end and we were back on dirt - for the next ten kilometres. It was broad and smooth, but as it wound its way down the mountain in a series

of switchbacks, the necessary 30mph average suddenly seemed incredibly fast.

I become painfully aware of the difference between the GPS 'as the crow flies' reckoning and distance on the road, when, after covering five kilometres in five minutes of death defying-derring-do, the GPS told me that I was only one kilometre closer to our destination. Turned out there was a perfectly good tarmac road all the way and we'd taken the wrong route entirely. Surprise, surprise.

To make matters worse, Pat fell off for the third time that morning and we wasted an hour looking for Andrew after he took a wrong turn. Then my rear tyre went flat, courtesy of a nail. Fortunately I had a can of Finilec in the top box which, for once



in my life, worked like a charm. Phew!

The afternoon route took us high up into the Hondros hills where the wind was blowing a gale. Typically, there were no trails marked on the map, but a confusing number on the ground and we only found the last check of the day after doing a couple more cul-de-sacs. As dusk closed in, the ride back to base was one of the most enjoyable of the week and, as Andrew said, 'I think I ride better when I can't see how slippery the tarmac is'. We incurred a massive time penalty for being over an hour late, which scuppered our dreams of winning the team award. (As if! - ed)

From bad to worse...

There were 20 checkpoints rather than 12 on the final day, plus a special slow riding test to boot. Phil had found a perfect location for the trials-style special test on a beach just outside Agios Nikolaus, the largest town in eastern Crete.

After the test (which I was pleased to 'clean') we somehow missed the dirt road across to the south coast that we'd intended to take and by the time we'd been to the Venetian fort at Ierapetra, the scenic check on the dam wall and the pill box on the soft sand near Koutsounari, we were running late (again).

I had another big front wheel slide on a downhill left hander and looked round to see Andrew with his foot down having a serious 'moment' of his own, but for once we all stayed shiny side up.

Our final lunch stop of the week was at a perfect beachside restaurant where I thoroughly enjoyed a quick dip in the warm waters of the Libyan sea. Amongst all the lissom limbs on

Historically Speaking

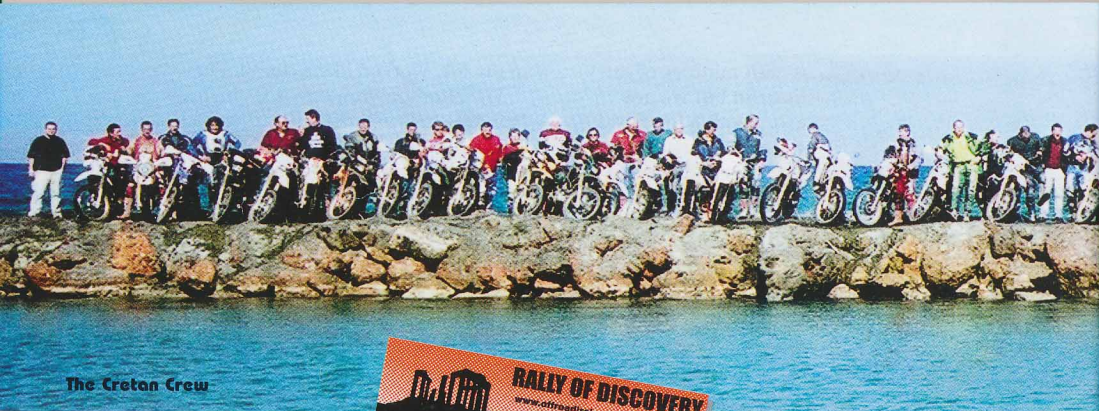
Located due south of the Greek mainland, Crete is the largest island in the Mediterranean and separates the Aegean sea from the Libyan sea. The island's Minoan culture was an advanced bronze age civilisation and sea power - the first in Europe, which lasted for some two thousand years from 3,500 to 1500 BC.

Like Cyprus and Greece itself, Crete was part of the Muslim Ottoman empire for hundreds of years until the mid 19th century and then became part of Greece in 1913 after a period of independence. Before the Ottoman Turks, Crete was ruled by a whole series of invaders including the Venetians, the Byzantines, the Romans and the ancient Greeks, much of whose mythology was centred on the island. Crete was the home of King Minos, the labyrinth and the Minotaur that was slain by Theseus. It's also the place from which mythology teaches us

that Icarus, son of Daedalus escaped like a bird using wings held on by wax, but flew too close to the sun and drowned in the Aegean. It's also one of the most likely roots of the legend of Atlantis, which was probably destroyed by a huge volcanic eruption around 1500BC.

In more recent times Crete had the dubious distinction of being the first military objective to be taken by airborne invasion, when German paratroopers landed in 1941 and successfully wrested control from the British and allied troops that had been evacuated from the mainland. It was one of the most disastrous British defeats of WWII, and not surprisingly the islanders still aren't all that fond of Germans.

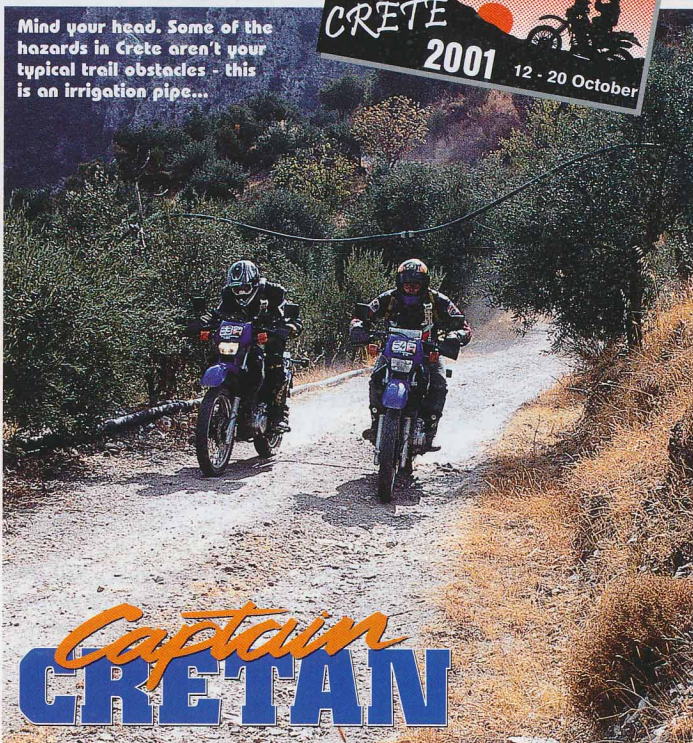
The capital is Khania, but Heraklion is the largest town and port. Greece and therefore Crete, is of course a member of the EU and is about to ditch its ancient Drachma in favour of the Euro.



The Cretan Crew



Mind your head. Some of the hazards in Crete aren't your typical trail obstacles - this is an irrigation pipe...



Captain GREY

display was the rather less attractive sight of Sean Pendred's bleeding leg following a serious endo. At least he was still walking about, albeit with a bit of a limp.

Sorry about the sand in yer' souvlaki...

Unfortunately I rather blotted my copybook when we left the restaurant. To get out of the soft sandy beach I had to give the XT plenty of revs, but I didn't realise, (until alerted by loud shouts from the outraged hostess) that the wind was blowing my huge sandy roost right onto the

lunches of no less than eight very unhappy diners. Oops! Perhaps what followed during the afternoon was some sort of Divine Retribution.

For a start, my incautious roost broke the seal on the foam lining that had kept my rear tyre inflated for the previous 24 hours. By the time we got to the next check the back end of the XT was flopping about all over the place. There was nothing for it but to break out the second can of foam that I'd bought at a garage that very morning. (I wasn't going to resort to spanningnering if I could possibly avoid it!). Fortunately, it restored the rear tyre to full pressure, and held. That was just about the last piece of luck we had all day.

Lesson six: read the key to the map

Actually bad luck didn't have much to do with it. The fact that we spent most of the next two hours wandering about in the mountains, hopelessly lost was mostly down to my incompetence. Had I bothered to read the map guide I would have realised that the broad red line that I took to be a major tarmac road was in fact a hiking trail!

The only consolation was that our wanderings led us to the best views of the island of the week. The GPS told us (yet again) that we were only 500 metres from the checkpoint, but it was straight over a 300ft drop.

True to form, we'd literally been up four

lengthy cul-de-sacs in a row before we found the way out of the dead-end canyon we'd been stuck in for the previous hour. The trail zig-zagged down the mountain like a piece of discarded spaghetti, and finally joined the trail we'd been trying to get onto all afternoon, right next to one of the four checks that were spaced out along it. Unfortunately the other three were all in the opposite direction from the way home, but we decided to do them anyway. After all, it wasn't far as the crow flies.

I had one of my most exciting moments of the entire week when I locked my front wheel on what looked like a firm surface only to find that it was a 50m patch of wet concrete. There was no warning sign whatsoever - no wonder so many of those patches get ruts firmly set into them!

We weren't as disastrously late back as we'd been the day before but we'd missed four of the 20 checks. Phil Gunn didn't expect anyone to get all 20 but several people did.

And so the main part of the rally was over, but

Trailie Hire

Hiring a trail bike in Crete is no big deal, trailies of all shapes and sizes are plentiful and can be hired from the many rental shops for as little as a tenner a day. However don't expect the bike to be roadworthy. Here then are a few 'dos and don'ts' on how to hire a bike, keep it running, and return it without penalty...

- ⚡ Do turn up in civvies, without a helmet, and not so much as a biker T-shirt. Try not to give any hint that you might be thinking of taking the machine off tarmac.
- ⚡ Do not show any concern about your personal safety (whilst in the shop) - you will be considered highly suspect.
- ⚡ Do not use a credit card if you can avoid it.
- ⚡ Do not give the hirer your passport under any circumstances, and make sure the insurance cover is 'FULL' with no 'excess' in case of accidents.
- ⚡ Do not expect to be offered a crash helmet if you don't ask for it. If you value your head, take your own, but don't let the hirer see it. (Helmets are compulsory, in theory!)
- ⚡ Do check both tyre pressures and oil level - vital air and fluids could well be missing! (Not to mention brake pads, spokes and all major nuts and bolts - in fact there's a damn good chance that the hirers haven't bothered

to look at any of the above since the beginning of the season!)

- ⚡ Do carry a tyre sealant or puncture repair kit with you.
- ⚡ Do carry the hirer's phone number with you at all times in case of breakdowns - and a mobile phone if possible.
- ⚡ Do clean the bike afterwards to remove all trace of dirt riding and return it in civvies, without wearing a helmet. If you've had an incident, return the bike after dark if possible, with any damage facing away from the shopfront - there's a reasonable chance they won't even bother to get up from their game of backgammon when you hand back the keys.

Hard luck story of the week: The guy who was 'fined' an extra £30 by the rental shop because they saw him riding in off-road gear, even though it was returned undamaged.

Good luck story of the week: The guy who crashed his bike every day and scraped just about every piece of bodywork, broke the light and the gear lever (which he got welded) and wasn't charged a single drachma extra.

Reasonable result: The guy who crashed his bike comprehensively, doing about a grand's worth of damage to it. He was happy to settle on giving the rental shop £300 and his crash helmet 'which was wrecked'.

Captain CRETAN



as a final fun tie-breaker Phil had set up a moto-cross special test on the Friday morning. But before that there was some serious drinking to be done, in yet another of Hersonisos's 'Irish' bars - none of which served Guinness or stout of any kind!

The final test

On the way to the special test on the last morning, all 60 of us rode in convoy down the main drag of Hersonisos and it was quite a sight. I imagine the locals had never seen so many people wearing crash helmets all at once!

After a group photo on a scenic breakwater we moved on to the special test, which was a simple loop marked out with deck chairs and oil drums using part of a local unofficial motocross track linked to the soft sand and shingle on the beach

itself. Just getting to the start was quite a struggle for some of the less experienced riders. We went one by one against the clock and there were some entertaining crashes and spectacular ends. Pat managed to go over the handlebars just a yard from the finish line and Steven Scully did a particularly impressive double salto halfway down the beach.

The police turned up about half way through the proceedings. They asked one of the riders where he was from...

'I'm from England.' He replied.

'Are you all British?'

'No, there are quite a few Irish here too.'

'Any Germans?'

'No.'

'That's okay then, carry on.'

Efharisto, gentlemen. Sometimes there's a lot to be said for a laissez-faire attitude to rules and regulations...

The traditional Rally of Discovery prize-giving took place in the hotel bar. As always, Phil Gunn was a superb Master of Ceremonies with a fitting word to say about every one of the competitors, however lowly their score.

It was no surprise to see team TBM halfway down the results sheet, beaten by all sorts of riders. Julian and Clare Bishop were the overall winners - their second RoD victory. It was no mean achievement to get to all 56 checkpoints and cover more than 500 miles two-up on a Husky 610. The winning team was 'Gerry and the Pacemakers, all of them mounted on DR200s!

The whole event was a triumph for Phil Gunn. I can think of very few people who would even have dreamt of putting on such an event, let alone had the organisational skill, the technical know-how, the chutzpah and sheer determination to pull it off. It was a veritable tour de force for the likeable Irishman and his merry band of men.

Roll on the next RoD, wherever it may be...

Results:

Overall: Julian and Clare Bishop

Best Team: Gerry and the Pacemakers

Spirit of the rally: Chris Tidball

Best lady: Trudi Silvey

If you fancy doing some trail riding in Crete but are nervous about going it alone, John at Crete Trail Riding organises tours with bikes supplied. Call him on 00-30-972-902-017 or you can email him at: John-dd-com@cha.forthnet.gr

The first ever Rally of Discovery in the UK is being organised by Bob Jeffries and will take place next spring, in Wales. Details from Bob Jeffries on: Bobjeffries@BTinternet.com

SHARK

More than 2 years of development and perfecting with the help of David Vuillemin have been necessary to create a new generation of MX helmets. The SHARK MXR shows a well achieved design, smart, light, highly ventilated and very comfortable.

2 shell sizes allow adoption of any head size and shape. The lining is fully removable, adjustable and washable. Comfort padding with open cell foam, as well as air channels in the impact foam, enable excellent air circulation.

- multi-axial fibre and epoxy resin shell
- 2 shell sizes
- multi element shock absorber, allowing better air circulation
- multi point ventilation
- soft peak for better safety
- lining and cheek padding removable, adjustable and washable, made of technical foam with open cells
- Face guard
- Racing double D chin strap

Available in 9 varieties Inc.
KTM colours / David Vuillemin

Prices from £149

Available at all Bel Ray
Stockist and other selected dealers



Coming Soon the Pichon Rep



DC Quad X - Ring super strong - Low friction racing chains - as used by Joel Smetts, David Vuillemin, Corona Alstare team.



WWW.BELRAY.COM

TRADE ENQUIRES WELCOME
02380 511 999





Dave Crasher Cornish BMW R1150GS

I had the GS1150 tapped wide open in second gear, a hastily snatched shift into third, and back on the gas as the rear end lit up and stepped out sideways. Keeping a steady throttle the big Conti rear boot scabbled for grip around the gently radiused left-hander. A combination of weighting the outside footrest, hauling on the big braced bars and a touch more gas and I was off down the next gravel road at warp speed ten!

Mind you I was still losing ground to Simon Pavey who was charging down the firebreak like a man possessed. Following in his cloud of dust I sneaked a glance at the large faced speedo. Gulp it was nearly indicating three figures and Si was still pulling away. Stood up on the footrests and leaning over the front of the bike we careered around a downhill right hander when all of a sudden out of the dust I caught sight of a logging truck and crane parked right across the track.

With no chance of stopping almost 300kg of hard charging GS (and rider) I followed the reprobate Aussie through a drainage gully and off through a recently cleared patch of hillside. We bounced from rock to rock fighting with the bars and trying to downshift. Just as I thought it was all under control, the Bee-Em's 19" front wheel hit a boulder the size of one of Blez's favourite meat pies and spat me off into the bushes. Back at the van we were still laughing about it ten minutes later.

I just doesn't add up. How is it possible for 1150ccs of shaft driven flat-twin weighing close to 235kg fully fuelled, to tear around at such speeds? Well that's why I was here at the BMW off-road training centre in Wales to find out. Set in over 2000 acres of reclaimed open-cast mine the BMW training centre is an awesome venue for riding off-road. I had finally been browbeaten into heading off across county to Wales by BMW instructors - our own Si P and the late, great John Deacon.

I'd joined the other pupils at the hotel bar on

STAFF BIKES

the previous night. All of them had been out for a full day's riding instruction and were simply buzzing with excitement. Most of the guys (and girls) had never seen mud from the seat of a bike before but every single one of them were planning on either buying a lightweight trailie or fitting a decent set of tyres to their own Beemers.

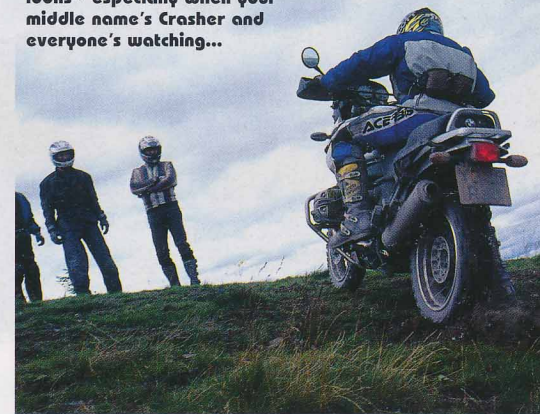
Later on in the day out on top of a hillside I found myself pointing the GS's beak over the side of a huge drop-off to the valley floor below. This goat track would be a challenge on a pukka enduro weapon but on the 1150? Jeez! I had visions of losing control and cart-wheeling the bike to its ultimate destruction. But spurred on by the fact that JD himself had just completed the descent on a similar bike and had made it look

all too easy. I simply followed suit.

Leaving the brakes well alone and using the big flat-twin's abundance of engine braking I found that by leaning back and keeping the rear wheel in contact with the treacherously loose Welsh slate, forward momentum was not only controllable but almost enjoyable as well. The bike began to speed up towards the bottom but somehow both bike and amazed rider made it safely to the gravel road far below.

But then came the real test. JD gassed up the throttle, spun around in a perfect doughnut and gunned his bike through the drainage gully and back up the very same hill. I sat there at the bottom totally gob-smacked as the great man rode feet up all the way to the summit as if he was aboard a trials iron. A huge cheer went up from the assembled onlookers at the top as John casually wheeled up the last 30 feet and launched over the crest. No wheelspin, feet up and not even a hint of sweat. He shouted down the hill in his distinctive West Country brogue 'come on Crasher, your turn. What you waiting for?'

This hill is steeper than it looks - especially when your middle name's Crasher and everyone's watching...



About 30 pairs of eyes were staring in my direction, waiting for a response. So with TBM's honour(!) at stake yet again, I took a deep breath, clunked into first, gave the fuel-injected lump an extra big handful and headed for the base of the climb. From where I was standing it resembled the North face of the Eiger, only with less traction. As I hit the drainage gully the rear end stepped out sideways causing me to back off for a second, this lost me valuable momentum. But back on the gas the bike dug deep into its huge reserves of torque and responded instantly by rocketing up the hill, throwing a shower of slate from the wildly spinning rear tyre.

Within spitting distance from the top it began to occur to me that I was rapidly losing momentum and the wheel was spinning sideways. But spurred on by the shouts of encouragement from above, I somehow crawled over the crest in a flurry of arms, legs and wildly spinning tyre which was busy sending a 20 foot roost of Welsh hillside off into the valley below. This brought home to me just how damn good the BMW R1150GS really is - and what a great rider JD was.

Okay I knew from last summer's trip to the Italian Alps that the GS was pretty handy on dry

STAFF BIKES



rocky trails, but this was something else. For the rest of the day I followed the boys around the trail park, each time trying out something that the GS really has no right to be able to do.

Towards the day's end we all went into a two and a half-foot deep-water crossing. This was the only time the GS failed me. Heading into the murky brown water, the Bee-Emm's high first gear meant slipping the clutch whilst stood on the footrest was the only way to go. A huge bow wave came off the bike's front end and just as dry land came in sight the water suddenly went a little bit deeper.

I eased off the throttle and the bow wave came back in towards the bike and the forward facing under-tank air intake. The GS began to cough and splutter but somehow just made it to the far bank before it expired. JD pulled a bung from the air-box and drained about a gallon of brown water whilst I pulled out both spark plugs. Turning the motor over on the starter cleared the water from inside the engine's bores and within a few minutes the bike was storming down a fast fire road as though nothing had happened.

I simply can't think of another bike that has the same sort of potential as the GS. A high speed dash down to the Alps fully loaded, no problem, scratching around the fantastic Alpine switch-backs hassling sports bikes, again no problemo.

Then onto Snetterton race track the fastest circuit in the UK for a track day, no worries. And then finally the following weekend after a change of rubber the GS was ready and willing to tackle the mud and climbs of Wales. Superb.

Yeah I know that some bikes are better on the track or trail but ask another bike to do both of these as well as a 2000 mile Continental thrash in a single weekend, I don't think so! To say that I'm impressed with the GS is an understatement. Is there anything it can't do? Okay over the last 6000 miles the bike hasn't been perfect but what bike is? For example the turbulence that the stock screen throws up has been well documented in these pages. And I'm not too convinced about the overdrive sixth gear, it's simply too high to use for anything other than cruising especially when the bikes fully loaded and two-up. Overtaking usually requires a downshift for rapid forward progress; not what you expect from an 1150cc flat-twin tuned more for grunt than outright power. But that's it really, everything else about the bike is simply spot on. I did make a couple of changes before the off-road jaunt though. Mainly to do with protecting it from any damage from errant rocks and stones.

First off I removed both the screen and rubber footrest covers, next up was an easy to fit headlamp guard from Touratech. Just a simple piece of

6mm lexan and associated mounting hardware, this neat cover only cost around £15, (much cheaper than £85 for a headlamp). Whilst on the phone to Touratech importers Bracken, I ordered a lock-stop protector. Again pretty simple to look at, this alloy and nylon bracket prevents the cast alloy lock-stops from snapping off in a heavy fall which in turn stops the bars damaging the tank. If you're really unlucky the front brake hose could be severed as well. For less than £60 it can save all kinds of grief (not to mention expense) and fits onto the Telelever front end in just a couple of minutes.

The choice of rubber for the Welsh trip was surprisingly easy even if getting the tubeless beads to seat, wasn't. I levered a pair of Conti's finest Twinduros onto the GS's fat alloy rims for no other reason than they are the chunkiest, most aggressively patterned speed rated tyre available. To look at - the Twinduros resemble a half-worn FIM enduro tyre, but these babies are rated to over 130mph. They even work well on the black-top - I managed to get the engine bars down on the M4 roundabout near Neath without a squirm of protest from the overworked rubber.

Sure they feel different from more road biased rubber, the knobbles feel as though they move around a bit but you soon get used to it and they even work well in the wet. But out on the trail the Contis give all the grip you could reasonably expect for a road legal tyre fitted onto such a heavy bike. Bugger to fit though.

BMW GB had already fitted a pair of handguards and some robust engine crash bars at the 600 mile service. And sure enough despite the aforementioned fall, the GS suffered no damage at all, not even a scratch. So I guess if you do plan on off-roading your GS (or any other giant trailie) it's certainly worth spending a little time and money on protection. Even if you keep the whole plot upright, stones and mud can still wreak havoc on unprotected bodywork.

After the day's off-road fun it was simply a matter of packing up the panniers, refitting the screen and bashing off the 350 miles back home to Norfolk. As I said how many bikes can do that in a day? On the way home I had a bit of a dice with a Subaru Impreza. The driver obviously fancied his chances on the tight and twisting roads near Ledbury. But despite being fully loaded and wearing enduro tyres I didn't have to try too hard to leave him behind. In fact he only caught me up when slowing for 40mph limits through villages.

I'm not saying that the loaded GS handled better than a performance car like the Scooby, but the Bee-Emm simply left it for dead every time the throttle was opened. And no matter how hard

As big trailies go, the GS is one of the most versatile bikes we've ever ridden...

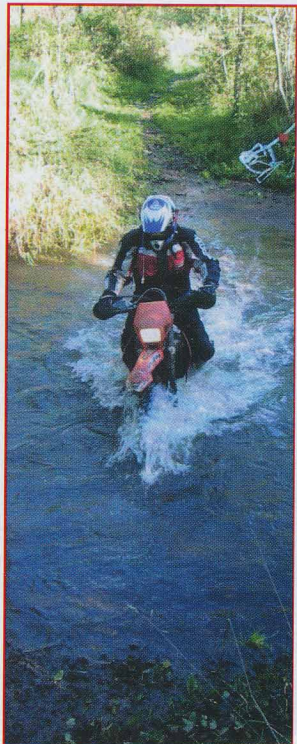


he tried the driver couldn't make up any time except for speeding through the villages. I lost sight of the Scoobie before Hereford and followed the signs for the motorway.

Once on the M50 the high overdrive sixth gear allowed a steady unflustered high speed to be maintained. Ducking down slightly behind the aftermarket taller screen gives fuss free cruising for hour after hour, this combined with a range of around 200 miles means that the GS is capable of high average speeds. In fact I noticed that on last summer's high-speed blast down through France the fuel range was the only limiting factor (apart from Blez of course) to even quicker average speeds. Main reason being the bike's comfortable riding position which for me (at 5ft 8") is nigh on perfect.

So perfect in fact that I'm dreading the call from BMW head office in Bracknell telling us they want their bike back. It's so good I think I might even be tempted to part with my own money for it at the end of the loan period. Now that's really saying something...

Big thanks to: Bracken for the Touratech light guard £15.28 and steering stop protector £58.36 - call 020 7232 1814. Also BMW off-road training schools call 0800 013 1282. And of course Si Pavey and the late John Deacon.



GET FOCUSED OFF ROAD!

Focused Events a premier UK Track Day and Event Organiser would like to offer you the opportunity of joining them Off Road in France in 2002

From rolling hills to rock climbs, from river crossings to crossed ruts and muddy woods to mucky bikes —

Choose from one of our varied and exciting Off Road 3 Day Breaks:

- * The ALSACE ADVENTURE *
- * THE AUVERGNE CLIMB *
- * THE CHERBOURG CAPER *

Call now for our 2002 dates – starting with the CHERBOURG CAPER from 21st March - telephone 01903 744 011, or visit our website www.focusedevents.com

Discounts available for groups.

A Member of ATDO

All our Off Road Breaks offer the following services:

Maximum Off Road & Minimum On Road Riding

Friendly and Helpful Staff

Special Rates & Help with Channel Crossings

Quality Hotels

Half Board with Great Food & Wine

Road Book Navigation

Back Up Bike (in case the worst happens)

On Hand Mechanic

Support Vehicle

Last Evening Prize Giving

Commemorative Photo

ONLY £280

GASGAS MOTOS LTD

OFFICIAL UK IMPORTERS FOR GASGAS MOTORCYCLES



EC 250 2T ENDURO BIKE RRP £3827.09 INC. VAT



PAMPERA 250 2T TRAIL/FUN BIKE RRP £2643.89 INC. VAT

CONTACT OURSELVES FOR YOUR NEAREST DEALER! ALL MODELS IN STOCK

GASGAS MOTOS LIMITED
STABLE LANE, LEEK ROAD
BUXTON
DERBYSHIRE SK17 6UG

www.gasgasuk.com
Email: jnr@gasgasuk.com
Tel. 01298 25460
Fax: 01298 72354



Professionally guided tours in the mountains of Southern Spain

- 7 day fully inclusive tours (5 days riding) based near the resort of Nerja, Costa del Sol
- New Suzuki DR400 bikes - electric start - fully insured - all protective clothing provided
- Exclusive use of private villa with heated swimming pool - all year round

Now taking bookings for 2002
tel: 01634 408473

email: info@redtread.com

www.redtread.com

KEEP BIKING

Authorised Husqvarna Dealers



TE 410E



SM 570



WRE 125

HUSQVARNA

NEW	CR 125	£3595
NEW	TE 410E	£3995
NEW	TE 610E	£4595
NEW	SM 610	£4995
NEW	HUSKY BOY	£895
NEW	HUSKY BOY J	£1095
NEW	HUSKY BOY S	£1195
NEW	HUSKY BOY R	£1295

HONDA

01/Y	XR 650	£3495
99/S	XR 250 BAJA	£2300
95/M	XR 250 BAJA	£2250
91/H	XL 250 BAJA	£1695
90/H	XLR 250	£1695
92/J	XLR 250	£1695
91/H	CRM 250	£1695
96	CR 125	£1695

YAMAHA

NEW	TTR 600	£3995
01/51	TTR 600	£3695
96/N	TTR 250	£1895
91/J	XT 225 SEROW	£1550
96/N	XTZ 660 TENERE	£2200
00	YZ 125	£2250
SUZUKI		
01/X	DRZ 400SY	£3450

Keep Biking Ltd, Unit 5b Lupton Road, Thame Ind Est., Thame, Oxon OX9 3SE
phone 01844 261372

Dakar 2002, 28 Dec - 13 Jan 2002 (come and watch the finish on an XR600 - Phone for details).
 Optic Tunisian Rally/Raid, April 2002 - ORPI Moroccan Rally/Raid, May 2002.
 Phone early for details on bikes, preparation and support. Offroad heaven.

TT XT XTZ TÉNÉRÉ TRANSALP AFRICA TWIN XR

ENGINE REPAIRS/REBUILDING
 WHEEL BUILDING-EXCEL-TALON-S'MOTO
 SUSPENSION-SPRINGS-SHOCKS-FORKS
 CALIPER REPAIRS-DISCS-HOSES
 TYRES H-D-TUBES-MICH DESERTS
 STAINLESS EXHAUSTS & HEADERS
 BASH PLATES-CRASH BARS-FRAME MODS
 CUSTOM WIRING-LIGHTING-IGNITION

HONDA & YAMAHA PARTS - GLOBAL DELIVERY
 ACERBIS/IMS BIG TANKS & PLASTICS
 ICO/IMO TRIPS-MD/RB ROADBOOKS
 GPS + MOUNTS + CABLES + AERIALS
 TOURATECH PRODUCTS STOCKED
 RALLY & EXTENDED SCREENS
 HEAVY DUTY LUGGAGE SYSTEMS
 WATER & FUEL STORAGE SYSTEMS

FULL RALLY/RAID PREPARATION

Overland preparation & fully prepared XT600E's & Ténérés for Sale or long term hire for overland & expedition.

DAVID LAMBETH RALLY & OVERLAND ADVENTURE NEERING

TEL 01892 853913 FAX 01892 813912 51°04'32"
 00°09'27"

Chris Scott Masterpieces (You need these books) Adventure Motorcycling Handbook £15 inc P&P
 Sahara Overland Guide £23 inc P&P. Chris's Website - www.adventure-motorcycling.com

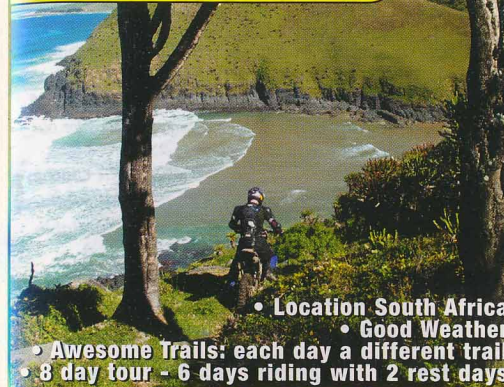
* Always Wanted & for Sale - Tenere, TT, 600E, XR, XTZ750 *

Monday - Friday 10am - 7pm Closed Sat & Sun

weekends are for thinking about how to raise enough cash to do the Dakar

FOR SALE KTM Adventure R (2000). 3K miles, vgc, full overland prep, with all the right equipment. £4,700

ALFIE COX ADVENTURE TOURS with KTM



- Location South Africa
- Good Weather
- Awesome Trails: each day a different trail
- 8 day tour - 6 days riding with 2 rest days

Proposed Tour Dates 2002

Arrive	Depart
5 February	13 February
25 February	5 March
26 April	4 May
10 May	18 May
14 June	22 June
13 July	21 July
13 September	21 September
13 October	21 October

For more information contact ALFIE or HAZEL Cox:

e-mail: alfie1@pixie.co.za • Tel: +27-31-7821779 • Fax: +27-31-7823559
 • Alfie Mobile: +27-823760260 • web: www.alfiecox.co.za

FOX MOTORCYCLES EVERYTHING FOR ENDURO & MOTO-X

HUSQVARNA MAIN DEALER

All models available from stock
 ENDURO/SUPER MOTARD/MOTO-X KIDS BIKES
 Please phone for prices and brochure
 VERY LOW RATE FINANCE DEALS
 P/Ex welcome
 HUSKY TE 400 2002 £4995



WE WANT YOUR USED ENDURO BIKE - CASH WAITING
 ALL YAMAHA'S/HONDAS AND SUZUKIS STILL SUPPLIED

- 02 YAMAHA WR 426F
- 02 HONDA CRF 450
- 02 YAMAHA WR 250F
- 02 HONDA XR 650
- 02 YAMAHA WR 250Z
- 02 HONDA XR 400
- 02 YAMAHA TTR 600
- 02 HONDA CR 250
- 02 YAMAHA TTR 250
- 02 SUZUKI DRZ 400

CLOTHING & ACCESSORIES & TYRES ALL COMPETITIVE PRICES

Finance Exp. Honda XR400R Price £3750 Deposit £375 Weekly £26

SCOTT USA OAKLEY

Putline Oil ACE33 MICHELIN

CALL NOW 01206 791155/793605 or 24hrs 07771 986592
www.ghmotorcycles.com

Breathe easy

Putline's Action Kit

The most efficient air filter maintenance package
 money can buy!



Putline Oil

AVAILABLE LOCALLY FROM THE UK'S BEST OFF ROAD SHOPS

For stockists details and a free sticker pack telephone 01778 394909

Leisure Trail UK

Everything for the Trail
 Enduro & Off-Road Rider
 KTM, CRM & DRZ Specialists



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

- 2002 RANGE OF KTM ENDURO, SUPER MOTO,
 ROAD & TRAIL BIKES NOW IN STOCK
- EXC125/200/250/300 ENDURO TWO-STROKES
 - EXC250/400/520 RACING FOUR-STROKES
 - EXC200 GS TWO-STROKE AUTOLUBE TRAIL
 - LC4-E 640 SUPERMOTO, ROAD, TRAIL & RALLY RANGE

CALL/E MAIL FOR COLOUR BIKE, CLOTHING
 & ACCESSORIES BROCHURES

NO PRICE INCREASE FOR 2002 PHONE FOR AN ORANGE DEAL

QUALITY USED CRM'S & NON NEW & USED BIKES CURRENTLY IN STOCK

CRM Mk1	from £1,595	97 Yam TTR250 Raid	£2,095
CRM Mk2	from £1,795	97 Yam TTR250	£2,350
CRM Mk3	from £2,395	96 Suzuki DRZ250RS	£2,350
CRM AR	from £2,895	Honda XR650	New £3,995
DRZ400S	New £3,850	BETA 200 ALP	New £2,890

OUR USED BIKES ARE FULLY SERVICED, OTR & GUARANTEED

KTM 640 SuperMoto

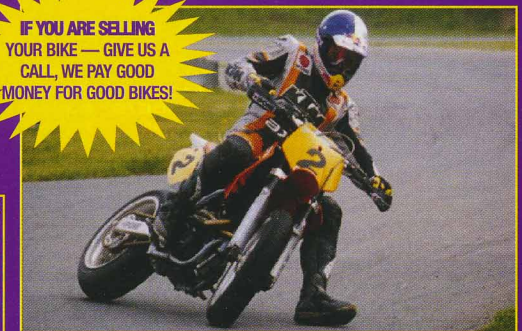


SUZUKI DRZ 400
 FULL RANGE OF ACCESSORIES
 SPARES & GOODIES IN STOCK
 PHONE OR E-MAIL FOR LIST

FINANCE ARRANGED -
 QUOTES ON REQUEST.
 ALL MAJOR CREDIT & DEBIT
 CARDS ACCEPTED



IF YOU ARE SELLING
 YOUR BIKE — GIVE US A
 CALL, WE PAY GOOD
 MONEY FOR GOOD BIKES!



Our congratulations to Ady Smith new
 British Supermoto Champion
 with support from Leisure Trail UK & KTM
 (A championship winning combination)
 Pay us a visit and test ride a supermoto.

Phone or fax 0115 973 2466
 email: sales@leisuretrail.co.uk
www.leisuretrail.co.uk

MOTO-WARD

Worldwide mail order
YAMAHA

SPARE PARTS SERVICE - ALL MODELS
TOP BRAND NAME OFF-ROAD GEAR
ANSWER • ALPINE STARS • SBS • ND
ARAI ACERBIS • NO FEAR • RENTHAL,
REIKON • MSR • ROCKOIL • IZUMI • SPES

117 Brighton Road, Surbiton, Surrey KT6 5NJ
TEL: 0208 399 0630 FAX: 0208 296 0704
e-mail: motoward@cs.com
Specialist supplier of enduro & overland equipment



ADVENTURE in store....



Eurotek KTM

The North of England's leading solus KTM dealer with product support and customer care second to none.

WE KNOW KTM - WE RIDE KTM - WE LIVE KTM

We are also stockist of the following products call us for our specials on selected products in our store.

Enduro Engineering **MSR Clothing**
OF3 Clothing **WER Products**

GPR Stabilizers with Free Fitting Service Available and *Free Servicing (*conditions apply)

We also have special package deals to convert your bike for Supermoto and Fast Eddy events.

Contact us for further details



KTM RACING 2002 Models



ALL MODELS IN STOCK NOW
RESERVE YOUR BIKE NOW
SEE THEM ONLINE @
WWW.EUROTEKKT.M.COM

CONTACT US ON 01765 608209
OR EMAIL: INFO@EUROTEKKT.M.COM
16 CAMPHILL CLOSE, DALLAMIRES LANE
RIPON HG4 1QY

Japanese Grey Import Spares

Due to expansion

We are pleased to announce that all New and Used spares for Japanese imported trailbikes will now be available from

BOGBUSTERS LIMITED

Call

Telephone 01477 500 777

Paul@bates@supanet.com

World Motors Limited, Meadowview House,
191 Queens Road Norwich, NR1 3PP

GADGET

HONDA SUZUKI KAWASAKI KTM YAMAHA

EUROPE'S LEADING SUPPLIER
OF FRAME GUARDS & SKID PLATES FOR ENDURO AND MOTOCROSS



Bash Plates £49.94

Available for for
DRZ400 XR250 & 400
YZF250 & 426 KTM 400/520
NEW BASH PLATE
FOR KTM 125/200 & 250/380
Skid Plates £37
for WR 200 & 250
and most
KTM-SX, YZ, YZF, CR, RM &
KX Ranges

**FRAME GUARDS
AVAILABLE FOR
MOST MODELS
ALL £33**



Full range and Secure Online Shop at
WWW.GADGETRACINGPRODUCTS.COM
E-mail info@gadget-racing.demon.co.uk
MAIL ORDER Phone 01858 880345 Fax 01858 880835

MOTO X MOTORS

29/31 ASHTON RD,
OLDHAM, LANCASHIRE
SALES 0161 652 7393

60+ BIKES IN STOCK

NEW HONDA

XR 100	£1999
XL 125S	£2299
XL 125V	£3099
XR 200	£2499
XR 250	£3299
XR 400	£3999
XR 650	£4199
XL 600V	£4199
XL 650V	£4799
XRV 750	£5399
XL 1000V	£5699

NEW SUZUKI

DRZ400E	£3699
DRZ400E/S	£3899
DRZ400S	£3899
XF 650	£3899

NEW KAWASAKI

KMX 125	£2399
KLR 650	£3599

NEW HUSKY

SM 125	£2999
WRE 125	£3099
TE 410E	£3599
TE 610E	£4199
SM 610	£4399

NEW YAMAHA

TW125	£2199
DT 125R	£2399
DT 230	£3699
TT 250R	£3649
WR 250F	£4499
WR 400	£4099
WR 426	£4499
YZ 426	£4199
TT 600R	£3899
XT 600E	£3499
XTZ 660	£3899
TDM 850	£5399

**NEW 99 TE 610E
INC. SM WHEELS
ONLY £4699 OTR**

**NEW SACHS
TESTED TBM 73**

ZX 125	£2875
ZZ 125	£2995

USED HONDA

98 XLR 200	£1899
95 XR 250	£2199
97 SL 230	£2499

**91 CRM 250 MKII
PRICES FROM
£1699**

97 CRM 250AR	£3199
95 XL 250 DEG	£2099
00 NX 650	£3499
94 XRV 750	£2499
99 XL 1000V	£5199

USED YAMAHA

92 DT 200WR	£1399
93 XT 225	£1950
94 XT 225	£1999
95 XT225	£2099

**93 TT250R PRICES
FROM £1799**

97 DT 230	£2199
95 TT RAID	£2099
96 TT RAID	£2299

USED SUZUKI

98 DR 200SE	£2099
95 DR 250RS	£1999
96 XC250	£2099
00 TS 50X	£1399

USED KAWASAKI

97 SHERPA	£2499
98 KLX 250	£2799
97 KLX 300	£2199

OTHERS

PEGASO 650	£3699
TIGER 900	£5999
640 DUKE II	£5699
96 PAMPERAE	£1699
99 MASTIF	£2999
00 TE 610E	£2999
00 TE 410E	£3199

**FINANCE
AVAILABLE
FROM £25
DEPOSIT**

EXAMPLE
XR 250R £3299
DEPOSIT £100
48MONTHS £85.31
APR 15%

**S.M.
WHEEL &
TYRE SETS
FROM £899**

**PARTS,
SERVICE AND
REPAIRS
0161 624 2313**



Taylor Racing



**ALL 2002
MODELS NOW
IN STOCK**

**DOES YOUR LEG ACHES?
BUY A ELECTRIC START!**

2001 DRZ400SKI
Road Legal



Ring The
Experts For The
Best Deal
In Town

SUZUKI

23-25 Station Hill, Chippenham,
Wilts. SN15 1EG
Phone: 01249 657575 Fax: 01249 443643

CRD performance Stockist
YZF250 Pipes in stock now
Main Acerbis Centre

Catalogue sent £6.00

24^{ème} **DAKAR** 2002
TOTAL

Arras - Madrid - Dakar

**WISH YOU WERE HERE?
I CAN MAKE IT POSSIBLE**
TELEPHONE PAUL 01484 861238
www.dakar-desertwarriors.co.uk
www.dakar-rally.com

**FANTASTIC TRAIL RIDING IN SPAIN
AMAZING VIEWS**
UK 01793 812291
SPAIN 00 34 647 242883
www.biketours-esp.com



BIKE TOURS ESP.

BOGBUSTERS
INTERNATIONAL IMPORTS LTD
01477 500 777
www.trailbikes.supanet.com
pauldbates@supanet.com

- 1 x TTR RAID gm/white 12k miles
- 9 x SEROW W 20k/6k/8k/15k/6.5k/11k/4k/16k/5k/4.5k miles
- 1 x DR200 5k miles
- 3 x DR250's 9k/6k/11k miles
- 2 x TTR RAID's 12k/11k miles
- 5 x CRM 250 MK2.8k/10k/7k miles CRM MK3 4.5k miles
- 2 x DT200WR 9k/4k miles
- 3 x XR250 4k/2k/10k miles
- XL250 DEGREEE 13k miles
- 1 x XTZ super ten 3k miles

**OFF ROAD EXPERIENCE DAYS BIKES
— ENJOY BOGS, RUTS, CLIMBS, RIVERS & MUD!
BIKES AND ALL THE KIT FROM £75
CORPORATE DAYS, LADIES DAYS — LOADS OF FUN.
GET OUT AND GET DIRTY!
LIFE IS NOT A REHEARSAL DO IT NOW! WITH
BOGBUSTERS INTERNATIONAL.
GREY TRAILBIKE SPARES
CHAINS SPROCKETS BRAKES EXHAUSTS KIT ETC.**

**FOR ALL THIS
DIRTY BUSINESS AND
A WHOLE LOT MORE
WHO YOU GONNA CALL**

BOGBUSTERS
01477 500777

01477 500 777
Rides.org.uk TBEC TRF
— the kettles always on



TROTT
RACING



Freephone 0800 0832182 / 020 8863 5644
551 Pinner Road, North Harrow, Middlesex, HA2 6EQ

No! for Supermoto's
Honda
Husqvarna
Kramit
KTM
Suzuki
VOR
Yamaha

www.fctrott.co.uk

**Wheels & tyres
Exhausts
Brake conversions
Race preparation
Accessories
Spares**

**FINANCE
AVAILABLE**
full details on request

MAIL ORDER
all major credit cards
accepted




BIKE SALES, PARTS & ACCESSORIES

OFFROAD - WORLDWIDE
Serious fun in
NEVADA • BAJA • COSTA RICA • ECUADOR
• PERU • NEW ZEALAND • AUSTRALIA •
THAILAND • MOROCCO • ANDORRA

Plus the world's widest choice of road tours
and motorcycle hire

Tel: 01256 770775 Fax: 01256 771773
http://www.hctravel.com email: david@hctravel.com
H-C Travel 16 High Street, Overton, Hants RG25 3HA
Fully insured for your financial and legal protection

**FULL RANGE MOTO-X,
ENDURO, SUPER MOTARD
& ROAD**
Still used by
125 World Champion Grant Langston &
British Champion Gordon Crockard
British Enduro Champion David Knight

DOMA
Racing
EXHAUST SYSTEMS

01786 817456

2002 KIT **2002 KIT**

CONCEPT MOTORCYCLES YORKSHIRES No 1 TRAIL BIKE DEALER

SPECIALIST IN TRAIL +
COMPETITION OFF ROAD PRODUCTS
LARGE RANGE OF NEW AND USED MACHINES HON/KAW/YAM/SUZ
NORTH'S LEADING IMPORTER OF FULL POWER 125S
RACE PREP/SUSPENSION SETUP

FANTASTIC 250 PAGE ONLINE CATALOGUE
MANY SPECIAL OFFERS FAST MAIL ORDER
WWW.CONCEPTMOTORCYCLES.COM

Unit B, 571 Stanningley Rd, Bramley, Leeds
0113 2909878

ACERBIS **WISECO** **SCOTT USA** **Tray Lee Design** **DEVELOPMENT FACTORY RACING LTD**

ALLENS PERFORMANCE R & D
IMPORTER OF KEIHIN & MIKUNI CARBURETTORS AKTIVE REEDS

WHITE BROS Catalogue 22 £6.00 inc vat
BIG BORE STAINLESS FRONT PIPES • SUPER TRAP EXHAUSTS
POWER UP KITS XR250, XR400, XR600,
XR650, DR350, KLX250 PLUS HUSABERG KLX650,
KTM CARBURETTORS FROM 22mm - 45mm
AIR FILTERS: WHITE BROS., K&N, RAM AIR

NOW AVAILABLE
YZ400 & XR400, WR400,
XR650 BIG BORE PIPES
& PRO-MEG SILENCERS

www.allensperformance.co.uk

KTM 675cc BORE
KIT ALSO
WR/YZ445/455cc

DRZ400
Performance parts
now in stock

XR650 2001 Pistons,
Cams, Carbs Kit
Available

KTM, HUSQVARNA,
HUSABERG & XTZ
PERFORMANCE PARTS
BIG BORE KITS
HIGH LIFT BILLET CAMS,
TITANIUM COLLETS,
SPRING KITS, CARILLO RODS,
CRANK PINS & PISTONS
MOTION-PRO M/X TOOLS

Tel 01949 836733 Fax 01949 836734 Unit B9, Moorbridge Road, Bingham, Notts. NG13 8GG

**COTSWOLDS
TRAILRIDING**

Bring your bike for a
weekends trailriding
in Gloucestershire

Guided green lining tours covering
varied terrain with the minimum
of roadwork.
All abilities catered for.

Telephone 01242 58 40 60
Mobile 07973 637 867
Email allan_whittington@bigfoot.com

WELSH BIKE TOURS
01978 842507



DO ANYTHING EXCITING
LAST WEEKEND? NO!!
Then come to Wales on
a guided trail bike tour.
Smiles included an no
extra cost.

www.wbt.krcnet.com

HONDA UK PARTS SUPPLIER APPROVED DEALER
FOR OVER 20 YEARS

TRM RACING
Results Not Excuses

**XR 100
IN STOCK**

**NEXT DAY
PARTS SERVICE
AVAILABLE**

2002 HONDAS NOW IN STOCK
TERRY RUDD M/C 01406 422 430 CR • CRM • XR PARTS

FEN ROAD, HOLBEACH, SPALDING Lincs. PE12 8QD
TEL: 01406 422430 • FAX: 01406 424860
www.trmracing.co.uk
E-mail: sales@trmracing

MasterCard
VISA



IDEAL CHRISTMAS PRESENT

TALON SPOKE TORQUE WRENCH

TEL: 01935 471508
FAX: 01935 431825

TEL: 01935 471508
FAX: 01935 431825

TALON ENGINEERING LTD

www.talon-eng.co.uk
Email: sales@talon-eng.co.uk
44 Lynx Trading Estate Yeovil Somerset BA20 2NZ

RIDGE SPORT

GASGAS 2002 IN STOCK

**NEW AND USED TRAIL/ENDURO BIKES
ALWAYS IN STOCK**

2002 CLOTHING FROM

AXO • ACERBIS • KENNY • HEB0

**50 OAKLANDS ROAD IND. EST. RODLEY LEEDS
0113 255 3636**

• **2002 PAMPERA ALLOY SKID PLATE £44.95** •

B J C TRAIL TOURS

Edmonds Garage, Coped Hall, Wootton Bassett, Swindon, Wilts SN4 8ES
Tel: (01793) 849661 • Mobile: (07808) 291661
www.bjcmotorcycles.co.uk

TRAIL BIKE HIRE

Come and trail ride the green lanes
of Wiltshire & Berkshire,

choice of:
DR 350 - Suzuki XL 250 - Honda TT 250R - Yamaha XT 225 - Yamaha
Experienced and novices welcome. Packages to suit all.
Insurance, Fuel, Equipment, Guidance, Lunch included.
Contact Bryan Carter.



To find your nearest groups send a 9x5 SAE
to Colin Patient, 14 Rycroft Close,
Woodley, Reading, RG5 3BP

TRAIL RIDERS FELLOWSHIP

The national campaigning group for trail riders.
Members ride road-legal motorcycles in small groups to explore those
green lanes with vehicular rights, for recreation (not competition) and to
enjoy the countryside. Please see www.trf.org.uk

TRAIL RIDERS FELLOWSHIP

Wanted - volunteers to lobby Government and MPs, and to liaise with
Councils and other bodies, research lanes, lead rides etc. Training available.

CCM **Robinsons** **CCM**

DEMO'S AVAILABLE MAIN AGENTS

PIZZA **BRIDGESTONE** **SMITH** **SINISALO** **APICO** **DIADORA**

Broadoak road, Canterbury, Kent CT2 7QG
Tel: Richard on 01227 766267
www.robinsonsfoundry.co.uk
Email: sales@robinsonsfoundry.co.uk

MOTO ADVENTURES

ANDORRA AND THE SPANISH PYRENEES
5 days/6 nights 1,200 Euros

For further information please contact SU on:
Tel: (00376) 325099
Email: motoaventures@andorra.ad
Web: www.motoaventures.com

Trans-Spain Tour Starting Summer 2002

BIKES & BITS
on and off road

For all your spares new and used. Engine repairs, rebore, servicing etc.
Complete bike bought and sold, p/x welcome. Full rally preparation service. Wanted now, any condition, any age, anywhere XT 600, Tenere, XT2750, African Twins or similar.

South Coast
01903 732 485 (day)
01903 850 227 (eve)
07767 862 924 (mobile)

tm and VOR Main Dealers
Parts and accessories for Moto X, Enduro, Trail and Trials.

in chains
OFF ROAD MOTORCYCLE SPECIALISTS

DEALERS FOR:
PRO GRIP SHARK, VEMAR, SINISALO, ACERBIS, DIADORA, APICO, UFO, TOE RAG CASUAL CLOTHING & TOOLS, REPTILE WATCHES & WALLET, AND MANY MORE.
Tel: 01425 474800
Fax: 01425 461692 Email: mail@inchains.co.uk
Unit 9 Hightown Industrial Estate, Crow Arch Lane, Ringwood, BH24 1NZ

CCM **HONDA** **ACERBIS** **PIZZA** **BRIDGESTONE** **SMITH** **SINISALO** **APICO** **DIADORA**

Haines & Co

FOREST OF DEAN
Full CCM Range XR range & QR50 in stock
604e trail & R30 demo
01594 822202 www.hainescmc.co.uk

GET DIRTY THIS WEEKEND!!

Aprilia	RX125	£1795	Suzuki	DR650	£2395
Aprilia	RX125	£1895	Yamaha	XT350	£1495
Aprilia	RX125	£2195	Yamaha	XT350	£1495
Honda	CRM125	£1495	Yamaha	TT350	£1495
Honda	CRM125	£1595	Yamaha	TT350	£1795
Honda	XR350	£1495	Yamaha	TT600	£1495
Honda	XR600	£2095	Yamaha	XT600	£1795
Honda	XR600	£2195	Yamaha	TT600	£2195
Honda	XR600	£2395	Yamaha	TT600	£1895
Husvarna	TE350	£1895	Yamaha	TT600	£1795

NEW STOCK CONSTANTLY ARRIVING - PHONE FOR DETAILS
TEL: 01202 826045 / 01202 820009 FAX: 01202 820009
CONQUEST MOTORCYCLES, UNIT 1, VICTORY CLOSE, WOOLSBIDGE INDUSTRIAL ESTATE, THREE LEGGED CROSS, WIMBORNE, DORSET BH21 6SX

Bransons MOTORCYCLES

XR650 £4395 OTR
XR400 £3795 OTR
XR250 £3395 OTR

Full XR range at Yeovil & Gloucester. Ring for best deal.
Full CCM range inc. R30 Demo at Yeovil.
Power-up, Lowering Kits, Supermoto wheels, exhausts etc.
YEovil 01935 474998 GLOUCESTER 01452 525903

PRO BODY ARMOUR

For all your off-road armour needs

Harnesses - Body Belts - Limb Protectors

For further information & Stockist
Tel: 00 44 (0)1933 410818 Fax: 00 44 (0)1933 315976
E-mail: info@tprobodyarmour.co.uk
Website: www.tprobodyarmour.co.uk

WILDERNESS WHEELS MOROCCO

Novice ladies' tour January 6th-11th 2002
Other tours available
Experienced British Guide resident in South Morocco
Tel: 0191 4960869 (24 hours)
Email: wilderness.wheels@virgin.net
Or visit our website at wildernesswheels.com

BIKE SPORT NEWCASTLE **Putoline LUBRICANTS**

TRAIL BIKE HOLIDAYS CRETE

NEW WINTER PROGRAMME
Call or email for details
00 30 973 766 817 John-dd-com@cha.forthnet.gr

DAVE COOPER TRAILERS

CLIP-ON ADJUSTABLE BIKE RACKS
Car Racks £49.95 inc P&P - Van/Motorhome Racks £59.95 inc P&P - 4x4 Racks £73.95 inc. P&P
Junior Racks 50cc - 80cc Senior Racks 100cc - 600cc

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

DELIVERY AVAILABLE
Sporn Wheel £23.50 extra
Trailers come with independent suspension, slip-on loading ramp, tie-down loops, wheel support clamps, security locking facility, removable light board and optional colour. NEW well mounting brackets to hang your trailer on your garage wall - £15.00 pair

TRAILERS
Single Bike £199
Double Bike £239
Tribe Bike £299
Quad Trailers £325

ALL PRICES INCLUDE VAT

DAVE COOPER
DEPT 78, UNIT 7, ERITH BUSINESS CENTRE, HIGH ST, ERITH KENT DA8 1RT
TEL 01322 359933 (DAY OR EVE) & 07860 702112 (MOBILE)

MOTO MERLIN
www.motomerlin.co.uk

APRILLA PEGASO 650	NEW	£3599
HONDA XR 400R	NEW	£3650
HONDA XR 650R	NEW	£3950
HONDA XR 600R	NEW	£3850
SUZUKI DRZ 400S	NEW	£3899
YAMAHA TT 600E	NEW	£3550
YAMAHA TT 600R	FROM	£3650
YAMAHA WR 426 INC FACTORY ROAD KIT	NEW	£4399
YAMAHA XT 600E	NEW	£3199
YAMAHA TT 250R	NEW	£3599
GAS GAS PAMPERA NEW MODEL	NEW	£2599
GAS GAS ENDURO 2002 EC	FROM	£3499
GAS GAS SUPERMOTO 250	NEW	£3899
BETA ALP 200 UK BIKE	NEW	£2886
KTM 640 SM, HUSKY SM 610	NEW ENICE	

ALSO KLX 650, DOMINATOR, TRANSALP, DT 125 @ NICE PRICES
SUPERMOTO WHEELS + BRAKES SUPPLIED
PHONE FOR LATEST DETAILS - NEW BIKES - PRICES INCLUDE VAT - 2001/02 MODELS - E&OE
MERLIN MOTORCYCLES FREE CATALOGUE PHONE/FAX: 01403 257 626

Oakley

CGUK 0132 867 060

- GOGGLES, GLASSES, APPAREL, WATCHES, ACCESSORIES, LENSES
- WE ARE OFFICIAL UK STOCKIST
- FAST FREE DELIVERY ON ORDERS OVER £39
- CHECK OUT www.oakley.com FOR ALL PRODUCTS
- WE ACCEPT: VISA, M/CARD, SWITCH, DELTA, CASH AND CHEQUES
- OPEN 9AM TO 9PM WEEKDAYS, 9AM TO 6PM WEEKENDS

pro-kard

new dimensions

Welcome to the interactive world of Pro-Kard.

Pro-Kard are all set to launch a collection of digital trading 'kards' that'll bring all your favourite Motocross heroes onto your PC.

Backed by the ACU/MCGB, an initial run of eight kards are planned with the Crock Star and Carl Nunn already signed up. Each kard contains a full rider bio along with colour images, video clips, weblinks and great prize giveaways.

Oh, and did we mention the free poster?

To get your free poster and complimentary kard of the British Championship 2001, just present yourself at the British Motocross stand AC09C or contact us on 01622 618704 or e-mail gary@pro-kard.com

British Championship riders will be available at various times on our stand to sign your Pro-Kard posters, so look out for us.

Full info will be available on www.pro-kard.com and www.britmx.com

VOR GASGAS tm

HEBO PJ1 ARAI SCOTT

SMITH SINSALE

phone for best price

Gas Gas + TM Spares Available
Acerbis Clothing + Accessories in stock

CALL GARY RICKS

01708 862828 after hours 07801 978768
Motivation Unit 17 Breach Road
West Thurrock RM20 3NR

Shock Repairs

All Shocks and Forks
Serviced or Repaired

Import Bikes

No Problem

Trail Bikes

Enduro, Motox, Road

Prices from £35.00 + VAT

24 hour turnaround

K&S Racing

18b Tower Road,
St Leonards-on-Sea, East Sussex
Phone 01424 439 767 Fax: 01424 715086
Web: www.kandsracing.co.uk
Email: steve@kandsracing.co.uk
PG 1 Nov 2000

GET RESULTS

To advertise here
call Keith Jones



(01225) 786820

Dirt Bike Depot

www.dirtbikedepot.com

TrailTech Panoram Computer

The UK's leading purpose built Motorcycle Computer.

Quad kits now available.

GPR Stabilizer Kits

Used by leading off road riders in the UK and around the world

Kits available for all popular models

This Month's Online Special Offers

RED LIGHT SPECIAL Handguards from £29.99

KTM Billet Gas Caps £40.99

GPR Kit with Bar and Post Mount (Call)

YZ/WR Hot Start Kits £60.00

Carbon EXC/SX Pipe Guard £37.99

Dirt Bike Depot the one stop online shop

Dual Sport - Trail - Enduro - Supermoto - Worldwide
Call 01642 554534 or visit us online @ www.dirtbikedepot.com

GSR ENGINEERING

SPECIAL OFFER

FOR HONDA XR & CRM ONLY

FLOWER DISC KITS

KIT INCLUDES FRONT AND REAR DISCS

WITH PADS

PRICE £89 INCLUDING P&P

TO FIT XR250/400/600 & CRM250

NEXT DAY DELIVERY

SWINGING ARM BEARING KITS

KDX 200/220/250 & KLX 250/300

KIT INCLUDES 4 BEARING AND 2 SLEEVES

£25 INCLUDES P&P

NEXT DAY DELIVERY

TEL: 0114 2510836 FAX: 0114 2489715

MOBILE: 07971 635228

ENDURO • MOTO-X • TRAIL

Bike Tech

UXBRIDGE MIDDLESEX SOUTH EAST

GAS GAS

2002 BIKES

NOW IN

PLACE YOUR ORDERS NOW FOR

NEW FOUR STROKE ENDURO

ALL SPARES - CLOTHING - ACCESSORIES -

WORKSHOP REPAIRS - SERVICE

2002 PAMPERA - PHONE FOR DETAILS

CONTACT DAVID (ANYTIME)

TEL: (01895) 253963

MOBILE: 07956 393322

CCM

MOTORCYCLES

MLS also stock...

aprilia

SUZUKI

plus a huge range of accessories

SOMETHING NEW FOR CHRISTMAS SIR!?

R-30 Demo now available.
Full range of ccm's stocked including the new R-30!!!

A brand new CCM 604e Sport for only **£4950 OTR**

- Deposits from only £99
- Excellent Trade-In's
- Low Cost Finance

2001 CCM IN STOCK

Then Dial This Number 020 8566 0000

Call the sales desk for details.

LONDON'S PREMIER CCM MOTORCYCLE DEALER

140-142 NORTHFIELD AVENUE, EALING W13 9SB

MLS bikesmart

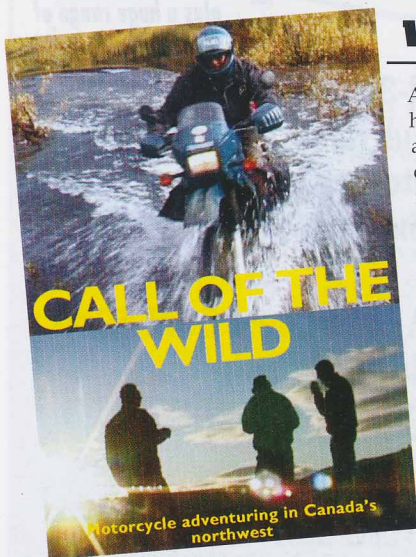
motorcycles & scooters

OPEN 6 DAYS A WEEK!

Finance subject to status. ML&S BikeSmart is a licensed Credit Broker. Full written details upon request.

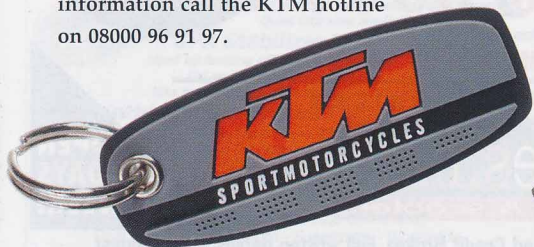
Wild Ride

Adventure writer turned video diarist Chris Scott has released his first full length video - the Call Of The Wild - which is a diary account of his 4000 mile trail ride around the wilderness of parts of British Columbia and the Yukon Territory this year (see last month's TBM for the story). The film which is shot and edited by Chris is the antithesis of the much hyped 'Crusty' type videos. This is not high action thrills and spills, instead we get a far gentler but nevertheless accurate picture of what happens when a group of four riders on KLR650s attempt to traverse the historic Telegraph Track cut through the wilderness over a century ago, but long since abandoned to nature. The 30 minute documentary is in truth not the slickest of productions, but what it lacks in technical quality it more than makes up for with its refreshingly honest approach. Chris aims to produce a whole series of these videos featuring great trail rides around the globe, and the first one is being released just in time for Christmas. Ideal as a stocking filler, the Call Of The Wild costs £12 and you can order online at adventure-motorcycling.com or by calling 020 8761 8689. SM



Brand-New

Branded items show your loyalty to a particular marque and portray a smart and professional image. KTM's new Cargo Pants are made from hard-wearing cotton and cut for both male and female shapes (with separate designs and sizes for each). Both feature zip-off lower legs turning the Cargo Pants into a set of Cargo Shorts! Each comes with a KTM logo on the left thigh pocket and a discreet KTM label. The Cargo Pants cost £44.99 (ladies) and £45.99 (gents) and come in a range of sizes. Lower down the price scale however is this smart keyring - perfect for adorning your bike's keys. Both items are available from your local KTM dealer. For more information call the KTM hotline on 08000 96 91 97.



Hand in Glove



As someone that's been known to suffer the occasional step-off from time to time, I'm fairly careful about protecting this temple of a body of mine!

For the last few weeks I've been using these lightweight leather Tuareg Superlight riding gloves from Hein Gericke for all kinds of riding - around town, open roads (till the weather turned cold) and of course, trail riding.

I took them to Crete with a couple of other pairs of gloves, one heavier, one lighter, but the Tuaregs were so comfortable and had such good feel that I stuck with them at all times. I thought beforehand that they might be a bit hot for the tougher going, but they were fine. And whether we were on rocky trails or slippery

tarmac, it was far more reassuring to be wearing the Tuaregs rather than traditional MX-style gloves which are usually made of much flimsier material.

Of course a wet weekend in Wales might be a totally different story as leather tends to absorb water, so they're probably best kept for those times when you're doing a mixture of riding rather than just pure off-roading.

TESTED

Leather is used for the palms, flats and sides of the fingers, plus the whole of the index finger, while the material for the back of the hands and fingers is schoeller-Dynamic cloth which is both strong and stretchy. The heel of the palm and index finger are also reinforced with a second layer of leather.

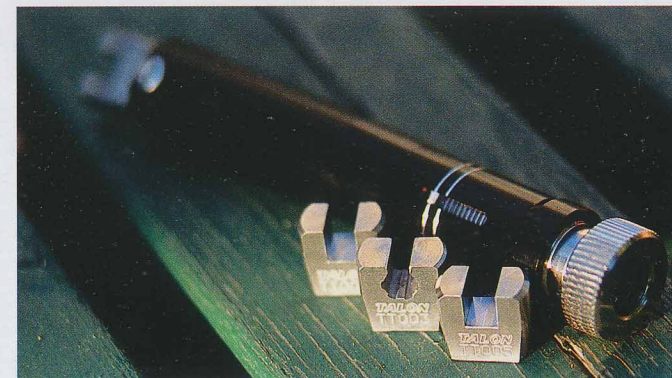
I didn't actually put their crash-protection qualities to the test (thankfully) but I'd far rather be wearing these in a prang than a light layer of cotton and plastic. All in all then an excellent all-round lightweight glove and a bargain at the price (£22.95). They're available in either black or blue from Gericke stockists, and in my opinion the neat Tuareg logo gives them an added touch of class. Top marks.

Paul Blezard

Tough Torque

What do you buy the man who has everything this Christmas? Undoubtedly it's got to be one of these sexy little Talon Spoke Torque Wrenches. This is the sort of workshop tool you can boast about to your mates, down the pub on Boxing Day. So what is it exactly? It's a tool for tightening up your wheel spokes to a specific torque setting. Ignore your wheels for any length of time and at best you'll probably end up with a few loose spokes - at worst you could be in for a broken wheel, damaged hub and a very dangerous situation. The Talon wrench ensures that your spokes are always at the optimum tightness. There's only two settings on the torque wrench, one for general trail, MX and enduro riding, and one for extreme use (looser than standard). All you need do is tighten up the wrench to the desired setting, fit the appropriate spoke attachment (there's a variety of interchangeable heads available to suit your bike's

spokes) and then use it on your wheel. It works in the same way as any normal torque wrench - clicking when it's at the correct tightness. Manufactured from aircraft grade alloy, the Talon Torque Wrench retails for £58 and each of the detachable heads cost £7.05 each. Not the cheapest toy, but undoubtedly one of the nicest. For more details call Talon Engineering on 01935 471508.





The Number Of The Beast

Flushed by the success (hah!) of our Thousand Quid Racer last year, TBM decided to go one better and see whether we could go racing for just 500 quid. Clive Garnham was the lucky recipient of our Project IT490...!

The Number Of The Beast

500
QUID
RAGER



£550 plus another £150 in spares and we had the makings of a beach racer project...

I never thought I'd ever be reluctant to throw my leg over an eighteen year old, but somehow, this time it was different. I'm talking of course about TBM's latest ill-fated project bike - a 1983 Yamaha IT490K in gruesome blue-some, bought specifically for Weston Beach Race.

'Proper man's bike' said Si, our illustrious editor. Yeah...? Well, he didn't have to bloody well ride the thing, did he?

The Devil's Warhorse

When I happened to mention that I was looking for something 'unusual' on which to ride Weston Beach Race this year, Si simply said: 'Leave it to me...' He didn't actually add: 'A nod's as good as a wink to a blind bat - know what I mean, squire...?' But he might as well've done.

About a week later I got a call from him to say that my 'race bike' was ready for collection (from Cornwall) and that I was to drive down there and hand over a brown envelope stuffed with crisp twenties - no questions asked.

I couldn't resist a sneaky peak on the way down to Kernow to see just how much this particular 'project' had cost, but when I opened up the envelope and found out there was only 500 quid, I thought I'd been robbed.

So that's how I ended up in the depths of

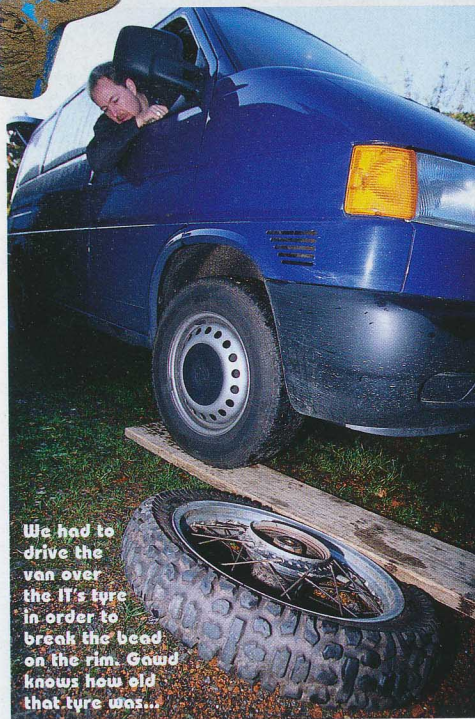
Cornwall looking dejectedly at an unloved ageing enduro iron, which turned out to be an ancient IT490. The asking price was actually a laughable £800 and after listening to the owner's ringing endorsement about how these bikes are eminently collectable, I collected my senses and got back into the van ready for the long drive home. Bikeless.

'Make me an offer then' said the owner dejectedly, as I cranked up the engine. 'Oh hell here we go' I thought, but in the interest of getting it over and done with, I offered him three hundred quid. 'Three-seven-five' came the reply. 'Oh no' I thought, I'm going to have to buy the bloody thing now, aren't I? We agreed on three hundred and fifty smackers and I threw the IT in the back of the TBM love-bug and headed off on the long road home, feeling that I'd managed to come out of the whole deal very badly indeed.

Spares or Repair?

Si's face lit up when he saw the pale blue pile of rubbish I'd just ejected from the TBM truck. The clutch was slipping, the chain was hanging down and oil seeped onto the floor - moreover, it looked to me like someone had removed the brakes and replaced them with some sort of drum and cable arrangement. Bizarrely it had the widest set of cowhorn bars I've ever seen, which wouldn't have

The work begins...



We had to drive the van over the IT's tyre in order to break the bead on the rim. Gawd knows how old that tyre was...

know people that spend more than that on graphics in a season.

A full set of genuine Yamaha clutch plates (including new steels) were duly ordered, together with a pair of footpeg springs, a rear brake spring, a front brake cable, a new air filter, a gearlever (to replace the knackered one which drooped from the engine's left side), new

front and rear shoes, a set of front wheelbearings and a gasket set. And that was it. Total price £147, which left us with a whole three quid in our budget to buy some racing numbers. I wondered what I'd need. Number 13 perhaps?

After two days of tireless work in the TBM lean-to, the editor pushed out a highly polished blue machine resplendent in TBM stickers - bearing little resemblance to the bike which had gone in there just a couple of days earlier. There were new tyres (or rather secondhand tyres - but at least they had knobsles on), a used but perfectly serviceable O-ring chain (donated by the KLX), the engine was oil-tight, the clutch now worked, the front wheel no longer wobbled and a secondhand set of Renthals had been prised off the shed wall and attached (complete with secondhand matching blue handguards) to the bike's top yoke. Moreover the cable arrangement seemed to actually operate the front brake, the bike fired first kick and the repacked silencer...? Ah yes, the repacked silencer - it still practically deafened us. Oh well, they never meant bikes like these to be whisper quiet, did they?

Go Weston Young Man

Upon arrival in the sleepy beach resort - unusually busy with the hordes of the great unwashed who descend annually for this end of season spectacular - I unloaded the TBM project and pulled my cap down low over my eyes, hoping not to be recognised. In my heart of hearts I was praying that the scrutineers would reject me out of hand for riding such an old bag of nails.

Pushing the ancient blue antique through the seething hoards of spectators who had just fin-

The Number Of The Beast

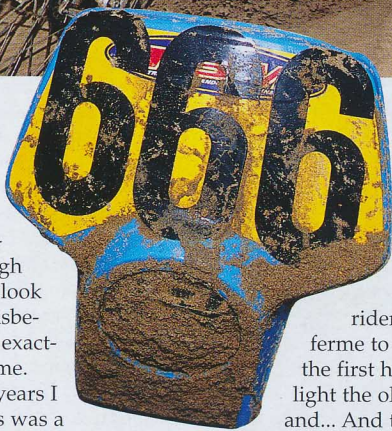


Big ol' 490 lugged its way up the dunes without breaking into a sweat

ished watching the sidecars and quads was perhaps the most embarrassing (and unsettling) bit of the entire weekend! People were staring, incredulous at the spectacle, virtually swivelling through 180 degrees transfixed with a look that reflected both pity and disbelief. Come to think of it that's exactly what I was feeling at the time.

Scarily for the first time in years I wasn't late for signing on, this was a worrying omen. Even more worrying was the number eventually allocated to team TBM - six hundred and sixty six - the number of the beast. How very appropriate.

After an opulent evening in the relaxing hands of Lyn and Heidi (nuff said), I crawled into the sumptuous velour-and-crushed-velvet sleeping compartment of the TBM mobile-motel for a fitful night, dreaming of Beelzebub. In my dreams I saw the anti-Christ himself piloting our monster 490 engulfed in the red-hot flames of the underworld. Ah well, I could only hope!



Race day dawned dark and moist - not unlike my sleeping bag - as I crawled out of a pile of dirty blankets on the floor of the van to face the awful reality of TBM project bike number three this year. At Middy after a half hour delay, the 800+ riders were unleashed into the parc ferme to retrieve their weapons. As I took the first huge swing at the kickstart to light the old devil up, it burst into life, and... And the kickstart drooped down like a shot duck. Oh dear. It looked awfully like I was going to have to avoid stalling for the next three hours of racing.

I lined up on the second or third row of the long line down the beach and waited for the pandemonium to begin. At one of the last beach races I'd ridden, my bike managed to expire only 300m after the start - in front of literally hundreds of screaming bikes, piloted by nutters bearing down on me. Which, let me assure you, is about as scary as it gets. I was in two minds as to whether a swift end like that was preferable in this case -

No wonder they call him the floot King - he's always getting a face full of it...



How do you double the value of an IT490? Fill up the tank!



in fact I was almost willing it to happen.

Of course there was no such luck - the entire field got cleanly away as I suddenly discovered that the big ol' grunty engine which should have torn through the pack like a projectile out of a canon, was actually geared for only about 55mph! Great! So much for our pre-race testing (a quick blat up and down the road outside my house).

But before you could say 'bottleneck' I was smack bang in the middle of one at the first sand dune, pushing and shoving to get through. One thing became immediately apparent: a pecking order was already starting to appear. It would

seem that when you look like a factory rider on a brand new test bike, people will grudgingly make way if you're being a bit (shall we say) pushy. However if you are mounted on an 18 year old nail wearing your old Wulf racing gear, you don't stand a snowball's chance in Hell. Other riders stay in your way, marshals ignore you and you are generally seen as being out there simply to make up the numbers. A mobile obstacle for the serious riders, and certainly not someone who's going to make it to the end!

By a strange co-incidence,

The End was exactly what I was most looking forward to. All I had to do was last another few hours. Er... without stalling or falling off.

Torque of the Devil

It was magnificent to ride with stump-pulling torque again after so many years on smaller capacity bikes. This is the sort of torque four-stroke riders can only dream about. Pick a gear - any gear - and just grunt the thing from idle. That massive dustbin of a piston makes a sort of low moaning sound and then begins its steady progress up the barrel, pausing only to squash

Clive lumbers his way past a tardy KTM520!

The Number Of The Beast



half a litre of fuel-drenched air in the process and wrench the back wheel around. No problem.

The course continued around the dunes and back towards the sea-front. There were plenty of deep rutted corners and some bumpy back straights, but of course I had a whole 11 inches of skinny air-assisted forks and a de-Carbon Monoshock on my side. Why should I be worried?

I hit the first serious bump flat-chat like all the other loons were doing and remember looking up and seeing the back of one of my own MX boots as it sailed over my head, closely followed by the other one. Uh-oh, this was not good, and I vowed to show a bit more caution as my eyes made their way slowly back into focus.

A lot has happened to dirt bikes in the last 18 years, not least being the addition of brakes and suspension. Items which were almost totally lacking back in the days our bike was built. The old IT was equipped with single-leading-shoe drum brakes front and rear, offering barely enough stopping power to halt a fully laden shopping

trolley, let alone a fully loaded 490! Fortunately sand itself acts like a brake which transformed this particular manoeuvre from a death-defying one to merely just a scary one. The spindly front forks seemed about as fat as my finger in comparison to modern items, with the front wheel lazily following the handlebars about a second after they were turned.

But the action of the front end was merely bad in comparison to the rear - which was truly awful. As an added bonus any jolts on the rear wheel were transferred right the way through to the steering head due to the cantilever design of the rear suspension: the long rear shock runs up the spine of the bike and connects to the frame just under the tank. Great idea guys!

The fear of stalling (and being unable to restart the beast) slowed me considerably as I tried to look ahead and make sure there was nobody obstructing my way or stuck on the face of one of the many small dunettes. And the old 490 lump was sounding a bit clunky courtesy of a minor oversight of mine - using unleaded fuel through force of habit. What the '83 donk really

Can I go home now please Si...?



needed was a full tank of super-high octane, double five-star avgas with a whole litre of octane booster poured in - just for good measure. Alas it didn't have that and consequently was detonating away like a bad day in Kabul. So I rode even slower still, keeping at the very lowest rpm possible without stalling.

Revenge is Mine...

I stopped early on to adjust the chain and again later to re-fuel the massive fuel tank (both times without cutting the engine). The minutes were starting to feel like hours, so I stopped again for a quick chat with the ever helpful pit-crew to kill time, but they just sent me on my way as if there was some sort of race going on. Not in my mind there wasn't.

On I idled with the engine grunting along until with about 50mins remaining, just when I thought that I couldn't actually go any slower, the front wheel slid slightly out in a rut. I touched a steadying foot to the ground much as I have done a thousand times before. However this time unusually my leg carried on past the point where it normally stops straightening - with a dull pop-

ping noise coming from somewhere in the knee. The pain that followed seemed to suggest I'd done some serious damage, and I struggled to maintain my balance as I cruised slowly to a halt actually feeling a bit woozy. The prince of darknesses bike had claimed its first victim.

My right knee hurt like hell and felt as weak as a Blez excuse, as it swelled and seized up rapidly. I had just over a half lap to go to the lap scorers where I could sit and wait for the chequered flag to come out so I could at least count as an official finisher.

However getting there sitting down, without taking my right leg off the peg was easier said than done and it took me all of ten minutes to trundle slowly round to within sight of the flag. There was no way now that I could restart the big 490 with no right leg and no kickstart, so I just sat there and let it detonate dejectedly for 40 minutes waiting interminably for the chequered flag to finally be shown.

So there it was. The beast made it to the flag, though it cost me a minor operation and three months worth of rehabilitation in the process.

Just bad luck, or something more sinister? Who can say, but when you start messing around with the forces of evil, you never know what might happen...

For Sale: Collectors item, 1983 Yamaha IT490K, beast of a bike, one previous (cloven-hoofed) owner, nearly ready to race, not for the faint hearted, £500ono (come-on if you think you're hard enough). Tel 020 8840 4760.

1983 YAMAHA IT490K

Price:	£500
Engine:	Air-cooled, two-stroke single with YEIS
Bore & stroke:	87 x 82mm
Displacement:	487cc
Comp ratio:	6.7:1
Carburettor:	VM38SS
Transmission:	5-speed wide-ratio
Gearing:	14/47
Front susp:	31mm forks (300mm travel)
Rear susp:	De-Carbon Monoshock with remote reservoir (318mm travel)
Wheelbase:	1485mm
Rake:	28 degrees
Ground clearance:	330mm
Seat height:	945mm
Fuel capacity:	13.5L
Race weight:	126kg

FREE CLASSIFIED ADVERTISEMENTS
SELL YOUR TRAILBIKE
ABSOLUTELY FREE

HERE'S WHAT YOU DO

FILL IN THE FORM (ONE WORD PER SPACE) AND TICK THE BOX FOR THE SECTION IN WHICH YOU WANT TO ADVERTISE

**THEN SEND IT TO:
 TBM
 CLASSIFIEDS
 PO BOX 9845
 LONDON
 W13 9WP**

		
TEL NO (CODE)	TEL NO	COUNTY

THIS SERVICE IS NOT AVAILABLE TO TRADERS

PLEASE NOTE; THIS FREE SERVICE IS PROVIDED TO ENABLE YOU TO SELL YOUR TRAILBIKE, NOT YOUR OLD SUPERDREAM OR YOUR MUM'S WASHING MACHINE - ADS NOT FOR TRAILBIKES WILL BE FILED UNDER 'B' FOR BIN!

BIKES

WANTED

SPARES

NAME

ADDRESS

.....

POSTCODE



**handle...
without a care!**



The lightest, strongest, most resilient off-road handlebars available: Renthal FatBar, TwinWall & 7/8" handlebars

Less to worry about when you drop it.

Renthal's FatBar and the rest of the range are designed, developed and manufactured to achieve the best combination of strength and safety. Renthal's use of advanced manufacturing techniques and specially developed materials, in all their products, makes Renthal the leading brand on the market today.



B & C EXPRESS, Lincoln tel: 01522 791369
 Web: www.bandcexpress.co.uk

C.I. SPORT, Surrey tel: 01372 378000

VAUGHAN SEMMENS PRODUCTS, West Midlands tel: 07836 519944

MICKEY OATES MOTORCYCLES, Scotland tel: 0141 332 7374

dirt rider expo
Hall 2 Stand A09b

dirt rider expo
Hall 2 Stand B10-11