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**Yamaha WR250Z**

Staffbikes Update

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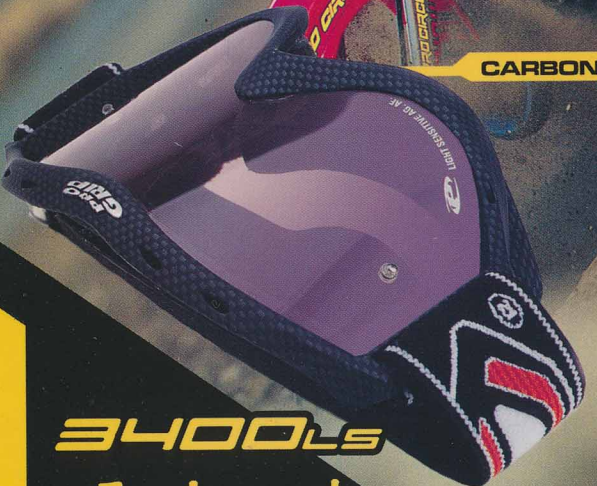
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Stéphane Peterhansel - Yamaha WR250F



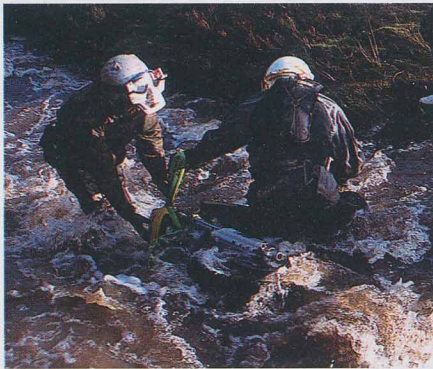
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## Going Down Again...

**H**ands up all those people who want to see us adopting the Euro? Yes/No? Personally I'm no lover of a bland European currency. I love the quirks of being British with all the eccentricities that that brings: driving on the left, miles per gallon, fish & chips, high tea, leg before wicket, jumpers for goalposts etc! Well, you get the picture. And the same goes for the good old Pound Sterling, except...?



Except that as consumers we should welcome the adoption of a single European currency. Why? Because closer European integration brings savings for us all. It does this because economies of scale from ever larger markets, force prices down and make it much harder for importers to hide behind a veil of currency conversions and differing specifications.

The evidence is there for all to see in the car market. Right now it's never been cheaper to buy a car. Whether you're buying new or secondhand you can find some incredible bargains out there. How about a brand new Peugeot 106 (or whatever) with CD player, metallic paint, free insurance and three years warranty for not much more than the price of a KTM 400EXC? That's an awful lot of four-cylinder metal for your money compared to a single-cylinder engine clothed in a few bits of plastic. Makes you think doesn't it?

And while the bike market is but a fraction of the size of its four-wheeled counterpart (and not necessarily propelled by the same market forces), nevertheless it's already clear that we are seeing prices tumble. Sports bikes have been the first casualty. A victim of over-supply, sky-rocketing insurance premiums, burgeoning numbers of speed cameras, changing tastes and last but not least cheaper prices in Europe. It's one thing knowing that the same bike is on sale in another European country for X-number of French Francs, but if the price is in Euros, and we then adopt Euros here in the UK, well it doesn't take a genius to work out that we're all going to start shopping around.

Some already do - though in fairness to the importers, the price of bikes in the UK is now more competitive than it's ever been. Of course lower prices on new machines means that the secondhand market will take a bit of a hit. But that's okay as well because that just makes dirt bikes available to more people, and anyway what you lose on your secondhand trade-in, you gain on your next bike - as long as you're trading up of course.

And it's not just the metal which is going to be affected. Clothing, accessories, holidays, insurance - they're all going to be a lot cheaper once we start trading in Euros. But that's not the end of it, there is already evidence that some people are questioning their salaries and pointing to equivalent (but better paid) workers just across some indistinguishable frontier.

Of course there is a down-side to all this. Once we adopt the Euro (and make no mistake, it's not a matter of *if*, but *when* - even though I don't believe the British public will vote for it first time round); that's going to mean that other foreign products will start looking even more competitive. Other products such as dirt bike magazines!

Yep even TBM is not immune from the effects of the global economy, and pretty soon we may well start seeing more magazines piling up on our shelves from all across Europe. But that's okay, I can live with healthy competition.

Besides how good is your Dutch/German/Italian/Spanish/French...

Si Melber

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### 6 NEWS

Jam-packed with all the latest stuff...

### 10 STROM WARNING

We test the new TL1000-engined Suzuki V-Strom in South Africa. Some people have a hard life...

### 18 LETTERS

Bumper crop of letters this month, a whole six pages worth...

### 26 TALKING DIRTY

Chris is back from Dakar and looking forward to a spot of easy competition...

### 28 TRAIL TIPS

This month a good tip for DR-Z owners, keeping your four-stroke cool, recording your trail riding highs (and lows) and keeping your gloves dry in adverse conditions...

### 30 DOING THE ROUNDS

Paul Bleazard attends the Winter Rally in Wales and finds out about the event's unusual hosts, the Diamonds MCC. A unique motorcycle club in which women play the leading roles...

### 36 CLUBMAN CLASS

Who makes the the best 200cc enduro bike for the clubman racer? We were about to find out...

### 48 WINTER WARMER

Paul Bleazard reports on the inaugural Winter Rally...

### 52 STAFF BIKES '02

Another year and the TBM Yamaha WR250Z is pressed back into active service...

### 58 GETTING BLATTERED

Riding off-road can be thirsty work. A hydration pack will keep you well lubed...

### 68 GOOD KNIGHT

As the opening round of the 2002 World Enduro Championship draws ever closer, Britain's championship hopeful is keeping busy - testing in the sun...

### 82 TRICK BITS

This month, a knee brace tested and some goggles, bars, DR-Z case protector and a CR-F sumpguard...

### 86 PRECIOUS CARGO

TBM was offered the chance to try out the stunningly beautiful 2002 Vertemati E501. Well, we didn't have much else to do so we thought: Why not?



**Contents**  
**March 2002 No.79**



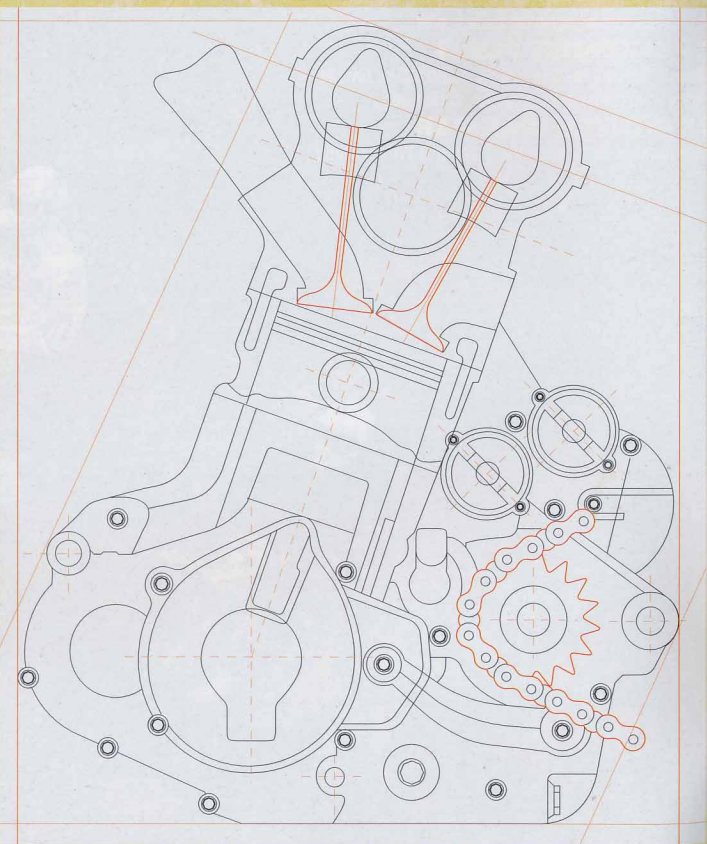
# Twin Cam KTM on the drawing board

**K**TM are believed to be working on a radical new DOHC 250cc four-stroke. Their existing 250 thumper which is essentially a sleeved-down version of the factory's SOHC 400, is currently no match (in terms of power) next to the DOHC designs favoured by Yamaha, Husky and TM.

In response to complaints about the bike's lack of horsepower by the European dirt bike press, the Austrian engineers have decided on a radical rethink.

For the new motor, they've opted to follow the lead taken by VOR and Cannondale and designed an engine with a *reversed* twin-cam head. The new engine features a rearward sloping barrel (slanted back approximately 20 degrees) which permits the use of a much straighter inlet tract, and allows space for the carb (or fuel injection) and air filter, up under the front of the fuel tank.

The new bike will initially begin life as a 250 4T, but a 450 version is likely to follow soon after. Apart from the unusual engine architec-



ture, the rest of the motor will be standard KTM fare: electric-start, balancer shaft, six-speed, hydraulic clutch, double oil filters etc. The bad news? Given that the existing 250cc thumper has only just been launched, we're unlikely to see it for at least two years...

# Three Grand Dirt Bike...

**R**iders looking for a cost-effective brand new dirt bike now have another choice in the Czechoslovakian made Pragas. There's a range of both two and four-strokes available, but the first bikes in the UK (which are already on sale in London) are the two-stroke 250EDs. These liquid-cooled, power-valve equipped strokers come with all the top of the range kit: Paioli forks, WP shocks, alloy swing-arms, Brembo Goldline brakes, Tomaselli bars, Domino grips, Talon hubs, Excel rims and Acerbis plastics.

They're available either as a trail bike (with autolube, dual seat, full lighting kit, horn,

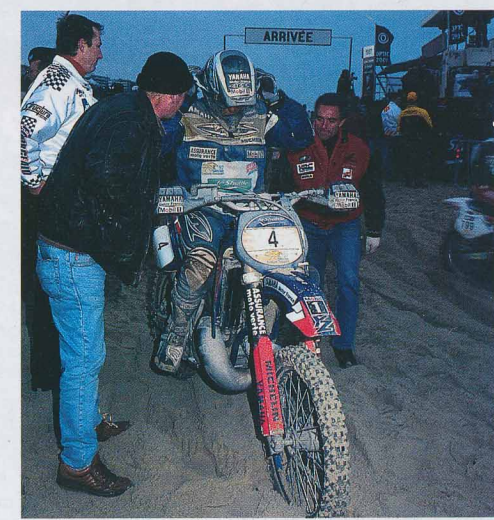
chainguard, trail tyres etc) and a slightly lower compression motor, or as a full-on enduro bike with a high-compression motor, and more limited lighting kit. Best of all is the price, which at £2995 plus on the road charges, makes them seriously good value for money. A supermoto 250 is also available which features the higher compression motor but with the road-legal lighting kit etc. It also comes with Morad rims fitted with Pirelli Dragon tyres, and is expected to cost around £3200-3300.

A 610cc thumper powered by a praga-built engine (which looks for all the world like an early Husky), will be available shortly, and features all the above-mentioned kit, plus an alloy tank. Prices for the 610s are expected to start around £4000, with a supermoto version becoming available in springtime. For more details of the Praga range call importer Mike Owens on 07733 000904.

# Au Revoir Peterhansel

**T**he greatest living Frenchman, and one of the all-time off-road greats, Stephane Peterhansel is retiring from top level enduro after winning the world 250cc 4T championship last year aboard his Yamaha WR250F. The six-times Dakar winner and multi French-champion, has earned the utmost respect from riders of every discipline during his 15 year reign at the top.

For 2002 'Peter' has accepted an offer from Nissan France to drive in world championship rallye-raid. He's not hanging up his boots forever though, as he's expected to compete on a fun basis at events like the French Trefle Lozerien. Let's hope so. Bon Chance Peter...



# SNIPPETS

**B**aja Designs in California have been busy designing aftermarket accessories for the new Honda CR-F450R. These include an engine oil reservoir tank which adds about a litre of extra oil capacity to the bike. They can also supply a bolt-on side-stand, a new (heavier) flywheel weight which helps give better traction, along with a rewind stator

which boosts the lighting output up to a maximum of 150W. They are also working on a wide ratio gearbox and most interestingly of all - an automatic clutch for the CR-F and any other four-stroke! The new RevLoc clutch fits inside the standard cases and works by disengaging the gear at low rpm. Baja Designs claims that this helps eliminate stalling, makes the transition from power-on to power-off much smoother - and greatly increases traction. Info on this and all other parts from the web at [www.bajadesigns.com](http://www.bajadesigns.com).

**★** Figures just released for the end of January this year, show that bike sales as a whole are currently down 11 percent on this time last year, though sales of trail and enduro bikes are bucking the trend with a reduction of just four percent (567 units as opposed to 589). The number one and two best sellers are the DR-Z400 (S & E models respectively) followed by the good old Yamaha DT125R. In fourth place it's the R1150GS while KTM have slipped a bike into the sales charts for the first time with their popular 400EXC.

# SNIPPETS

★ **The Good Book:** Renowned Italian dirt bike photographer Dario Agrati has released his latest book *Off-Road Champions 2001*. This stunning collection of photo pictorials majors on enduro (though it also includes rallying, MX, Trials and Supermoto), with some of the best action you're ever likely to find (outside the pages of TBM of course, ahem). Superb layouts, sensational pics and some really wacky ads make this book worth the £25 plus £7.50 p&p. More details from 01597 825817.

★ The ACU & AMCA have mysteriously removed the £75 Temporary Total Disablement Policy clause from their enduro insurance cover. This small but important item offered £75 a week compensation to anyone who was injured at an event and was unable to carry out their usual work. Most bizarrely of all the insurers are apparently blaming Sept 11! To allow for the decreasing cover the ACU has made a 10 percent cut in premiums (per rider) from £8 to £7.20, but oddly the AMCA has put their prices up. Work that one out...

★ Tragically, all round nice guy Phil Allen of Allens Performance R&D (Keihin and Mikuni carb specialists) died suddenly in February from a heart attack. Phil (49) enjoyed a good working



relationship with TBM, and over the years lent us various specials he'd built, one of which (a Suzuki DR400) we dropped in a river for him! Phil was cheerful, knowledgeable and always willing and eager to help out. His passion for anything with an engine meant that his tuning shop near Nottingham was always filled with exotica, from hotted up Triumph Bonnies from the Sixties, to Busa-powered carb-based specials with one-off space frames. But best of all he loved life, liked a joke and was a damn fine road rider and racer - though he always struggled on the dirt. He is succeeded by wife Jane who intends carrying on with the business. So if you need some tuning bits or carb parts for your bike, why not give Jane a call and help her keep the business strong. You can reach Allens on 01949 836733.

★ Mid Glamorgan-based bike dealers Cyclelogical have just announced they are to become Husqvarna dealers for 2002. And to celebrate this fact, they've got together with Husky Sport UK to put together a sponsorship package for whoever wins the Welsh Trail Riders Association (WTRA) clubman championship this year. The winner will get a fully-supported

Husky ride next year. For more info on their line-up of Huskys and for your chance to win a Husky Boy call Cyclelogical on 01443 218700.

★ The Welsh Trail Riders Association (WTRA) have confirmed details of their 2002 four-stroke series. The series which kicked off with the Snowrun continues with the Little Oaks enduro on 26 May, the Powys: 2 June, the Mountain Top: 21 July, the Dyfi: 3-4 Aug, the Brechfa: 29 Sept, the Bob Perring Classic: 20 Oct, and finally the Ceri on 17 November. For more details try [www.mwtra.co.uk](http://www.mwtra.co.uk)

★ V-Moto Racing have become the official Vertemati importers as of January 2002. A full range of models is now available, these include the C500 Cross: £5695, E501 Enduro £5895 (tested this month), S501 Super Motard: £5995, and SR570 Supermotard Racing: £7695.

Based in Bradford in West Yorks, you can contact V-Moto Racing on 01274 201122 for any info regarding the bikes. Best of all there will be special discounts and support packages available for any serious competitor aiming to race a Vertemati this year. For the full details of what's on offer, see their website ([www.vertemati.co.uk](http://www.vertemati.co.uk)).



# Premier BIKES

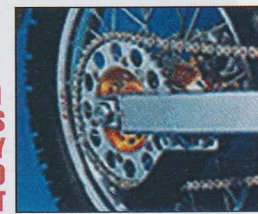
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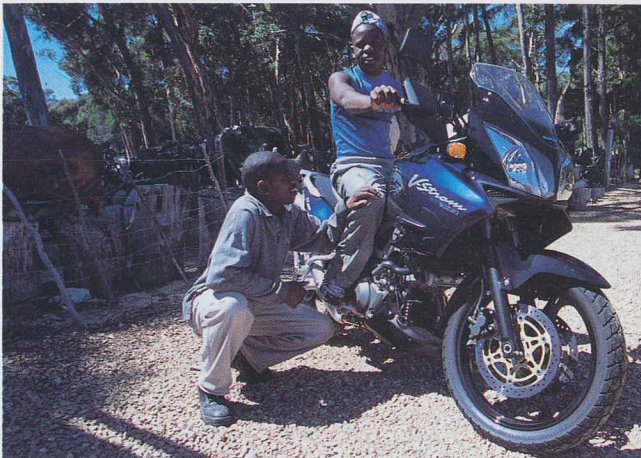
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# *V-Strom* **WARNING!**

**Is Suzuki's new V-Strom a better bike than it looks? Let's hope so...**



**B**eauty they say is in the eye of the beholder, but that's all right because I was doing the beholding. And though I'd be the first to admit the new Suzuki V-Strom is a bulky looking beast, the bodywork does have a futuristic hint of architecture about it. Anyway, it's definitely judged in the flesh rather than in pictures.

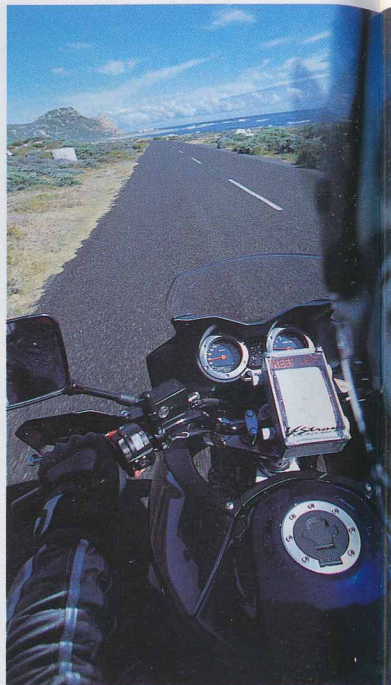
Not beautiful then, but it does have a certain charm. Elegance even. Not that the editor agrees with me. He happens to think this is one of the worst looking bikes he's ever seen, but then he hasn't had the privilege of riding one. Because once you've sampled the V-Strom's alluring charm, been seduced by its torquey engine and been wafted along in its comfy environs, you'd probably see the bike in a different light too.

I say this after riding one of the V-Stroms at its world launch in South Africa on some of the best roads on the planet. Okay, so I'm a lucky bleeder, and swanning around in 30 degree heat on tarmac twisting through some truly amazing scenery was always going to endear me to the Suzuki more than it would if I'd have been shivering aboard it over here. But I can still very much see the attraction of this bike on our shores.

'Cos the fact is, the V-Strom is one of the most sporty 'trailies' you can buy. The retuned 90° fuel-injected V-twin motor, based on the one fitted to the TL1000S sportsbike, is a major influence in this respect. And the stiff alloy twin-spar chassis does a fine job in controlling the ponies. That said, the bike's design hasn't compromised its practicality and ease of use to any degree. And the time I spent riding it in a variety of environments underlined that fact.

Starting point was the city of Cape Town, out through its traffic-packed and pedestrian-infested streets until the majestic sweep of South Africa's back garden hove into view. And despite the seat

**Once aboard the V-Strom you forget all about its odd appearance. Right: strange box-shaped gadget isn't standard kit...**



height being exaggerated by its width, the bike didn't feel ungainly to ride at a slower pace.

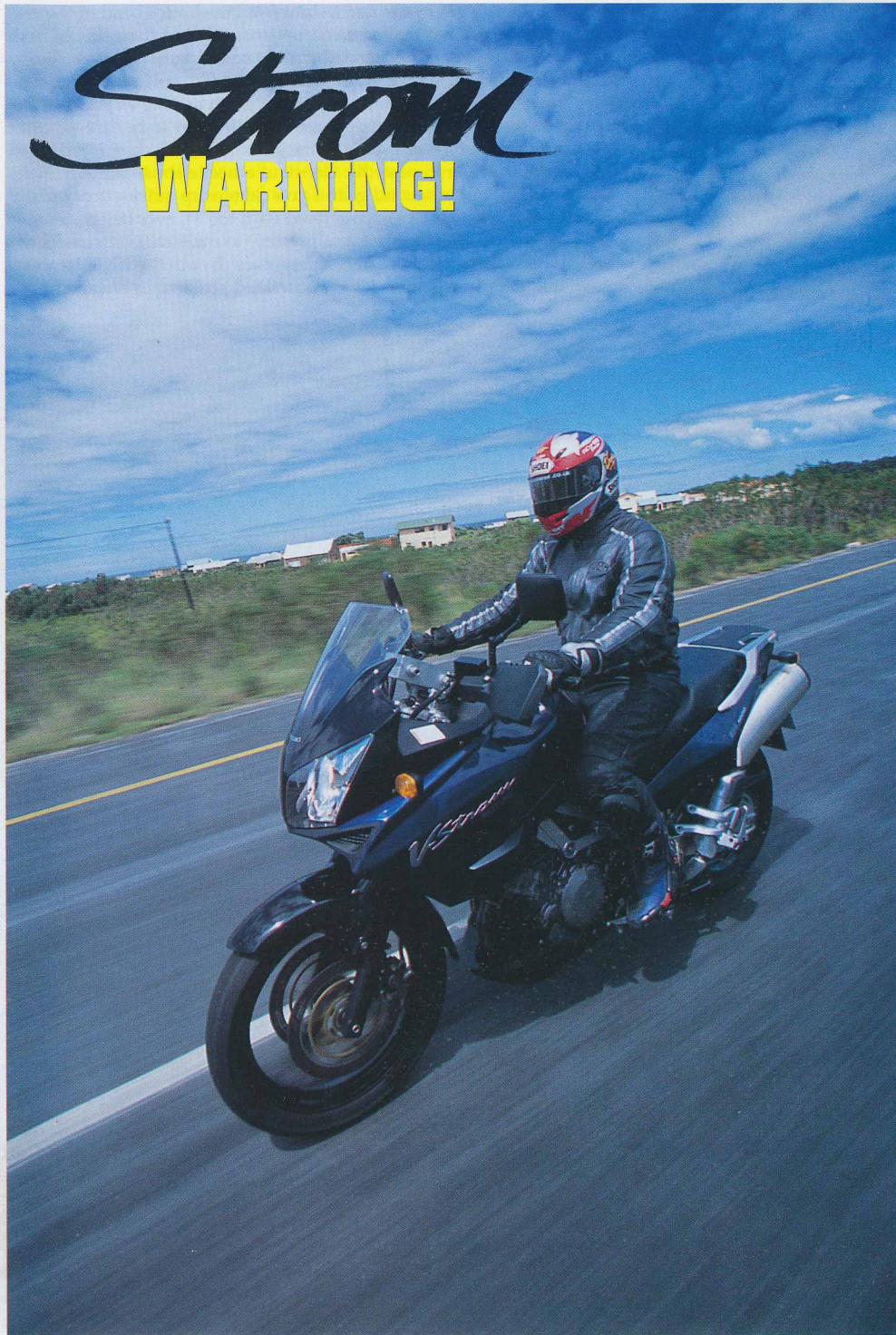
So good is its overall balance in fact, that from the very moment the wheels start to turn, the V-Strom is a piece of cake to master.

Its motor is a gem. And though it does exhibit the traditional big-bore V-twin snatchiness under 3000rpm in the taller gears, it still has to be judged as being fairly refined in its character.

Changes to some engine internals have made it more responsive, punchier and more flexible than the TL. And the lower lift and shorter duration camshafts, together with smaller inlet valves, lighter pistons and con-rods, and upgraded injection system work well at making the motor user-friendly. The SDTV twin butterfly arrangement fitted in each of the two throttle bodies, stops it bogging down if you get too hamfisted with the twistgrip. And if truth be told it's nice to know the faster-processing ECU air-injection system, and catalytic converter keep the emissions down.

Filtering through Cape Town might have been pleasurable enough, and highlighted some of the V-Strom's virtues but only when the roads opened up a bit, and I could dial in a bit more horsepower and lean angle did I learn just how much of a hoot this bike is to ride.

With less in the way of traffic and speed limits to restrict progress, it was great to sample the Suzuki's motor more fully. And it's quite a pow-



**Strom**  
**WARNING!**



erhouse. There's plenty of punch right from the bottom end of the rev range. And it will loft the front end up smoothly but promptly in first gear once the tachometer hits 6000rpm without resorting to the use of the hydraulic clutch. The hooligans among you will be pleased to hear that it can be held at this angle for pretty much as long as you fancy thanks to the linear spread of power. Though it has to be said we did have a bit of trouble with some of the bikes after we'd hammered them in this fashion repeatedly. Constant wheelie abuse starts to make the bike jump out of second gear if you change up quickly from first. That's not a problem I've encountered with the TL ever before, and quite why it was doing this was a mystery to the Suzuki engineers as well. Only a longer test on production bikes over in the UK later this year will identify whether this is an isolated problem or not. Though

# Strom WARNING!



it has to be said the bikes that we tried has been thrashed all week by merciless road bike journos.

There were no problems with the gearbox action once the bike had been booted into third gear and above. In fact the action was typically sweet and slick. Not that you needed to change gear much, as the super broad spread of power and torque dealt with most situations without having to touch the gearpedal to maintain decent throttle response.

With nearly 100bhp on tap, it's dead easy to cruise at high speed on the V-Strom. Sitting at 120mph all day is a relaxed affair, made more so

by the tall ratio of top gear which serves as an overdrive. It's so tall in fact, that when the warning light's glowing on the dash (to show you've selected top), the motor's only revving to just 7500rpm when it's absolutely flat out. And when the tachometer's reading that figure the speedometer's just nudging over 140mph. That'll be around a genuine 130mph in real money I'd reckon.

Holding that sort of pace for mile after mile isn't taxing in any way for the rider either. The fairing and screen do a damned good job at keeping the wind off, and those handguards are a neat touch that'll no doubt be useful if you're battling



against the cold and wet. If they're not enough for you, then there'll be some heated grips on offer as accessories, along with a taller screen, a top box, panniers, and a centre stand when the bike goes on sale in March.

As it is, even in standard trim the V-Strom will make a more than decent tourer. It's very comfy, has a long range, and the rack and under-seat storage will cater for plenty of luggage.

But though I'd be tempted to load one up for a week away in the south of France, I'd reckon on having the best fun when I got there. And that's simply because it's a great scratcher. The chassis is a beauty, and so well-balanced. The chunky twin-spar alloy frame might seem like a bit of an overkill on a bike of this sort, but it plays its part by making the Suzuki feel very accurate in corners. And there were plenty of clean and grippy ones in the mountains just outside Cape Town.

Going bonkers on the V-Strom isn't obligatory, but it's a hell of a laugh if you do! Chucking it around takes no real effort thanks to the sporty geometry of the frame, light weight and good leverage offered by the wide bars. And once you're heeled over, the combination of the grippy Bridgestone Trail Wing tyres, and superbly compliant, yet composed suspension allows you to venture on with total confidence. It's not long before you start gouging chunks out of the alloy footrests and wearing out your kneeliders, not to mention smiling endlessly.

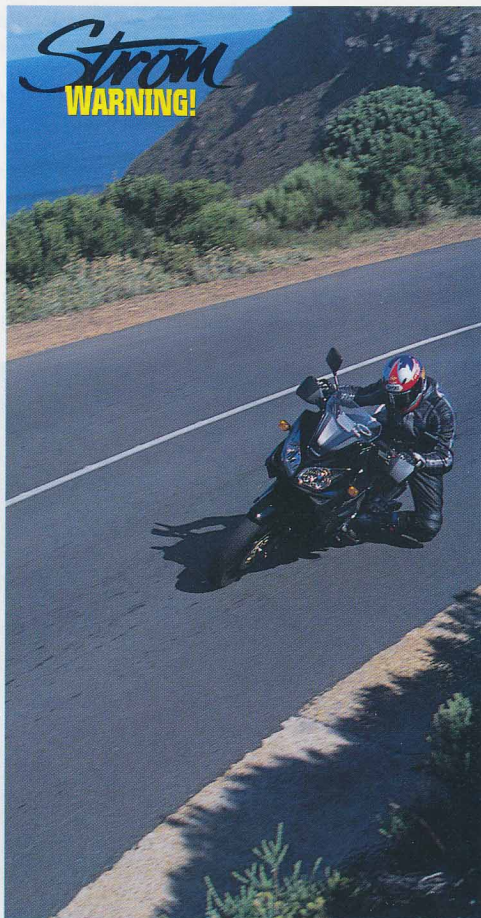
The forks and shock don't have much in the way of adjustment, but it doesn't really matter as they offer just about everything you need to ride hard and still stay comfortable. Even over some pretty rough roads, taken at speed they kept the ride plush and were hard to fault.

There's quite a bit of dive from the front forks if you put them under severe pressure during heavy braking, but that's saying as much about the power as the stoppers as the telescopic. Just one finger is all you'll need to haul the V-Strom up sharply and get the front tyre howling for life. And though that sounds a bit perilous, you can actually do that as often as you fancy because the brakes have so much feedback and progression. Like the suspension, they deserve full marks.

And that's the overall verdict for the Suzuki. Bar the gearbox maladies and the engine which is slightly harsh under load, it's hard to criticise.

It's undoubtedly in the running for the vote of best bike in this class due to its handling. But frankly that's unlikely to be as important as price and looks.

Whether the British public will take to it is another matter of course. But one thing's for certain. In the case of the Suzuki V-Strom, beauty is more than just skin deep...



## Suzuki DL1000 V-Strom

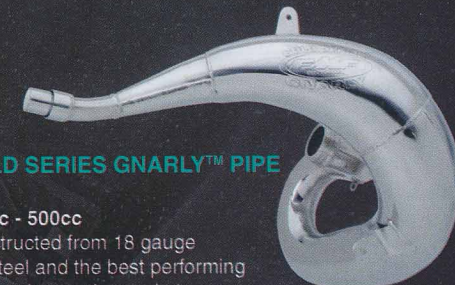
<b>Price:</b>	£7350 inc VAT
<b>Engine:</b>	Liquid cooled, DOHC, 8-valve, 90-degree, V-twin
<b>Bore &amp; stroke:</b>	98 x 66mm
<b>Displacement:</b>	996cc
<b>Transmission:</b>	6-speed
<b>Power:</b>	98bhp @ 7600rpm (claimed)
<b>Torque:</b>	74.5ft/lbs @ 6400rpm (claimed)
<b>Frame:</b>	Alloy twin-spar
<b>Front susp:</b>	43mm teles - non adjustable
<b>Rear susp:</b>	monoshock - adj preload/rebound
<b>Tyres:</b>	Bridgestone Trail Wings
<b>Wheelbase:</b>	1550mm
<b>Seat height:</b>	840mm
<b>Fuel capacity:</b>	22L (claimed)
<b>Dry weight:</b>	207kg (claimed)
<b>Fuel consump:</b>	39mpg



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# Dear Trail Bike...

Got an opinion? Then write to: TrailBike Magazine  
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## No Complaints #1

Dear TBM

I would like to complain about the large number of complaint letters in February's TBM. What sort of saddos with no sense of humour bother to complain anyway? I'm far too busy dating 'Page Three' girls and winning enduros to write such a letter.

Yours sincerely  
Walter Mitty

## No Complaints #2

Dear Si

Regarding your comments in last month's issue about how you can't please everybody all of the time.

I am part of the delighted silent majority. TBM has been dropping onto my doormat for a while now, and its well written, informative and humour-laden content has prompted me to spend more money than my wife would like!

There will always be the dissenters, but most of us really appreciate what you are doing for the sport, and the fact that TBM and Supermoto are at the forefront is rewarding to see.

Finally, I can't help thinking that I'd cut even more of a dash down the local in a TBM fleece or shirt, and I'm sure others who would agree. Any chance of a range of monogrammed merchandise and stickers being available all year round?

Jon Cheeseman  
Dorking, Surrey

No problem Jon - the cheque's in the post by the way.

## No Complaints #3

Dear TBM

I have only recently started having some of the best fun of my life green laning and riding with a group of friends around Cornwall. I have one concern though; the thought of turning into one of those whinging, hypocritical, obviously bored people who keep writing letters complaining about the content, front covers and anything else they can pick out from your magazine. Maybe if they spent as much time riding, maintaining and upgrading their bikes as they do writing such letters they would see that TBM is a priceless source of useful information that they could use to their own advantage. Obviously some people judge a book by its cover. Keep up the good work chaps and I'll keep subscribing.

Magnus Hamilton  
Perranporth, Cornwall

We really must stop paying people to write these letters...

## DT Blues

Dear TBM

I have been a subscriber to your magazine for over a year, and it got me started in motorcycling again. Thanks!

Last year I bought a new DT125R (I could recommend the bike to anyone just starting out) and got my full licence last

week. (The only problem I had on the test was the back end goes a bit light on the emergency stop, so you have to go very easy on the back brake to avoid locking the wheel). I now intend to join my local TRF club and go green laning.

I would like to derestrict the bike but cannot find anyone who knows how to do it, none of the local Yamaha dealers are interested. I went to the bike show at the NEC last year and asked on the Yamaha stand, they said it 'couldn't be done' on the more modern DTs. In TBM issue 77 the Buyer's Guide says that the bike is even better when fitted with an adjustable power valve kit.

Can this mod be done on a modern DT? How do I improve the power/torque? Where do I get the parts? And do you know of any company or dealer who would be interested in de-restricting my DT?

Keith Sharp  
Wilmslow, Cheshire

I'm afraid Keith that what Yamaha told you was essentially true. And although any bike can be modded to make it more powerful, the post '96 DT-R was designed not to be derestricted - which makes things a whole lot more tricky. The oil pump only pumps to a certain rev limit (it's an emissions thing) and with a derestricted engine you will be revving higher than that limit.

Electronic restriction of the power-valve means that this will also have to be modified, and the exhaust also houses restrictors. You could get sec-

ond-hand and aftermarket parts to find a way around the problem (the parts we've mentioned should give you a rough idea of what to buy) but very few people bother. The dealers aren't interested because they'd be putting their name to modifications which are unproven and could result in a very unreliable motor. If you really want a derestricted DT-R then it's best to track down a pre '96 model and modify that. Bear in mind that learners cannot ride derestricted 125s so the market for them is quite small. As you've got your full licence now I would look for more power in a bigger bike.

## CRM Queries

Dear TBM

After a lapse of some years I'm now fully enthused in dirt bike riding. This is mainly due to your magazine, which I look forward to every month.

Excellent articles throughout, written with genuine adventure in mind. My return to off-road riding has been gathering momentum over the last year with help from my son and a tuned MT50 that he got for Christmas. I did the tuning work myself, with help from some old Motorcycle Mechanics magazines. My bike is an old (1987) CR250. Right price, right time, right condition.

After reading a recent piece on your CRM/CR250 I thought it was definitely the bike for me. As I'm a CR virgin could you please help me with a couple of queries;

1. What are the major differences between the CRM and CR engines?
  2. Can I convert the CR engine into a CRM?
  3. Can I buy a back issue with your conversion in it?
  4. Does the CRM have the same piston/ring life as a CR?
- Any tips, information etc from



Spot the Difference? CRM on left, CR on right. In fact there are loads of differences if you go looking for them...

anyone out there would be really appreciated.

I consider myself a pretty good mechanic, having built lots of road bikes, and am looking forward to creating and riding a half-decent enduro iron.

Ian Thomas  
Halifax

The answer to all your questions Ian is that the engines are completely and utterly different in every conceivable way. Bore and stroke, piston design, barrel and porting, power-valve-actuation (mechanical - CR, electronic - CRM), one's pre-mix (CR), the other's auto-lube (CRM), one's five speed (CR) the other one's six and so it goes on. The CR is an MX engine with sharp power, much higher maintenance and a different job to do. The CRM on the other hand is softer, more refined, smoother, but far less powerful. Either one can be converted into an enduro weapon but they're coming at it from different directions as it were. With the CR it's a matter of softening off the power with a longer silencer, flywheel weights, twin base gaskets etc, whereas with the CRM it's a matter of trying to improve the response with a different pipe, bigger carb, shorter gearing etc.

Decide which end of the spectrum you prefer then buy one - it'll be much cheaper in the long run. Alternatively you could always buy my '93 CRM250CR (CRM engine in a CR250 chassis - best of both worlds) which is still up for sale at an amazing £2500...!!

## Project KLX Lives

Dear Si,

Just in case you were wondering how the 'Project KLX' was doing, I can tell you that it's doing fine with its new owner - Paul - and getting dirty around the green lanes of Kent.

The journey home after buying it proved to be somewhat amusing, well for me anyway.

You see, somewhere near Chertsey on the M25 the traffic plod pulled alongside Paul in their Volvo, and for a good two minutes just stared at the bike. I did chuckle whilst following behind. I thought to myself, 'no tax, no brake light, motocross tyre on the front, race numbers on the sidepanels, he's gonna get nicked!' Would you believe it, they stared and stared and then just drove on with cheeky grins all over their faces. We had a laugh about it afterwards, especially when we noticed

# Dear Trail Bike...



## Big Beemer

Dear Si and the Team

I have recently purchased a 1990 BMW R100GS and I wondered if you would be kind enough to give me your opinions on a few questions that I have about the machine.

Firstly I ought to say that I have

from the log book that the last digit of the number plate was upside-down. It should have been M not W!

Nevermind, a new number plate was duly ordered along with some new graphics. Oh, and the new rear fender and headlamp that you kindly threw in have also been fitted to tart the ol' girl up a bit. Other than that she's looking as sexy as ever and making all the right noises (and of course giving lots of pleasure).

So How about a secondhand 250 test with XRs, KLXs etc? It would be good for the newcomers to our pastime. And finally, a few of us fire-fighters are planning to do a few enduros and we may just give the TBM crew a run for their money. Well maybe, ha ha. See you out there in the mud.

Tony Hughes  
Kent

PS Great first issue of SM magazine.

Cheers Tone...

owned so many bikes of various shapes and sizes that I've forgotten what they all were! I should also point out that I first started riding off-road at the tender age of 11, so I think I'm quite experienced as I'm now 42. However I know that you guys have ridden everything from C90s to Harleys so I wondered what your opinions are about how daring I should be when it comes to taking the thing off-road?

I live in the Yorkshire Dales so there are plenty of lanes to ride, and as I'm a farmer, a quick blat around the fields on it is not a problem. What is somewhat daunting is the weight (although because of the low CofG it doesn't feel too bad) and the thought of how it would behave going down a steep

incline, or up one for that matter. Also the oil cooler looks very vulnerable as it is mounted on the right-hand cylinder crash bar and I think that it will need moving before any serious off-roading takes place.

Any chance of you boys doing a road/trail test on one of these? I know that Crasher has the R1150GS but I think that it's a very different animal.

Anyhow, great mag blah blah... I hope you can help me.

Jeremy Hartley  
Carnforth, Lancashire

There's nothing wrong with taking the R100GS off-road, it's whether you think YOU can cope with it Jeremy.

Undoubtedly there are easier bikes to ride off road, but the GS will manage quite a lot given its size. A smaller bike however would make things a whole lot easier. There will (eventually) be an article on the GS appearing - just not sure when...



## Wet Wet Wet

Dear TBM

Thought I'd drop you a few photos of last weekend's excursion (see above). What was once a small stream (with a plunge pool) had turned into a raging torrent. How things change after a few drops of rain - well 20 days worth actually.

The line to take was to the left but poor unsuspecting Lee took a different line and an early bath. In an earlier dunking a Yamaha had swallowed a good half litre of water straight into its gearbox and the Honda must have taken onboard a similar amount. It did eventually start but only after a marathon kicking session. No doubt a future costly repair!

Gareth Abbott  
Mid Glamorgan

## Green Lane Levy?

Dear Si,

As secretary of the Caerphilly and District Motorcycle Club I wonder if I can pass on an idea that we had at our recent AGM.

As with most clubs we want

to keep riding the green lanes legally, but when it comes to sitting in on council rights of way meetings, researching historical use, lobbying MPs etc, volunteers are not exactly climbing over each other to step forward.

In general, club members, competitors etc just want to ride and spending extra time in boring council meetings and such doesn't attract us like it should.

If we want to keep our rights to ride the green lanes, and not let them be taken away by those who avidly seek to do so, we've got to do something about it.

The attitude of our club is not to try and make people go to these meetings etc, that would just be a waste of time. We are seeking to support those excellent individuals who already DO sit in at meetings to discuss the historical use of lane such and such, and whether or not a farmer was within his rights to chain and lock a gate at point 'X'. These people, like event organisers, are out there working for US to keep OUR rights of way open. They deserve our support in any way we can give it. Since the majority of riders cannot or will not help directly then we must help them indirectly. To that end we have

implemented a 'Green Lane Levy' on all our trail runs. It works like this:

Just about every Sunday there is a club trail run. Numbers vary from about four up to sometimes as many as 20. The run leader or leaders (if there is a large number then we split up) have started to take a voluntary donation of one pound from each rider or two pounds if they are not a club member. This money then goes into a separate account and is kept aside for the rights of way lobby. The club will underwrite this levy so that if a large amount of money is needed then it is available immediately. One pound to a rider is seriously small beer, but it will represent around £500 pounds per year. So far we have had 100% take up and no whinging whatsoever.

If other trail riding clubs also implement their own 'Green Lane Levy' then there will be a network of funds available to combat the downgrading and closing of our lanes. I would like organisations like the TRF and LARA to suggest uses for this fund, as they are the people who are most likely to be fighting for our rights out there. Is there a 'fighting fund' that we can con-

# Dear Trail Bike...

tribute to? I know that some of these people will simply say 'join the TRF' but my point is that other clubs can contribute, and take contributions from people, who for whatever reason may not want to join the TRF. I also know other clubs have made funds available for this use, but I haven't heard of anyone asking for contributions directly from trail riding before.

Everyone I speak to thinks it's a good thing and, although unenforceable, making it voluntary seems to take all the reluctance to contribute out of riders. I wonder what you think?

Paul Lear  
Caerphilly

I think it's a fantastic idea Paul and one which other clubs will probably want to copy. The TRF does have a Fighting Fund and anyone can contribute towards this, but you'd be better off speaking to them yourself to decide if that's what you want to do with your club's money. A small contribution from all of us that use the green lanes might well help secure them for the future. Good thinking mate...

## Size Matters!

Dear Si

As happens every month I bought and read TBM and was left wondering why it's so small? It's a good magazine but doesn't exactly take long to read. Granted the UK trail and enduro market is not particularly large and the main manufacturers don't seem overly keen

on stumping up test bikes.

France has a similar population to the UK yet can support a stack of magazines including a comparable magazine called Moto Crampons which covers similar material as yourself. Occasionally TBM buy-in articles, can this be done from the French magazines? Allowing for my poor French translation, recent articles on the Gas Gas EC400FSE, 125 enduro models, Shark X-treme enduro and privateer rally bikes were very interesting.

If the magazine size is a cost issue, would people really mind paying more for a 'full size' magazine? Anyway, will you be re-running the Rough Guides, especially the earlier ones that are now out of print? Please don't get me wrong, I'm not knocking TBM, I'd just like more of it.

Jonathan Moore  
Somerset

Size isn't everything Jonathan - as I'm sure you've been told before. In fact TBM's size reflects the size (and scale) of the UK's off-road market. We may have a similar population to France, but they've got twice as much land and a completely different attitude to off-roading. In a country where races like the Le Touquet Enduro, the Paris-Dakar and even the ISDE regularly get screened on mainstream television, it's not surprising that France has got a far larger following for off-roading than we have here in the UK. And that in turn means they can support larger magazines.

It would simply be uneconomic for TBM to switch to a full size A4 format and still maintain a similar level of quality. I don't know if you've noticed, but the quality of TBM has been improving steadily over the past 12 months. We've now got better paper, a thicker cover, and more glossy repro. That represents an investment by us in the magazine - and hopefully that shows off the bikes we test, even better. Besides, I'm not all that sure that readers would want us to switch to a larger format and become 'just another A4 magazine'. When we polled readers (albeit a few years ago), the overwhelming response was that most wanted us to stay A5-sized. Now after seven years of being that size, it's kind of how people know the magazine.

Moving onto your point about Moto Crampons mag. You're right, it is good. We know the guys there, and occasionally get features from them. I'm keen to keep a good variety of reading material in TBM and certainly they get stuff which we don't necessarily see over here, and we try to bring some of that material to our readers by swapping features from time to time. But Moto Crampons is also packed full of motocross and supercross articles and that's not our market at all.

At the end of the day we get as much into TBM as we can reasonably manage and afford in a month. You're right, it's not always easy getting test bikes out of all the manufacturers, but we reckon we do pretty well considering. Scoop first tests on

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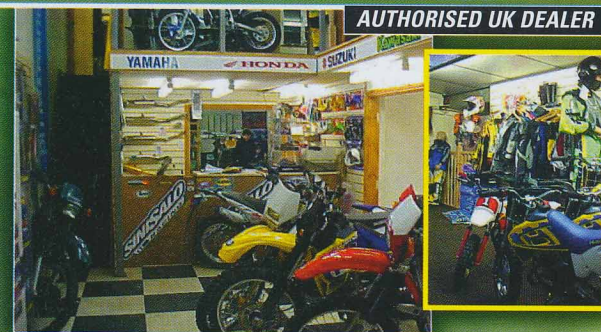
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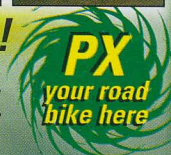
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# Dear Trail Bike...

the KTM 250 4T, TM 400 & 250 4Ts, Gas Gas Pampera, Honda CR-F450R, Gas Gas EC400, and Vertemati E501 are just some of the new bikes we've tested in the last six or seven months.

Finally the Rough Guides. The simple answer is *no* we won't be reprinting the old Rough Guides because the situation is one which is constantly changing in terms of Rights of Way. Many of the older Rough Guides are now out of date and therefore we're better off re-doing them than simply reprinting. There will be more Rough Guides in TBM, but they will be as up to date as we can make them. Hope that answers all your queries Jonathan...

## Lights Out...

Dear TBM people

My 16 year old daughter Joleen somehow conned me into buying her an Aprilia RX50 trailie. Actually I can't complain too much - it's actually a very capable little machine (when I say 'little' it's actually taller than my KDX125). However there's one major flaw. It has been fitted out with a 15W single beam headlight - in other words less illumination than a glow-worm's bum.

The standard headlight is a 15W/12V Osram unit made in Italy. When it expired I kitted the bike out with an awesome retina-blowing, ex-army searchlight type 25W bulb (after a lot of fiddling), and to be honest there's naff-all difference.

So here's the question. Can I install an aftermarket enduro

headlight assembly such as the UFO Oregon unit with built-in indicators. It's the one she really likes and available in silver too. Will the generator be up to powering anything as great as a 55W bulb - naturally there is no mention of output in the handbook.

Please help. I need to do something soon, otherwise God forbid I may have to let her use my KDX125 when she's 17.

Also are you aware of any manufacturers who might supply an aftermarket exhaust system? The standard one has the usual knock-out restrictor, but would you believe it also has a catalytic converter? Cats on mopeds - whatever next!

Tim Ferran  
Yeovil, Somerset

We checked with Aprilia UK Tim, who advised us that the maximum permitted power output for the RX50's headlamp should be no more than 35W. That doesn't mean to say that you can't fit an enduro headlamp, but you probably won't get the most out of it. Mind you in our experience, enduro headlamps are rarely that good at providing a worthwhile beam when it comes to riding in the dark. I think if it was me I'd experiment with a couple of low voltage halogen lamps to see if I could get a better set-up.

As for the exhaust, we're not aware of anyone making aftermarket alternatives for this model, but you might find something on the internet (probably based in Italy). That's where I'd recommend you start looking Tim...

## Shiny, Happy People

Guys. Firstly, brilliant mag. Secondly, two of the most stupid sayings: Money can't buy happiness, and Money can't buy love. Well it did for me, in the shape of a Suzuki DR-Z400S.

I can honestly say that in 20 years of motorcycling I've found the ultimate in bikes. She's got around 8000 miles on the bore now and she's just starting to run really smooth. The oil and filter are changed every 2000 miles and there have been no problems with it spitting the dummy.

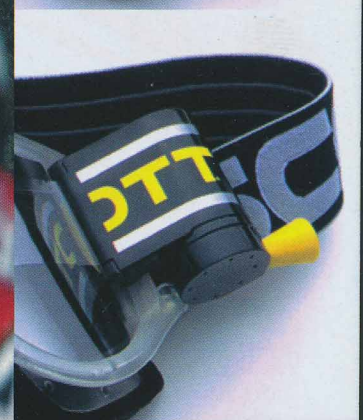
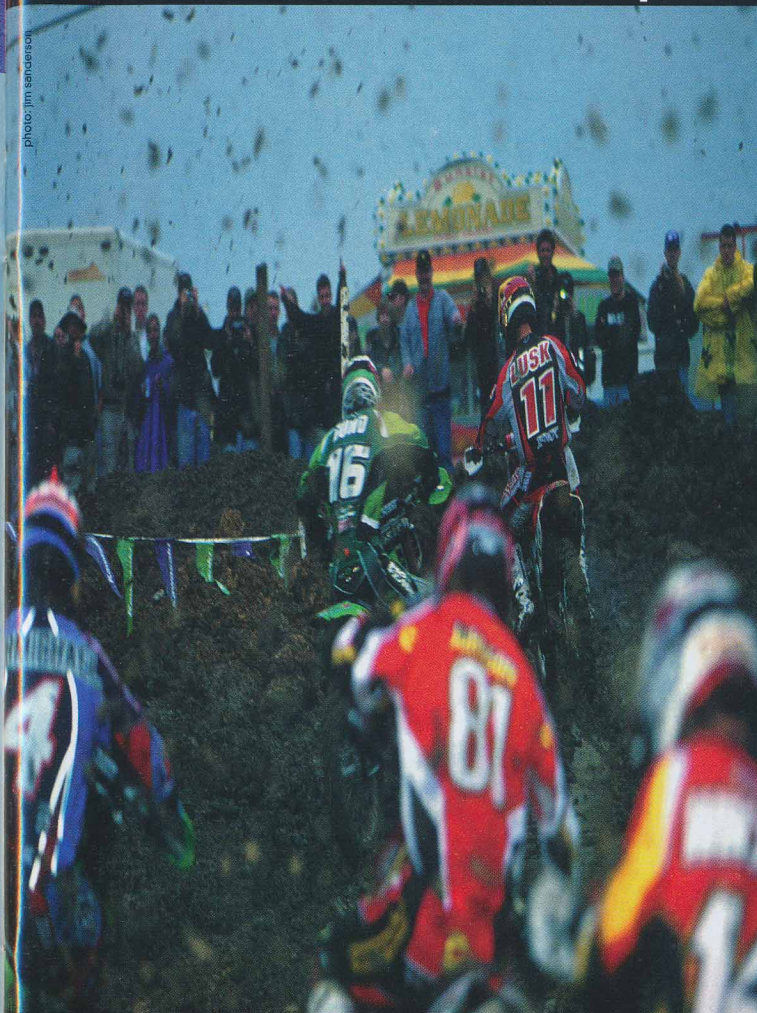
I use the bike for work, play and fetching my 11 year old son from school every day and I would just like to take this opportunity to thank Suzuki for designing this machine.

With a silky smooth engine the tall gearing has not been a problem, in fact I'm even considering losing a couple of teeth off the rear to make her even faster. Okay, she eats rear tyres, but that has to be expected on a machine of this power. I must congratulate CCM for choosing this powerplant as the replacement for the Rotax engine. Maybe this will make Yamaha bring forward its plans for a leccy-button on the 426.

Michael Gale  
Andover, Hants

You don't actually work for Suzuki do you Michael? Actually we once new an old girl who ate tyres. But that's another story...

SVS [Scott Vision System]



SVS [Scott Vision System] / Scott Factory Team Rider Ezra Lusk

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 **SCOTT USA**®



# TALKING *Dirty*

**Chris is back from Dakar and looking forward to a spot of easy competition...**

**A**s regular readers will no doubt remember, last month's column was filed 'Kate Adie style' from the middle of Mauritania with four or five potentially gut-churning days of Dakar still to go. Apparently since then a number of concerned readers have contacted TBM Towers anxious to know if I made it all the way to the end with my intestines the right side of my sphincter? So, to reassure Mr Vulture from Vulture and Sons Repatriation and Funeral Services, and all the other 'well-wishers' who have been jamming the TBM switchboard, I'd like to take this opportunity to state that I am indeed very much alive - though it was a close run thing.

Coincidentally the trouble started just hours after I'd e-mailed His Melbership with the column for the Feb issue and while still in the accursed village of Tichit (sic). Much to the delight of the locals, six years of total drought had just come to an abrupt and soggy end by a storm of biblical proportions that saw my cheapo tent both flat-

tened and water-logged. I was so knackered that I didn't think these naturally occurring phenomena would be much impediment to sleep - until, that was, I finally managed to fight my way into what remained of my 'Everest Force 10' (ha ha) and started listening to my more than normally voluble stomach. Feeling that the problem had developed further down my digestive tract than on previous years and convinced that if I could just hold it all in I might get away with a dose of the trots, I opted to ride out the internal storm as long as possible. Inevitably, though, nature won through in the end and, almost exactly 365 days after my last attempt at redecorating this particular corner of the Sahara, I was once again on all fours evoking my saviour loudly enough to upset both my fellow campers and the local religious police.

Eventually carted off to the medical tent by my exasperated colleagues, ironically my errant bowels nearly allowed me to pull off the motorcycle



journalistic scoop of the year. With the bivouac all but abandoned and me now transferred to a drafty 'medical' Antonov, I was rudely disconnected from my drip and ejected from my stretcher to make way for an 'injured rider' who turned out to be none other than the 'psychologically damaged' Nani Roma. Knowing that on arrival at the next bivouac he would be spirited far away from the baying Spanish press pack, I briefly contemplated conducting a tabloid style foot-in-the-plane-door interview. As it turned out neither of us were much in the mood for a chat and so I reluctantly let the Euro-generating idea drop.

Twenty fours later I was back on my feet and a few days after that I was back in Blighty preparing for what seems to have become a post-Dakar tradition - doing something very silly on a motorcycle in the middle of the British winter. I blame this year's ill-advised outing on the Welsh Trail Riders Association who, in a moment of weakness, had persuaded me to sign up for their worryingly titled 'Snowrun Enduro'. Originally I had planned to pop back to France and get my 400 Katoche for the occasion, but when the no-good WTRA boys heard, via a certain editor, that the logistical complexities of such a plan were being warmed up as

a pretext for bailing out altogether, 'help' was quickly 'offered'. This took the form of me being 'offered' a lift down to Wales in the TBM truck, 'offered' overnight accommodation, and 'offered' a loan of a brand new 2002 Alfer. Behind this thin veneer of hospitality lay the kind of 'offers' you just don't refuse. Not if you know what's good for you, anyway.

Not that my feelings of dread needed any extra stimulation - just the drive down from civilisation to the 'Land of My Fathers' (which appeared to be largely underwater) had been enough to make me feel distinctly queasy. And my mood only brightened up for a couple of minutes when it appeared that large-scale flooding had made it impossible to get to the start. 'Fortunately' after several language-barrier-induced false starts, we managed to find someone who could understand sufficient English to put us on a 'dry' route to Brecon.

A pre-race night out at the 'Slaughtered Lamb Inn' in Llandovery didn't do much to help either. Already weakened by everything that Africa's considerable bacterial arsenal could throw at it, my digestive tract took another battering from the leek and lamb curry. My spirits were further depressed when I was informed that the over-40s class had to do two full laps of the course and that it was too late to change to the Sportsman class. My only consolation was that equally decrepit 'friends of TBM' were in the same boat - and I use the term 'boat' advisedly.

By the time I got to the start line it had miraculously stopped raining. The damage though had already been done. The route took us straight into the special test which was less like a test and more like a quagmire. Blocked behind a queue of bikes tank deep in Wales' finest, I realised it was going to be a tough day. This impression was further reinforced by the heart monitor I had foolishly decided to wear underneath my riding gear which was bleeping away so fast I thought I was 'flat-lining' as I struggled to help Bob Perring lift my bike over a fallen tree (*er... shouldn't he have been helping you, rather than the other way round?* - ed).

After clocking in 14 minutes late at the first check I struggled round to complete one lap and very briefly considered setting off for a second, before catching site of one of the 'friends of TBM' proffering a steaming mug of tea. As Oscar Wilde once remarked: I can resist anything but temptation. Still the day wasn't a complete disaster. The route WTRA had laid out wasn't all underwater and would have been fantastic if the conditions had been a little more clement. Plus, I proved one thing: that regular cycle rides, the odd game of squash and vastly reduced ciggy consumption had clearly made not the slightest bit of difference to my levels of fitness. And just as I have boldly promised never to do the Dakar press job again, I will almost certainly never again do the Snowrun. So see you all there next year then...



## LONG DISTANCE OFF-ROADING IN FRANCE

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Details as for March - but should be a little drier!

*Sport Adventure supports the TRF: £10 donated to their fighting fund for every booking in 2002.*

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## TRAIL

## Tips

**This month a good tip for DR-Z owners, keeping your four-stroke cool, recording your trail riding highs (and lows) and keeping your gloves dry in adverse conditions...**

This month's Tips page begins with a good idea from Martin Largan from Middlesbrough in Cleveland. Martin suggests the following: 'Wrap some insulation around any hoses which are situated near the hot exhaust on your four-stroke. Wrapping the coolant hoses helps the engine run cooler, while insulating the fuel lines provides cooler, more oxygen-rich fuel to the carb.'

Thanks for that tip Martin - we reckon this is actually quite a useful idea. Okay, on a cold and wet spring day it isn't going to make a whole heap of difference, but last year while riding enduros in France in a particularly hot week in July - it was all we could do to stop our bikes boiling on all the climbs. This tip would definitely help we reckon.

We move onto an interesting piece of information for DR-Z owners sent into us by Tom Becket at Four-Stroke Spares in Chilham in Kent. You see we've heard of a few Z400s which have suffered failure of the output seal (the one which sits behind the front sprocket), leading to a loss of oil - but as yet we didn't know why this seal should fail. Tom informed us that this seal runs on a mild steel spacer, and it's this spacer which causes the problem. After just a few wet and muddy rides, rust begins to attack the surface of the steel, which in turn damages the lips of the oil seal (see pic). Once the oil seal is damaged, the engine is no longer oil tight and in the worst case scenario this could lead to a major engine blow-up. The solution is to re-manufacture this spacer in stainless steel which prevents corrosion. Naturally Tom has already done this and retails the spacers at £17.20 for those that are interested. We don't usually have commercial ventures in the Tips page, but this is an exception because the information is extremely important. And anyway there's nothing to stop you having your own stainless steel spacer turned-up at your local machine shop. Nevertheless for anyone who wants to buy one of Tom's spacers you can call him on 01233 740349.

Gareth Abbott - a professional photographer from Mid Glamorgan in Wales - recommends a good tip for trail riders. Rather than risk damage to your expensive camera equipment Gareth recommends carrying around one of those disposable cameras with a built-in flash - not just for amusing moments but also for recording illegal signs, trail damage etc. But

(and here's the tip), he says 'always buy the Kodak one because it's got 800ASA film in it for those dark days when the rain never lets up. And always use the flash, regardless of the light available (even in sunshine). And finally he adds - always keep the camera in your pocket, not in your zipped-up bumbag. Otherwise if you constantly have to dig around behind your back for it - you'll miss all the action.'

Thanks for that suggestion Gareth. And an example of Gareth's handiwork with one of these cameras can be seen on the Letters Page this month. Finally here's a tip we used ourselves at the recent Snowrun Enduro. In particularly wet and muddy conditions you can easily extend the width of your bike's front mudguard (and more importantly, handguards), by using a double thickness of gaffa tape. Make sure that the tape is attached from both sides and extends for at least an inch outside the normal 'guard. On the handguards it works better if you extend them both top and bottom. This is not just about keeping clean - in deep puddles it prevents spray from getting onto your gloves, because wet hands are slippery and cold. Try it and you'll see what we mean. In the meantime keep those suggestions coming in please. The best ones could win you a free bottle of oil...

New stainless spacer on left, original mild steel on right...



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# Doing the Rounds

**Paul Blezard attends the Winter Rally in Wales and finds out about the event's unusual hosts, the Diamonds MCC - a unique motorcycle club in which women play the leading roles...**

**T**here are many great things about the world of off-road motorcycling. The excitement, the adventure, the thrills and spills, the camaraderie, the scenery even. But for all its myriad attractions there's one aspect that's distinctly lacking: females. The proportion of women taking part in dirt bike sport is even smaller than it is in the road bike scene. Five percent of participants (at best) are females.

But it makes a refreshing change to encounter a bike club in which most of the members are women. In fact the Diamonds Motorcycle Club

was originally known as Motorsport For Women so the preponderance of females is not that surprising. MFW was founded by Marianne Walford back in 1994 to encourage women to have a go at motorcycle sport, (especially off-road), in the least threatening way possible; a female-friendly alternative to the traditional 'sink or swim' approach.

Since founding MFW, Marianne has organised several 'try out' events per year at which girls and women have had the opportunity to have a go at the basics of trials, trail riding, motocross and enduro, on girlie-friendly machinery with women instructors. Men are not discouraged so long as they offer help and encouragement rather than sneering chauvinism. I've personally attended MFW events in Sussex, Bucks and Oxfordshire and been impressed by the relaxed atmosphere and general air of encouragement. I also recall having a particularly exhilarating ride on the passenger platform of a sidecar enduro with an expert female rider at the controls, at one of them.

In 1998 Marianne moved from the south coast up to the wilds of mid-Wales and has since run several days at the legendary 'Tommy's farm' aka Cwm Derw near Rhayader. In 1999 she decided to change the name of the club from Motorsport For Women to Diamonds MCC so that sympathetic men would not be discouraged from joining the club and to save the embarrassment of those males already involved.

Trail bike rallies fit in very well with the club's ethos of encouraging novices into dirt bike sport, since they are just about the most accessible form of competition available with a minimum requirement of skill and fitness and a maximum amount of 'smiles per mile'. Last August the Diamonds MCC ran its first trail bike rally when they created the Raider Rally, starting in Rhayader but also using parts of the Hafren forest and quite a few tarmac miles in between.

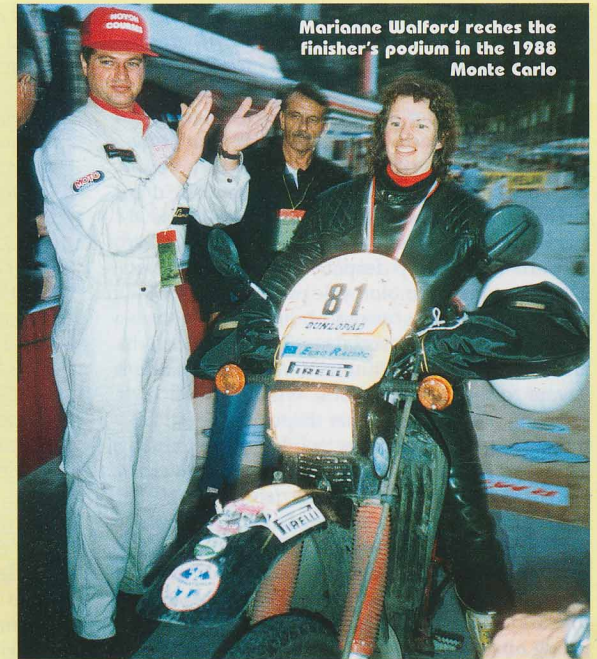
The inaugural Winter Rally in February this year (see report p48) however was the first trail bike event of 2002 and also used the Hafren forest, starting and finishing near Staylitle. A 'full house' of 110 riders of all ages and abilities took part in the two day, 140 mile event. And during the social evening down at the Llanidloes rugby club I had the chance to renew my acquaintance with the indefatigable founder of the Diamonds MCC and to meet some of her latest recruits for the first time.

## Maid Marianne

I first met Marion Watt (as she then was) during the week-long Monte Carlo (bike) Rally, way back in the autumn of 1988 when she was the only woman amongst the 15-strong British entry flagged away from the Earl's Court bike show by Phil Read. In fact she was the only woman competitor in the entire event.

It was to prove one of the most dangerous and exciting weeks of both our lives. Within 48 hours we'd both crashed at speed and by the time we got to Monte Carlo we all felt as if we'd been racing for a month. (Marianne had such a huge bruise on her hip from her prang that it was featured on the front page of MCN that week!)

In that event I saw Marion on the brink of despair as she struggled to keep to the gruelling schedule with her ailing KMX200, but she 'dug deep' and mounted the finishing rostrum in triumph to take the 'Coupe Feminin' while many of the ruffy tufty men fell (literally) by the wayside and failed to make it to Monaco.



Marianne Walford reaches the finisher's podium in the 1988 Monte Carlo



Marianne Walford with Ian Pearce in the chair



In 1989 she bought a tuned TDR250 that I'd raced (and crashed) at the Langbaugh Supermoto and having got the bug for circuit racing during the Monte Carlo, had a go at both supermoto and road racing for the first time at the age of 35. Marianne was working as a despatch rider at the time on a BMW K100RS, commuting daily from her Seaford home up to the 'Smoke' and she'd already tried her hand at trials, enduros, grass track and motocross.

Marianne gave up despatch riding to start the Martletts off road motorcycle project for young offenders and those 'at risk of offending' with support from Sussex social services and police, and won a regional Whitbread Volunteer Action Award for her unpaid efforts. With a motley selection of dirt bikes at her disposal she had the idea of using the project's bikes to encourage more women to take up off-road riding. 'I was in WIMA at the time', she told me, (the Women's International Motorcycle Association) but while it had a great social scene, most of the members were only road riders and almost none of them shared my penchant for riding fast. My reason for riding bikes is because I like going fast. I like riding off-road because you get more excitement for a given speed, with less danger'. I wanted to make it easier for women to share the experience'. And so Motorsports For Women was born.

Marianne first became interested in bikes when she was 21 and learnt to ride on a Honda CB350 twin which was cunningly disguised to look like a learner-legal 250, (those were the days!). She passed her test and in 1976 bought a Moto Guzzi 850 T3. For the next five years her main interest was touring and road rallies of the 'social gathering' type. She had a daughter, Barbara in 1980 and a sidecar was added to the Guzzi in order to carry her around.

Her partner at that time competed in trials and grasstrack and Marianne had a go at both but came to the conclusion that she was no good at either! 'The trials were too scary, and I never got the hang of passengering in grasstrack.'

Fast forward several years to 1995 by which time she had a new partner Colin, and a new daughter, Lucie. Despite being over 40 by now, Marianne decided to have a crack at the Southern Motocross Club's new Ladies' Championship. The only healthy bike she had at the time was a 15 year old KL250 trail bike but she did nearly all the rounds and consistent finishes earned her third place in the Championship. The following year she used Colin's Maico 250 and later a KX125, and made it up to second place overall.

In 1996 Marianne entered the Welsh Two-Day Enduro on her trusty KMX200 as part of a three-girl team that included Coral Powell and Liz

Millett on a brace of TM80s. Sadly, the TMs both conked out before the end of the first day but Marianne and her Kawa kept going to the end.

In 1997 her eldest daughter Barbara expressed a desire to have a go at sidecar passengering so Marianne purchased a Honda CR500 enduro sidecar to give it a try. The bike was registered and MoT'd and they did some green-laning to gain experience before trying a motocross and the Welsh Two Day Enduro. The next year the Honda was exchanged for a 1989 VMC Kawasaki KX500 which handled much better, and is still Marianne's enduro mount today. In 2000 she entered it in the Welsh with veteran rider Ian Pearce in the chair and they were going well till a combination of a puncture, a split radiator hose and a heavy spill led to them hour-ing out, much to Marianne's frustration.

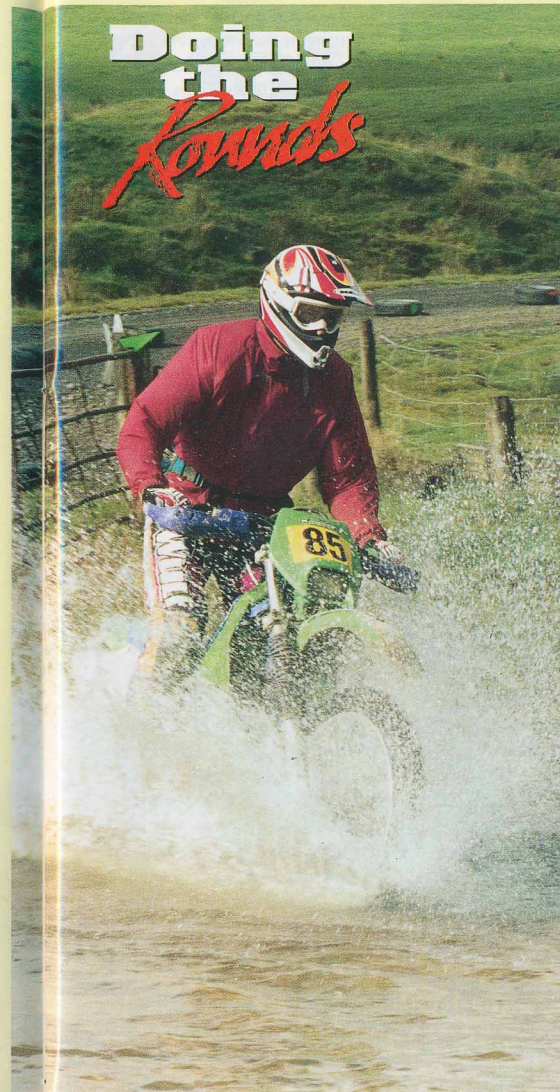
In 1998 she and Colin decided they'd had enough of the salty south coast and moved up to the dirt-rider's paradise that is Powys. They joined the Hafren Dirt Bike Club in company with Geraint Jones and co, who run both the Hafren trail bike rally and the Hafren enduro. Marianne is now the club secretary and in addition to her busy time with young daughter Lucy and the Diamonds MCC, she is currently helping them to get ready for the British championship enduro they're hosting in July.

To keep body and soul together she works for Powys police (as a civilian) ROC co-ordinator which stands for 'Re-integration of Offender into the Community'. (Amongst other things she organises meetings between victims of crime and their perpetrators). She also still runs the Martletts motorcycle project on a shoestring with some help from Geraint Jones with DT125s.

In all the years I've known her Marianne's never had more than a few beans to her name yet she's always had the most infectious, girlish giggle and always seems to be able to see the funny side of life, even when it's chucking it down with rain and some miserable bloke's complaining at her. One thing's for sure, Motorcycling could do with a lot more people like her - male or female.

### **The behind-the-scenes Stroker Fan**

Marianne's husband Colin learnt how to ride as a youngster on rough land near his family's home in Eastbourne and also taught himself the rudiments of spannering. His first road bike was a Suzuki GSX250 at 17 and he went on to become a motorcycle courier which eventually provided him with enough income to fulfil a long-held ambition to go road racing. He club raced a Kawasaki KR-1 and a Yamaha LC350 YPVS. But the recession in the early Nineties hit the courier



business badly and the road racing was a casualty of Colin's reduced income, so he acquired an old Kawasaki KL250 and started trail riding. The sluggish KL was soon passed on to Marianne and replaced by a 500 Maico which was not quite ideal for green laning! That was part-exchanged for a 1987 Maico GME250, which Colin still owns and is quite a rarity. The Maico was used for every kind of off-road activity before being replaced in 1998 by Colin's current enduro bike, a Suzuki RMX250 which he used for marshalling in the Winter Rally. As you may have guessed, Colin's a stroker fan, although he actually used a borrowed KLX for the 2001 Hafren enduro.

Colin started working on a voluntary basis with the Martlett's young offenders' motorcycle project (started by Marianne) in 1992, teaching both mechanics and riding skills. He also maintained the bikes and qualified as an ACU coach.

Since moving to Powys, he's qualified as an ACU Machine Examiner and has become a key figure 'behind the scenes' of both the Diamonds MCC and the Hafren Dirt Bike Club. He's in the process of setting up a holiday business aimed specifically at motorcyclists at which they'll be able to have a go at the whole gamut of motorcycle sport, from trail riding and enduro through to advanced road riding and circuit racing all within the space of a week. Colin and Marianne share a GS500 road bike and also have 'an old Honda CB750 festering in the garage'.

Colin's a man of few words who just gets on with what needs to be done, but as Marianne says, 'We wouldn't manage without him'.

### **A Very Unusual Accountant**

Liz Millett is certainly not your typical dirt bike rider - and about as untypical an accountant as you could imagine. For a start she didn't start riding off road until she was in her thirties and then decided to have a go at sidecars in her forties.

Liz has actually had a bike licence since she was 18, thanks to a boyfriend who 'got banned for drink driving and needed someone to chauffeur him around'. She passed her test on the boyfriend's CB250 'but the relationship didn't last much longer'. At the time she had no idea about the existence of trail riding and enduros: 'I was only aware of motocross and trials and they both looked too hard for me'.

Fast forward more than a decade and Liz was inspired to get back into bikes when a friend took her to a TBEC (Trail Bike Enduro Club) event. 'I thought, 'That looks like fun, I'd like to have a go at that. So I did'.

She started doing TBEC events and trail riding on a Honda XR200 and first met Marianne when Coral Powell invited her to join their ill-fated attempt at doing the Welsh Two-Day on a pair of TM80s in '96. She came within a dab of winning the '98 Rally of Discovery in Ireland on the self-same XR and was runner-up to her boyfriend Steve Little in Jon Watson-Miller's 1999 Bracken Rally.

For the past two years she's joined forces with Steve to do the Weston beach race on his fire-breathing CR500 sidecar outfit and also acted as last-minute stand-in passenger for Karen MacQuarrie in the Raider Rally last August, a role she reprised in the Winter Rally.

Liz actually owns a house in Edinburgh and sometimes works as a freelance accountant up

## Doing the Rounds

there, but is more likely to be found living and working down in Plymouth, which is where Steve lives, a mere 500 miles away!

### Life father, like daughter

Women who pilot sidecar enduro outfits are pretty thin on the ground and Marianne Walford was the only one I'd ever met until I went to the Winter Rally where I was astonished to discover that the first machine in the programme was a Rotax Wasp outfit ridden by Karen Macquarrie.

However, I was a bit less surprised when I found out that Karen's father is none other than the legendary George Greenland who was a top enduro sidecar pilot well into his fifties (and a co-founder of the Weston Beach Race). In fact George still rides occasionally today in his 70th year. Karen hasn't been racing outfits all her life, far from it, although she did learn to ride a Bultaco trials bike at the tender age of seven, along with her two sisters. (There weren't any Greenland brothers).

She also passed her bike test aged 17 and owned a neat Honda 400/4 till things went a bit pear-shaped on the bike front when she got married at 20. 'My husband made me give it up because he hated bikes, but I always missed it'. There followed a 15 year interlude filled with married 'bliss' and three children but Karen got her priorities straight again after she and her husband parted company a few years ago.

By then living in Cornwall, she fancied having a go at sidecar trials and got herself an RL250 Suzuki followed by a Gas Gas 320. She also bought a DR600 Otter outfit on which to do the numerous long distance trials in the county. She then got back into road bikes with a Yamaha FZR600, before moving on to a BMW Funduro and now has a Fazer 600. Last year she and her boyfriend took their purpose-built motorhome down to Spain with his XR250 in the 'garage'



Karen Macquarrie and passenger Liz Millett at the start of the Winter Rally this year...

in the back and Karen then bought herself a new TTR to accompany it for a bargain £2,700 in Bilbao. They then drove up to the Picos and had a fab time exploring the mountains on the two wheelers. Phew! Talk about making up for lost time!

Karen also decided (understandably) that she wanted an outfit with an electric start and was surprised and delighted to find her current Rotax-engined Wasp machine advertised for a bargain £1500 in the back of TBM. There's a family connection with Wasp since her father used to race and develop the machines built by Robin Rhind-Tutt and was recently involved in a new project to combine a Wasp engine in a BSA chassis to make a new all-British machine.

Wasp are also based within ten miles of the Greenland family home in Salisbury where Karen is currently residing. She moved back to Wiltshire after splitting up with the co-owner of the amazing RS motorhome which she helped to design herself. Luxuriously appointed and powered by a 2.8 litre turbo-diesel with a six-speed 'box it can cruise at 80mph all day and cost over 60 grand! 'But I don't own a house' she told me 'and apart from the bikes, this is all I've got!' It certainly provided luxury accommodation for her and her sister at the Winter Rally.

Karen did the Raider's Rally last year on the Wasp outfit with Liz Millett a last-minute replacement for her planned passenger who broke his arm the day before. 'Liz saved me from having to passenger for my dad!' she told me. They rolled the outfit but won the sidecar class anyway.

After successfully completing the Winter Rally with Liz in the 'chair' again Karen's planning to do the MCC's famous Land's End long distance trial at Easter with a local Wiltshire guy. Karen currently works for a car garage in Salisbury, but with her mobile home-from-home has the freedom to take off for off-road adventures anywhere in Europe at the drop of a hat.

*Membership of the Diamonds MCC is £3 for the purposes of doing one of their events and £11 per year, which includes a regular newsletter. The club's patron is Andrea Cook, Jamie Whitham's girlfriend.*



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# CLUBMAN

## Class



Who makes the best 200cc enduro bike for the clubman racer? We were about to find out...

Story & Pics: Si Melber

**P**robably the question we get asked more times than anything else by people wanting to start riding enduros, is *which bike should I go for: a 250cc two-stroke or 400cc four-stroke?* When in fact a more appropriate question might arguably be: *which of the current 200s should I choose?*

You see it's a fact that a good majority of clubmen riders are 'over-biked'. In other words their bikes have more potential than they do. It's not being critical, it's a statement of fact. If top riders like David Knight can come second (in class) in the World Enduro Championships on a more or less standard 250cc Yam, you've got to ask yourself the question, what chance have you or I got, to ever master such a machine?

That's not to say that everyone should be on 200s. No way. The world would be a very boring place if bikes like the 426F and Husaberg 501 didn't exist. Besides, as we've concluded before,

many people require a lot more from their bike than just a simple race weapon. For some it's a trail bike, for others a toy which keeps them amused, while for a number of riders it serves as daily transport. In each of these cases a 200 may, or *may not be* appropriate. But as a clubmen race tool for a rider looking to simply enjoy their competition, we reckon you can't beat 'em.

Why? Because 200s feel light, and weight is your enemy when racing. Moreover, while a full-force 250 feels great to ride when you're full of beans at the start of the day, towards the end of a power-sapping event, it's the rider on the 200 who's going to be laughing. 200s aren't a whole lot slower than 250s, but generally speaking they're less fierce in their delivery and that means they're easier to ride. They don't break traction quite so readily, they don't rip out of your hands and they don't tire you out so quickly. All of which adds up to a definite advantage over the

course of a hard day. And remember, enduro isn't about straight-line speed for ten minutes, it's about riding all day and pacing yourself.

### Take Three Bikes...

The 200cc 'class' is an almost forgotten class of racing. Okay the KDX has been around since Homo Eracers first slithered out of the primeval swamp and handed in his muddy timecard at the very first Jurassic Enduro, but the others are relative newcomers. By that I mean launched within the last five years or so. KTM should be credited here with reviving the capacity class with their sexy 200 which showed a clean pair of heels to a number of so called faster bikes, thanks to a combination of light weight, great agility and a powerful motor. Gas Gas too have had a 200 in their line-up for the past few years and we've been a big fan of the bike. The KDX? Well the KDX never went away. Ever-green, solid, reliable,

remarkably competent, versatile, strong and fun. But cutting edge? I don't think so.

So we wanted to get the three protagonists together to see which if any of them we would choose as a clubman weapon of choice for racing enduros on. To that end we packed the KDX220, the Gas Gas EC200, and the KTM 200EXC (GS) into the trusty Transporter and headed to East Sussex for a classic TBM shootout. Three bikes, four riders, a slippery special test, and the rest of the day spent riding, pushing and pulling the bikes around a wooded area and greasy track. Fantastic.

Given the time of year, the conditions certainly played their part in our findings. Had it been drier for instance, we may well have found that they performed a little differently. Nevertheless it's our belief that the bike which copes best when conditions are 'difficult' is the one which we'd most like to see parked in our garage. Because in

EC200 felt like a big 125 to ride...

# CLUBMAN *Class*



the wet, many more factors come into play - such as grip and ease of use, while weight, handling and suspension all become critical. Ideally we'd liked to have had all three bikes on the same tyres, but time constraints didn't let us, so we've been careful to allow for differences between them.

Finally, think carefully about what you want out of a lightweight two-stroke race bike. We've tried to bias this test to choosing yourself a good clubman racer, with a nod of practicality towards using it for the odd trail ride - say a 70:30 percent race/trail mix. Nevertheless, depending on what you need from your bike, you may find other practicalities dictate extra importance. But whichever one you choose, you're going to find that a whole world of lightweight racing exists outside the 250/400 class...

## Gas Gas EC200

For 2002 Gas Gas have made a few significant changes to their two-stroke range. Across the board the bikes have had suspension tweaks, minor chassis changes, some engine mods to help find extra power and a general tidying up styling-wise. So this year's 200 is the best we've seen from the Spanish factory. The steering feels slightly sharper, the engine more powerful and the whole thing feels so good to ride that you simply don't want to get off.

Let's start with the engine. This year thanks to barrel and head changes, the Gas Gas 200 has an incredibly linear and 'grippy' powerband. It may seem strange to talk about power in the form of grip, but that's how it feels. Some bikes have it, others don't. The Gas Gas is one of those that has

With a few new tricks up its sleeve for this model year, the EC200 continues to evolve into a great clubman enduro bike...



it. Perhaps not in the same way that a DR-Z has grip at the bottom end, but this thing isn't as big or bulky as a DR-Z. It's got a very flexible power delivery with a mellow bottom end, a strong midrange and a revvy top. Despite being biased towards its top end, it's in the lower part of its rev range that the Gasser does some of its best work.

In the slippery woods the Gasser was the bike which found the most traction, and it wasn't just down to the choice of tyre either. But because you were able to 'feel' for grip. Back the throttle off to what feels like just a few hundred revs and the motor keeps ticking over while the tyre begins to hook up. Then when grip is established you can feed in that decent midrange before letting her rip at the top. Good stuff.

The EC2 has the most traditional power delivery with more right wrist equating to more forward speed (that wasn't necessarily the case with the other two). We've said this before and it's still true: the EC200 feels like a big, strong 125 to ride. But unlike with a 125, you don't have to be on the pipe to ride it fast. Obviously it has heaps more bottom and mid than a 125 (which is why it's easier for a clubman to get right), but then it really sings at the top end too. Our test bike wasn't absolutely stock, but the motor was completely standard except for a re-jet (which the UK importers recommend). And it was crisp. It sounded the nicest, even if the KTM clearly had it beaten on overall power.

When it came to the chassis, the Gasser was equally as adept. USD WP 43s up front made for pinpoint accuracy of the steering. This is an important feature for an off-roader. Point it where you want to go and the Gasser will head there -



Gasser engine wasn't the most powerful, but it felt the nicest...

especially useful when it comes to changing tracks or picking the best line into a rutted corner. With steering and grip you've got a bike which can easily change direction when your route is blocked.

At the rear a modified linkage and more compact Ohlins shocker made light work of the bumps, and offered a well controlled rear end. Gas Gas have always produced bikes with stable geometry and this one's no different; it feels good over the bumps and isn't prone to headshake. Nevertheless it turns pretty quickly, yet steers predictably when things get seriously sideways. All in all a classic enduro chassis. The riding position felt good for all four test riders, and the Gasser inspires confidence in riders of differing abilities. From its strong Nissin brakes, to its lightweight controls and well sorted suspension,

KDX has still got the ability to perform at a decent level...

# CLUBMAN *Class*



there was little to fault with the EC's ability.

Design and integrity however are another matter. Flip up sidestands are not our cup of tea, and the Gasser has other areas of average-ness. Just like the EC400 tested last month, we're not that fond of the budget rear light, speedo and rear mudguard assembly. And while we're at it. The positioning of the fuel tap right in the centre of the bike, can make finding reserve a little awkward. But that's the compromise you make with a Gas Gas - some of the detailing is sub-standard, but as an enduro bike it plays all the right tunes. Our privately owned 2002 test bike was sporting a few extras not found on the standard machine like anodised rims, high-rise Renthal Fat bars, wraparound handguards and non-standard graphics. But at £3800 (give or take) it's pretty

well specced as standard, and you get a few goodies like a bum-bag and spare jets thrown in with your three month warranty.

All in all then the Gasser won a few hearts, convinced a few sceptics and earned everyone's respect. It is by far the easiest bike to ride fast, has few vices, a superb thrashy engine, with enough bottom end to get you out of trouble. The chassis and suspension are beyond reproach, the riding position agreeable and the price is right - even if it doesn't feel quite as well built as the other two. And though it doesn't offer the KTM's sheer blood 'n' guts performance, its power is all usable. Sure, the Kwacker undercuts it on price (though not by much), but nonetheless the Gasser scores highly in most areas.

And on a final note - for this year Gas Gas

The last of the 'true' Japanese two-stroke enduro bikes, the KDX, brings with it Japanese values of design, build quality and resale value...



have given the gearbox a going over with the old 'free-running' gears now mounted on needle rollers. Say goodbye to screeching Gasser gearboxes during the running in period. This is definitely progress...

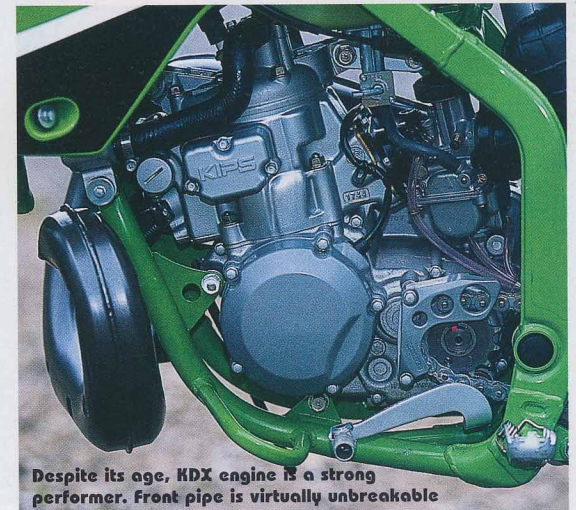
## Kawasaki KDX220R

'Progress' is not a word you'd use to describe the 2002 KayDeeEx. Ask anyone at TBM about Kawasaki KDXs, and they'll tell you that they cut their teeth on them way back in the mid-Eighties, raced them all through the Nineties and continue to ride them right up into the 'Noughties'.

The trouble is that the bike has barely evolved in all that time. Oh sure it's gained liquid-cooling (1989), a smart perimeter frame (1995) and an extra 20cc (1997), but its roots remain firmly entrenched in those original Eighties enduro bikes. Of course there's nothing actually wrong with that - they were great machines back then, it's just that enduro has moved on - while the Kawasaki definitely hasn't.

But let's start with all the positive reasons for owning a KDX220R. It's a proven package, it's easy to live with and relatively cheap. Actually there are a whole load more reasons, but those are the main ones. In fact the KDX is actually a damn good bike - make no mistake. It's lower, more comfortable, more accommodating, less intimidating, softer suspended, and arguably easier to get started on, when it comes to learning the rudiments of racing. You can hop straight onto a KDX for your very first enduro and enjoy the experience.

These days we'd classify the KDX as a sport/trailie rather than a pukka enduro racer, though it



Despite its age, KDX engine is a strong performer. Front pipe is virtually unbreakable

comes devoid of all the road kit you'd expect to find on a modern day trailie - worse luck. If Kawasaki bit the bullet, specced it up a bit with road gear, autolube and a decent set of forks then sold it as a trailie we'd be singing its praises.

Because as a trail bike it's got great potential; with a comfortable saddle, a reasonable 65-70 mile range and plush suspension the KDX will go anywhere without too much trouble. The soft motor is a beaut. It's smooth, quiet, yet incredibly grunty low down thanks in part to the fitment of a relatively small 33mm carb which gives the bike plenty of torque. The engine is really good at finding grip and pulls reasonably well all the way through, though it tends to die off fairly quickly at the top end. KDX owners note though, that removing the (complete) top of the airbox, fitting an

KTM performs brilliantly and punches above its weight. No wonder you see so many of them around...

# CLUBMAN Class



aftermarket pipe and re-jetting to suit will find you some amazing horsepower for very little outlay.

The trouble is... it won't do anything for the forks which are soggy at best, unnerving at worst. Iffy tyres don't help, but I suspect the problem lies mostly with the Kawasaki's squidgy front end which frankly feels outdated. Pick a line on the KDX and it's a lottery whether you'll end up in it. The precision just isn't there, and in this company the KDX feels woolly and inaccurate (though it did have the best amount of steering lock). Every one of the testers found it the hardest to point where they wanted it to go.

With a better front tyre and some work on the front end you could probably dial a lot of that out, but as tested the steering is definitely the KDX's weak point.

Which is strange given that it has the shortest wheelbase of all three bikes on test (you'd think it would change direction easily). The problem however is compounded by its relatively old fashioned 'architecture'. With a soft seat, a humpy tank and a (relatively) rearward-biased riding position, it's difficult getting your weight forward over the front wheel where you need it most.

That said, it's up against two of the best steering bikes in the business. If we were riding the KDX on its own, we probably wouldn't be quite so disappointed, but by comparison, it's definitely the weakest link. Another weakness in the KDX's armour is the fact that as stock it comes with low quality bendy steel bars, and a clutch perch which will break if you don't loosen it off before a fall. Factor in the cost of a set of decent bars, grips,

EXC200 is an extremely well constructed dirt bike from a company which truly understands enduro...



graphics perhaps and pretty soon you're knocking at the door of the Gasser in terms of price. But it's well worth mentioning two other points. Firstly the KDX comes complete with a comprehensive spares kit which includes a piston, gaskets, rings etc as well as a couple of new levers. And secondly it's got a six month warranty. Neither of the other two bikes can get near it in that respect.

All in all then, the KDX still makes a lot of sense for a novice rider or someone looking to get started in enduros. They'll love its easy character, its low and squidgy seat, its go-anywhere ability and its simple maintenance schedule. And when the time comes to sell - you can always find a buyer for a KDX. In that sense you can't really go wrong. Put some decent tyres on it, get the forks re-oiled and then go out and ride. You won't be the quickest thing out there - but chances are you'll always get to the end and that counts for a lot in enduros. But as a pure thoroughbred racer for a good clubman rider? Well it's hard not to be a bit disappointed.

What we would give for a whole new KDX with a sharper chassis, better suspension and a more up to date powerplant? Now that really would be something...

## KTM 200EXC (GS)

KTM 200s come in two different flavours: trail or enduro. But to all intents and purposes they're the same bike, only the gearing, tank and autolube differ. This one happens to be the trailie (with the autolube), but it felt the same as the pure enduro one we rode recently.

Essentially what we have is a featherweight 125 with a 200 barrel and piston. It may not



Blistering performance is available from the KTM donk

sound all that much, but that extra 75cc makes an incredible difference. You see the KTM 200 has got a powerhouse of a motor which thrives on revs thanks to a short 60mm stroke (65mm on the Gasser but an even shorter 58mm on the KDX!). This, together with a big 38mm carb endows it with awesome power - too much power at times we reckon. Especially since it's delivered in such a fast and frantic way. On a drying track it's as rapid as an illegal immigrant stepping out of the chunnel, but in the wet, the back end's always trying to snap sideways just as soon as you touch the throttle. Whether that be negotiating a treacherous off camber in the woods or powering out of a slippery corner, the KTM is a bike which demands respect at all times.

Front wheel placing is true and accurate, and

# CLUBMAN *Class*



EXC feels light and flickable in the woods. But an excess of power and a lack of steering lock can occasionally catch you out...

the Katosh steers very precisely, thanks to a decent set of firm 43mm WP forks. These are the same units found on the Gasser though they feel quite different on the Katosh - slightly less plush. KTM have improved their suspension set-ups every year since introducing the direct link PDS, so that the '02 model is now a lot better than in some previous years. It still feels quite firm at both ends, but works well at absorbing the bumps, and this feeling improves with speed. Woods riding however can be a mixed bag. With stiff suspension and so much power on tap, the EXC can feel a bit of a handful at times. But thanks to its 125cc roots, at least it always feels light and steers nice and quickly.

With a shortish wheelbase however, stability isn't the EXC's biggest asset. It's very easy to get out of shape and though a quick burst of throttle helps sort things out, this can also lead to head-



In the woods, EC200 benefits from a not very powerful engine and great steering. It was also the only bike with rear grab handles for when you get stuck



KDX chugs through everything thanks to a big soft engine, but steers fairly slowly by today's standards

shake at the extreme. Once it finds grip of course, it picks up the front wheel and powers ahead of the other two bikes. But unless the conditions are right or you find yourself on a track with a lot of long straights, you're going to find yourself feathering the throttle a lot more than you think.

Not surprisingly then the KTM finds favour with good, hard aggressive clubmen who can make use of its performance and love its snappy accelerative power. And for sure the rider looking to progress into the expert class will doubtless find the KTM offers them the most potential.

In terms of ergos, what we once consid-

ered cutting edge now feels slightly conservative. Nevertheless there's no denying that the KTM has a good riding position - it's merely a question of getting accustomed to it. Most KTM owners find they get used to the hard seat and upright stance very quickly. But it has a tall feeling accentuated by the upright bars and a slightly more rearward bias than the Gasser. The GS's tank isn't quite as narrow as the regular EXC's, but it doesn't intrude badly during cornering and it does hold nearly 12L.

The KTM's prize asset however is in its build quality. Ruggedness and high specification are all part of the orange package and that's reflected in the purchase price. There are no corners cut here, this is a well designed enduro bike which is race ready from the off. You pay a little more, but what you get is a very well thought out bike, which feels as solid as it looks. Items like the electronic speedo, built-in frame guards and quick release airbox door, show a bike which is clearly designed for racers, by racers. And your money also buys you a spare chain and sprockets, alternative (smaller) rear lamp mounting, mirrors, indicators and a very useful parts book for both engine and chassis, though KTM's warranty is limited to just 30 days - worse luck.

If we owned one we'd definitely think about adding a heavy flywheel weight to tame down the power hit in the midrange a little, and time spent setting up the KTM's suspension to your own preferences will definitely pay dividends. Finally, for all their renowned build quality, KTMs aren't immune to reliability problems. Broken side-stands, over-oiling auto-lube pumps, and occasional reliability problems have been reported and just by purchasing the most expensive machine, won't necessarily ensure a trouble-free ride.

Nevertheless, the KTM is a stunning performer for a 'mere' 200. And if you like your enduro bikes to be light and lively, they don't come any livelier than the 200 Katosh. Our advice would be to opt for the regular EXC if it's just a race bike you're after, but for a slightly more versatile machine the EXC GS is as sporty a trailbike as you're ever likely to find. But you'll have to move fast - the importers have said that this will probably be the last year for the autolube model, so if you're thinking of buying one, order it now.

## Against the clock:

Our special test began with some thick muddy going, followed by a short excursion into the woods (with a rutted exit), before opening out into some fast and flowing slippery muddy corners, an off-camber hairpin and finally a flat out blast straight back to the start. Each of the four test riders were timed on each of the bikes and

then their times on each machine compared. Times between riders were irrelevant here, what we were looking for was the relative times taken on each machine. This reflected how easy we found the bikes to ride in the slippery conditions, which one we preferred and ultimately which bike best suited our riding style. This is how it worked out.

	KTM 200	Gas Gas 200	KDX200
<b>Si Pavey</b>	1:13.69	1:09.32	1:11.27
<b>Si Melber</b>	1:21.39	1:20.87	1:28.50
<b>Clive Town</b>	1:22.74	1:19.52	1:25.05
<b>Chris Evans</b>	1:38.44	1:37.30	1:59.81

### Conclusion

It would be easy to over-simplify things and divide these bikes into winners for various classes: Sportsman Class (KDX), Clubman Class (Gasser) and Expert Class (KTM). But in truth, life's more complicated than that. When asked, all the test riders preferred the Gasser in these conditions and certainly the test times reflected that. But in different conditions and on a different track, you could see how the KTM might press home its performance advantage - at least until the rider became tired.

That said, everyone was convinced that the KDX would appeal more to the novice racer and regular trail rider. So our advice would be to take on board other considerations. Decide what you expect from your bike, how much you can afford to spend, whether you're handy with the spanners or not, and factor in the sort of racing or riding you like to do.

If there has to be a winner however, it's got to be the hugely respected Gasser which has the best combination of chassis, suspension, engine, and ergos for the competent clubman rider. It's not quite the fastest bike here, but it is the easiest bike to ride fast - a subtle but important difference. Slightly more expensive than the Kawasaki, it nevertheless undercuts the KTM and comes with a longer warranty. And all the test riders were unanimous - it was the bike we most enjoyed riding.

The KTM however runs it a very close second. Well built, well equipped and well fast the EXC is a solid performer. With the extra versatility of the oil-pumped option, the KTM ranks very highly in our books, and a glance around any enduro pad-dock shows we're not alone in our thinking.

Finally we have the KDX. A very competent bike - particularly for someone just getting a toe-hold in the sport. Not as competitive as the other two but nevertheless well proven and easy to live with. And you do get the best warranty, the best

spares kit, not to mention the cheapest price and an extra 10 percent more 'cubes' for your money.

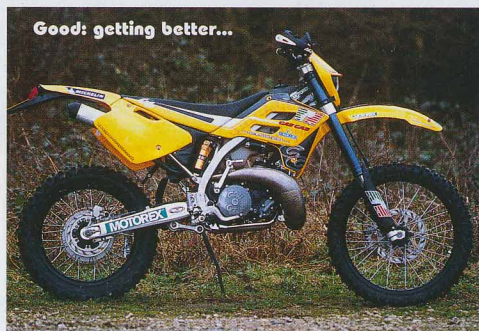
We'd be happy with any one of them in our garage, but at the end of the day, we'd prefer it to be yellow...

*Thanks to RPM Motorcycles near Sheffield for the loan of the immaculate EC200. If you're interested in a similar bike give Alan or Rob a call on 01909 567125.*

*Also thanks to Windy Corner in Leics for letting us borrow one of their new EXC200s. Apart from selling KTMs, Windy Corner also offer trail riding days out and are organising two ladies-only trail riding days on 15 May and 24 July. Call them on 01455 842922 for more details.*

*Thanks to Kawasaki for letting us have a brand spanking new KDX220 for this test, which we'll be running as a long term tester this year. We'll let you know how we get on.*

*And finally, a big thanks to Clive Dredge, Patsy Quick and Clive Town for help beyond the call of duty. Cheers guys...*



Good: getting better...

### GAS GAS EC200

<b>Price:</b>	£3796.72 inc VAT
<b>Engine:</b>	Liquid cooled two-stroke single with power-valve
<b>Bore &amp; stroke:</b>	62.5 x 65mm
<b>Displacement:</b>	199.4cc
<b>Carburettor:</b>	Keihin PWK 38mm
<b>Transmission:</b>	6-speed
<b>Frame:</b>	Cro-moly Deltabox perimeter
<b>Front susp:</b>	43mm USD WP / 45mm USD Marzocchi, 295mm travel
<b>Rear susp:</b>	Ohlins shock with progressive linkage, 320mm travel
<b>Front brake:</b>	Nissin 260mm disc
<b>Rear brake:</b>	Nissin 220mm disc
<b>Tyres:</b>	Michelin Enduro
<b>Wheelbase:</b>	1475mm
<b>Seat height:</b>	940mm
<b>Min ground clear:</b>	340mm
<b>Fuel capacity:</b>	9.5L

### Second Opinion

Kawasaki hasn't changed the KDX since '97, and it's starting to show its age. It was the clubman choice for us back in our '98 shootout, because of its soft power, soft suspension, user friendly features and the KDX's renowned reliability and durability. All these facts are still true, and it is certainly possible to go fast on the little Kwaka, especially in difficult going. When we ran some lap times, I was only two seconds off my best time on the green machine, but it felt scary riding it at that speed. The forks flex, the suspension generally wallows around and choosing a line is a vague concept rather than a chosen target. Overall, the KDX is still a nice bike, but in 2002, it is a fair way from the cutting edge.

In contrast the KTM 200 is an absolutely awesome motorcycle with a motor that is more like a powerful 250, sharp suspension, precise steering and excellent ergos. However, the bike is more suited to a gifted expert and in most situations

on this day it was too much. The stopwatch told the story, as none of us could produce a consistently fast time on the Katoom. It requires perfect rider input all the time, which means a simple mistake is punished with a much slower time. On a summer day, on a loamy track the story might well be different.

The Gas Gas EC200 has become a favourite of the TBM test team, and this shootout has reinforced our opinion. The Gasser is the one bike in this shootout that has continued to develop over the last three years, with a small list of significant improvements. The Gasser feels light, small, easy to manage and just as importantly was the easiest to start. The power is sufficient, without being too much and allows an aggressive riding style, that makes it not only competitive, but most importantly lots of fun too. I only rode the Gasser against the stopwatch once, but I knew without looking at the clock that it was my fastest time of the day. Nuff said...



Good: getting older...

### KAWASAKI KDX220

<b>Price:</b>	£3683 inc VAT, delivery & spares kit
<b>Engine:</b>	Liquid cooled two-stroke single with power-valve
<b>Bore &amp; stroke:</b>	69 x 58mm
<b>Displacement:</b>	216cc
<b>Carburettor:</b>	Keihin PWK 33mm
<b>Transmission:</b>	6-speed
<b>Frame:</b>	High tensile steel perimeter
<b>Front susp:</b>	43mm conventionals, 290mm travel
<b>Rear susp:</b>	KYB shock with Uni-Trak, 300mm travel
<b>Front brake:</b>	250mm disc
<b>Rear brake:</b>	220mm disc
<b>Tyres:</b>	Dunlop K695
<b>Wheelbase:</b>	1435mm
<b>Seat height:</b>	920mm
<b>Min ground clear:</b>	340mm
<b>Fuel capacity:</b>	11L

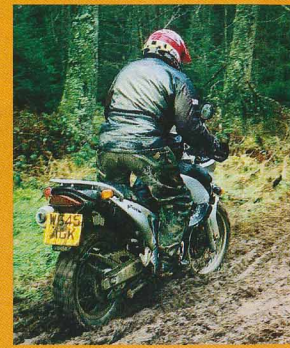
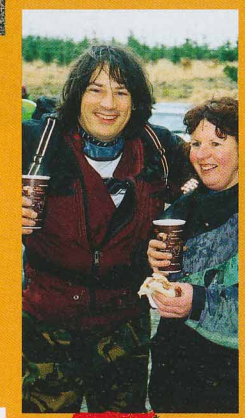


Good: getting faster...

### KTM 200EXC (GS)

<b>Price:</b>	£4295 plus otr (£100 less for non GS)
<b>Engine:</b>	Liquid cooled two-stroke single with power-valve (& oil pump)
<b>Bore &amp; stroke:</b>	64 x 60mm
<b>Displacement:</b>	193cc
<b>Carburettor:</b>	Keihin PWK 38mm
<b>Transmission:</b>	6-speed
<b>Frame:</b>	Cro-moly steel single/double cradle
<b>Front susp:</b>	43mm USD WP 295mm travel
<b>Rear susp:</b>	WP shock with PDS, 320mm travel
<b>Front brake:</b>	260mm disc
<b>Rear brake:</b>	220mm disc
<b>Tyres:</b>	Bridgestone Gritty
<b>Wheelbase:</b>	1461mm
<b>Seat height:</b>	925mm
<b>Min ground clear:</b>	390mm
<b>Fuel capacity:</b>	8.5L (12L)





# WINTER WARMER

**Paul Blezard reports from the inaugural Bogbusters Winter Rally...**

**T**he trail bike rally programme kicked off early this year with a new addition to the calendar - the Diamonds MCC Winter Rally. Held entirely in the Hafren Forest west of Llanidloes and sponsored by off-road specialists Bogbusters, the event used many of the tracks familiar to veterans of the long-running Hafren Rally but in a completely different mix.

The event also differed in a number of ways from the now traditional format. For a start it

allowed two-stroke enduro machines and sidecars to enter. Clerk of the course and driving force behind the event Marianne Walford told me: 'The distinction between trail and enduro two-strokes has become meaningless and we know that there are quite a few trail riders who use obsolete old two-stroke enduro bikes purely for green laning because they are cheap and easy to maintain. It seemed ridiculous to exclude them when the latest hot-shot four stroke enduro

machines are allowed in, along with so-called trail bikes like the KTM 200EGS which are really just enduro machines with indicators and autolube. Besides, my husband Colin likes two-strokes and it's always annoyed him that he can't use his RMX in other rallies! Street legality was our only concern, which is why we also included Road Traffic Act insurance in the price of the £55 entry fee'. Fair enough.

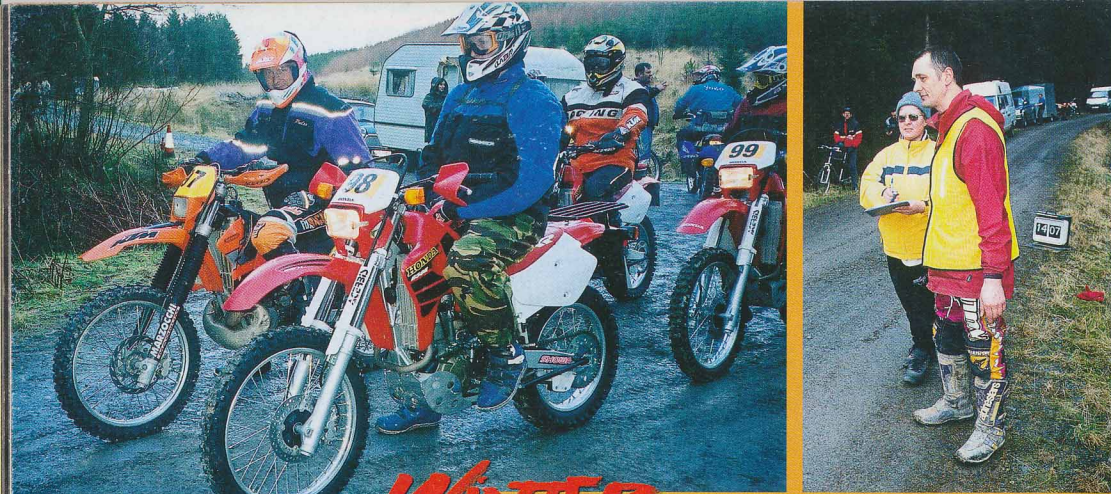
It certainly made a change to see KDX200s and 200EXCs alongside the ever-popular CRMs and DR-Zs, but not as much of a change as seeing a pair of sidecars up at the front of the start queue. One of them, a 1951 hard-tail Matchless 500 was ridden by rally veteran Julian Bishop with his wife Clare in the 'chair' but sadly it went out early on Sunday with a rattling big end (er, that's the bike I mean). The other, with an all-woman crew, lasted the distance, of which more anon.

The paddock was near the Llyn Clywedog reservoir south of Staylitle and included a few miles of tarmac at the start and finish of each of the four 35 mile laps - two on Saturday and two on Sunday; with only the second each day being

timed with two special stages in each, to make four timed sections for the event. Saturday's going was quick, quick, quick and the second special stage was the longest I've ever ridden in the UK at a full ten miles. On Sunday the course direction was reversed with less road work and two-way mileage added and some more serious off-roadery added, including the steep descent through the woods familiar to any Hafren competitor of the last few years, with the same special stage at the end. But instead of ending at the top of the hill after a mile or so, it made a refreshing change to have to keep the throttle wound on for another four miles! The combination of fast downhill going and some 'deceptive bends' caught a few people out although the only serious injury was a broken collar-bone sustained in a liaison section (as is often the way).

Another difference from other rallies is that Ms Walford deliberately put the fast runners at the back of the field for the sake of her long-suffering marshals. 'We did it the conventional way, with the fast guys at the front, for our Raider Rally last August and the marshals were standing around

Story & pics: Paul Blezard



## WINTER WARMER



for hours at the end. With the fast riders at the back, the slow riders stay within the planned timing of the rally and the whole thing takes a lot less time. For this system to work well however, especially with such long special stages, it's essential for fast riders to have the freedom to delay their start time by a minute or two if they know they have slower runners in front of them, to keep the overtaking in special stages to a minimum. You couldn't do this in the Cambrian with a queue of 50 people behind you all champing at the bit, but with less time allowances and therefore minimal queues, it worked okay in the Winter Rally, although it also makes working out the stage times a bit of a nightmare, as Marianne discovered. Let's just say that the timing wasn't quite up to RAC Rally standards and while I'm sure the results are pretty much in the right order I wouldn't take any individual stage time as gospel. Nuff said.

Anyway, enough about the logistics, let's talk about a few of the runners and riders who stood out amongst the 104 participants. Fastest man of the weekend overall (probably) was Kevin Burns

on a CCM followed by Andy Godber on the ubiquitous CRM. Rally newcomer (but ex motocrosser) Nigel Hartley was third overall and fastest sportster on an XR650R which, bearing in mind the fast going, was probably the ideal steed for the event.

Mike Griffith doesn't seem to have let the passing of his half century slow him down one iota. He was fourth overall on a DR-Z and faster than fastest over-40 Trevor Petrie in sixth on another CRM. Ex desert racer Tim Sommers came between them to take best Sports 400 in fifth on his WR. Big Brian Eland was complaining of poor carburetion on his over-burdened and long-suffering TTR250 which had just been fitted with a hot cam; he also lobbed it on the Saturday but recovered to take best 250 despite having a power to weight ratio little better than a ballet dancer on a moped. Kurt Luby and David King had a fetching pair of ex-army Armstrong racks neatly welded onto their XR650s which were sadly under-used in my opinion but they both finished in the top ten anyway. (If there'd been an award for best combined results by model, it would have been a

dead heat between the feisty XR650 with third, seventh and tenth, and the splendid CRM with second, sixth and 12th).

It's interesting that the first 'non-Cambrian-legal' two stroke came no higher than 13th overall, with Jo Lilley at the helm taking best sports up to 250. Another Winter Rally innovation was an award for 'Best pre-1990' machine which went to a deserving David Hicks, 21st overall on an ancient CCM 350 air-cooled two-stroke with drum brakes at both ends. Simon Gray was right behind him on an old Mk1 CRM that couldn't have been all that much younger.

It was good to see a few big 'uns having fun on the course, particularly rally newcomers Ian Measures and Glenn Graham on a pair of ageing Cagiva Elephants. Glenn had some horrendous throttle cable problems with his 650 on the Saturday but boded it beautifully and set some very respectable times on Sunday. Geoff Willerton made the top 20 on a KTM LC4 and Nick Petherham wasn't far behind on a Husky TE610. Respect is due to Neil Walker who was quicker than most and best over-60, although the 'Queen Mum' award unquestionably goes to Bob Room who beat 52 riders to come 52nd at the ripe old age of 65 - with a pair of artificial hips!

Katie Hatfield gets the 'Good Samaritan' award for stopping in a special stage to help Tim Stoddart pick his CRM up after a brush with the scenery yet she still finished best lady and best 125 (possibly because she was the only 125 and the only solo lady). Paul Weatherall wiped the left hand radiator off his KDX on a tree stump at the same spot but bypassed it with a length of copper pipe from the back of plumber Stuart Cocksedge's van to complete the event. Clearly a bodger after my own heart!

The only other women competing were Karen MacQuarrie and Liz Millet on the Wasp-Rotax outfit (See Doing The Rounds) who actually beat Katie and several of the slower chaps despite leaving the course at the self-same corner that they crashed at in the Raider Rally last summer, '...only this time I landed on my back in a deep puddle' Liz told me. However they got through the trickiest sections in the forest without mishap and both thoroughly enjoyed themselves. Huge enjoyment was without doubt the over-riding emotion of everyone I spoke to, including more than 25 members of the internet Rides List and my mate Pat Keenan, for whom the event was pure therapy after his 'Baptism of Sweat' in the Snowrun enduro the week before.

Oh yeah, nearly forgot. The Bogbusters Special Award went to some long haired 40-something fat journalist on a borrowed Funduro 650 who made 26th overall with a rucksack on his back

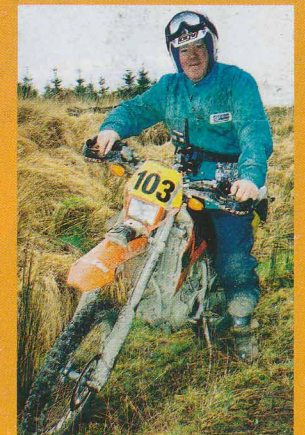
and a tankbag full of cameras, spare gloves, goggles and emergency snacks!

Huge thanks to the Walfords and their merry band of men and women who stood around getting wet so that the rest of us could enjoy ourselves. And to Pat Keenan for the loan, once again, of his splendid F650. If only it had the KTM's suspension and weight it would have been an almost ideal tool for the event. I don't think I've ever been down those fire roads faster on anything and certainly never had warmer hands thanks to those heated grips! Here's a gratuitous free plug for his company: [www.bmwmotorcyclemobileservicing.com](http://www.bmwmotorcyclemobileservicing.com).

*The Diamonds MCC Raider Rally takes place on August 11 and is particularly aimed at novice off-roaders and big trail bikes rather than brain-out but unfit enduro riders. It's more of a ramble than a race and includes quite a lot of roadwork through the stunning Welsh scenery. For more info tel/fax 01686 430522 email: [mariannewalford@hotmail.com](mailto:mariannewalford@hotmail.com).*

**B**ob Room has been competing off-road since Adam was a lad. Now 65, he was the only possible recipient for Blez's newly created 'Queen Mum Award' for best performance by a rider with an artificial hip. Bob's actually got a full complement of man-made hips now and was officially still convalescing from the fitting of his second, which is why he parked his KTM400 half way into a ditch. 'I couldn't get my leg over it otherwise', he told me, 'but I'm fine once I'm on the bike'. Fine indeed, since he beat half the field to come 52nd overall.

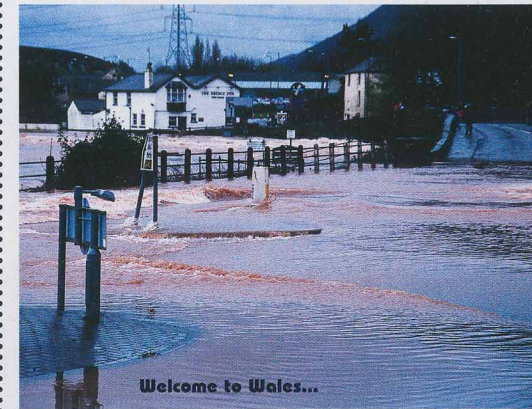
No wonder he chose a bike with electric start! Bob reminisced for a while about how tough enduros were back in the '70s. 'I remember nearly freezing to death in the Melville up in Scotland back then. The bogs were horrendous and the Met Police team had to carry their Triumphs out using tree trunks through the wheels'. Ahhh, those were the days, eh Bob?



Another year and the  
TBM Yamaha WR250Z  
is pressed back into  
active service...



# STAFF BIKES '02



year on the fun but forgiving WR. And while I know that now is probably the right time to make the switch to one of the new leccy-start thumpers, I just can't bring myself to part with the old girl right now.

But before I bring you up to date with the bike's progress, I'd like to scotch one little misapprehension which seems to be doing the rounds. Just after the new year when we came to sell our little KLX300R, it would appear that the majority of punters who came to see it were under the illusion that because it was a magazine bike it must've been horribly mistreated - thrashed within an inch of its life, and ridden to the moon and back. Not so. We only do that with test bikes and reader's specials!

Joke. But seriously, while I appreciate the flattery which this implies (that we are able to keep a bike revving within the upper reaches of its powerband for hour after hour), a quick glance at the results sheet will confirm otherwise. Matter of fact our own bikes sometimes get used quite infrequently due to all the test bikes we get.

Take my WR for instance. I pulled it apart in late August (as detailed in TBM73) and sent the engine off for a complete rebuild to Steve Plain Motorcycles in Crossgates in Wales. Then when I next went to Wales (late January this year), I picked the engine up and stuck the thing back in the frame ready for its first outing this year at the Snowrun enduro (3 Feb). So the bike hasn't been ridden for at least five months. Worth knowing if you intend being its next owner.

The rebuild came about because it had ingested a lungful of water when I accidentally dropped it during a river crossing at the Trefle Lozerien enduro in France last year. Although I emptied out all the water, and the bike started up again - by then the damage had been done and a rebuild was on the cards.

Steve pulled the motor apart and found pretty

**I**t's tough being editor of TBM. I get last choice when it comes to the new Staff Bikes, despite having to pay the bills every month. In fact what with the launch of our new Supermoto Magazine I've been forced to take a long hard look at the finances recently, and have decided that the kitty doesn't quite stretch to a new bike for me this year. Ahhh shame, I hear you cry. Yeah okay, save your pity. I'll soldier on for another year with my three year old Yamaha WR250Z. Don't you worry about me, I'll be alright - you'll see...

Actually in one sense I'm kind of relieved that the TBM piggy bank is sounding pretty hollow right now - because it saves me having to make a decision on a new bike, and gives me another

Check out that body language. Does that say 'knackered' or what?



## STAFF BIKES '02

much what he expected - a slightly scuffed piston, worn rings and a little-end bearing with too much play (hence the vibration). They all had to come out and while the engine was apart, Steve changed the main bearings and seals before rebuilding it with a new piston, new rod and replacing both big-end and little-end bearings. He also stripped and serviced the power valve and gave the motor a clean bill of health. Job done.

In the meantime with an issue of TBM to finish I barely had time to pack some fresh grease into the swingarm bearings, install a new set of mousses and FIM enduro tyres, and then relocate the engine in the frame and check it was running fine before departing for Wales in the pouring rain. Actually there was one other job I did. I installed a new Dyna (DC) X-ring chain (courtesy of Motofax 02380 511999). These days chains are so good that they'll easily last a season

of use (and much more). But for peace of mind I always fit a brand new good quality chain at the beginning of each year and then do nothing more than keep it adjusted and well lubed.

For the Snowrun which was destined to be wet and muddy, I wound a bit of preload off the rear shock (to drop the back end down and make the bike sit a bit lower - so I could get my feet down easily) and then added extra width to the front mud-guard and handguards with gaffa tape to stop water getting onto the controls.

### Welcome to Wales: Closed

Just getting to the Snowrun proved quite a problem. With water pouring off the Welsh hillsides, the main A40 was blocked by flooding, and twice we got turned around before finding a way through.

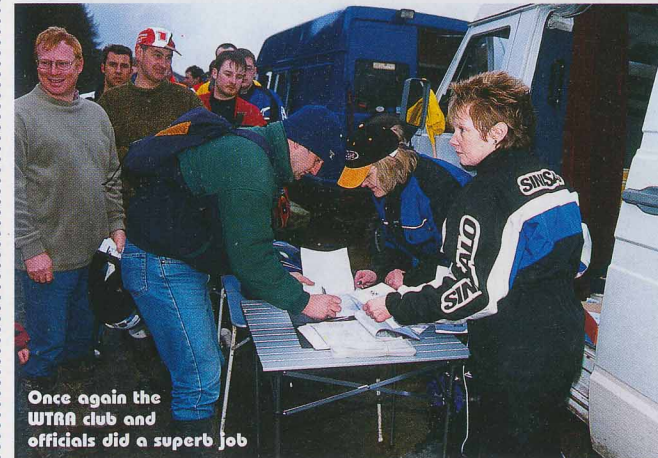
But the weather was kinder on the Sunday and the sun even put in an appearance for an hour or so. Nevertheless the course was incredibly wet, and ruts were always going to be a problem. Clubmen had to do two and a quarter laps (it was a 30 mile lap) with the special test getting ridden three times - with only the last two to count against the clock.

WTRA, the organisers had plotted a fabulous course which took in a whole variety of terrain. There were incredible rocky climbs, lots of steep descents and a whole load of great scenery to enjoy, as the course wound its way through the Crychan Forest and along many of the fast fire-breaks. And even though the course cut up quite badly in places (we're talking ruts as deep as the bike here), this being Wales, you know that there's always going to be a firm base of Welsh slate at the very bottom, which gave excellent grip. In fact grip wasn't a problem all day - but fatigue certainly was.

At least it was for me. By the time I'd ridden just one lap I was knackered. The heavy going, plus a lack of race fitness meant that I wobbled around the second lap dropping a few minutes along the way. Sensibly the organisers had chosen to cut out the worst of the going for the second



The start of the event and raring to go...



Once again the WTRA club and officials did a superb job

'nouse' gained from racing all over the world... I never spotted it until I rode straight into it and wedged the bike solid! I heaved on the webbing strap I'd attached for just such occasions, but the webbing just broke. And it took me ages to get the bike out.

But the WR is just one of those bikes that comes into its own in really bad conditions. Despite failing energy (not to mention sense of humour), the good old WR carried me home to a finish in the clubman class - while more than 40 percent of the entry failed to complete the course.

lap which I'd vouch was a welcome relief to the majority of clubmen riders. Even so by the time I'd finished my second lap and set off for the third go at the special test, I knew I'd ridden a proper enduro.

I'm not making excuses here (oh, alright I am making excuses), but I was so exhausted by the time I was halfway through the test, I was hanging off the bike, and just praying for the end. The end of the event however didn't come for another seven miles as the organisers once again routed us back into the deep ruts, slippery descents and occasional tricky climbs through the forest. (Have mercy). That's when I got really stuck.

One rut was so deep, I swear to you that the seat was below ground level with only the bars sticking up. Of course using all my enduro

A couple of things I noticed about the bike though. Thanks to the new piston and rings the engine feels really strong again - almost too strong at times. And the transition from power-valve closed to power-valve open is a lot sharper than I remember it. Either that or I'm going backwards in terms of my riding ability (always possible).

However as the season starts to progress I hope to raise my game a little and once again get on terms with the WR's tremendous potential as a superb enduro bike. I plan to experiment a little with the suspension this year (especially at the front) and just generally improve the bike in one or two areas. Though frankly on the evidence of this first outing, I'd be better off spending my money on gym membership... **SM**



The following Back issues are still available. To order a copy simply include four x £1 postage stamps for each issue ordered (orders over three copies can be paid by cheque - payable to TBM), send it to **TBM Back Issues, PO BOX 9845, London W13 9WP**. As some issues are running very low and may be sold out, please include your preferred alternatives (otherwise we will select one on your behalf). Most orders will be despatched the following day but please allow 28 days for delivery. Also **TBM green Binders** hold 12 issues of the magazine and can be filed in your bookcase. Binders cost £9 each (including p&p) and are available from the above address...

**6** Gas Gas Pampera mk1, XT225V Serow, Rough Guide: Yorkshire Dales, Rokan 340RT, '87 KTM250 pt1, Riders Bikes, Trail Tales.

**8** CR250XC, Calendar of events, Trail riding holidays, Aprilia RX125, Beginners Guide: choosing a bike, Overland desert prep pt2, Cagiva Canyon, Rough Guide: Exmoor, Trail Tales.

**19** Rant, Riding technique - mud, Dakar Rallye, CCM rally bikes, Stephane Peterhansel profile, How to go hillclimbing, Peterhansel poster, Staff Bikes: XR600R & CRM250CR & Elefant 900 & HE100, Reader's Rides: Sahara, Rough Guide: Peak District pt2.

**22** Rally TT600, Le Touquet, Reader's story, Gilles Lalay, Enduro Squad training, Tech: Fork Servicing, PE250 retrospective, Rough Guide: Cornwall.

**24** DR250 Djebel, Derbi Senda 50 v Rieju RR50, Isca Enduro, '97 XR V750, Trail Tales, Paul Edmondson profile, Staff Bikes: XR4, Van test: Scudo.

**26** Rant, BMW Rallye F680, Supermotos TE610 & KLX650, ISDE, Our riding kit pt1, Melville & Rhayader Enduros, Rough Guide: Berkshire.

**32** Bumper Issue, DT230 Lanza v DT200WR, Andorran trail holiday, Riding technique: tight turns, Battle of the Kings, Staff Bikes: XR V650 & XR6, Our riding kit pt4.

Armstrong/Harley 350, Trail Tales.

**34** Rant, '98 KTM 200EXC, Enduro School, Honda SL230, Trail Websites, Le Touquet, Breckland Enduro, Dirt bike physics, Paul Edmondson interview.

**41** '99 TM125 & 250 Quick spin, Vertemati V492, '98 - The year in pics, Pull-out calendar, Cagiva 125W8, Highland 950 Outback, Hafren Rally.

**43** Bumper Issue, Dakar Rallye, Guidon d'Or, Supermoto retrospective, Honda CRE250, Malaysia Rainforest Challenge, Rough Guide: SW Wilts.

Winter Riding, Reader's bike: Honda CRM250CR, MuZ 660 Baghira in Eire pt2, Two Wheel Drive & 2x2 retrospective.

**44** Off Road Experience - Leics, KTM 540SX Quick spin, KLR250 second-hand test, '99 CCM 604E, Staff Bikes: TM250E & KTM 200EXC, Rough Guide: Mid Wales, Paul Edmondson interview, French road rallies pt1 Monte Carlo.

**46** Talis from the Outback, KTM 200EGS - first test, BMW F650 - Wyeagate Trial, How to ride enduros, How to change your clutch, Enduro techniques, Staff Bikes: CRM250CR & TM250E, KTM 300EXC - Morvan Raid, US GNCC - Shane Watts.

**49** KTM 125EXC v TM 125E, History of the World: Bultaco Matador, Rough Guide: Sussex, Gas Gas EC300, Staff Bikes: CRM250CR & Husa FE501E & TM250E, Kawasaki D-Tracker, TBMs Welsh Two Day, Cambrian Rally.

**50** Rant, Y2k Husabergs, Alfer VR250, Master Rally, Classic: Honda SL125 & XL175, Fast Eddy GNCC, KTM 640 LC4 to Cambrian Rally, Bluffer's Guide to Scrounearing, World Enduro round-up, Reader's bike: RM250 Supermoto.

**51** '99 Gas Gas EC200, X-Tracks report, Y2k CCM 604E & 640E, Torridge Enduro, Australian Safari & Past Safari Heroes, Trials School, Hafren Rally, Staff Bikes: KTM 200EGS.

**52** Rant, KTM 400/520EXC - launch test, History of the World pt5 - 70s ISDT, Carburetors, Husky TE610E - Clare Navigation Rally, Secondhand buying guide: XR400R, Staff Bikes: CRM250CR & XR600R, 74th ISDE, Enduro-spec BSA.

**54** DR-Z400E - first UK test, DR441, Nevada trail riding, CRE250 WR250 TM250E - secondhand shootout, Technical Topical Tips: Chain & Sprox, Overland to S Africa pt3, Roof of Africa Rally.

**55** Doing the Rounds: E Cornwall.

TM125 v XLR125, LDTrials, KLX300R - seven hour enduro, Desert Rallying - what you need to know, Staff Bikes: Africa Twin & KTM 125EXC & KTM 125LC2, Reader's story, Technical Topical Tips: Oil changing, Secondhand buying guide: XR600R, DR-Z400S launch test.

**56** Doing the Rounds: Surrey, XR650R - first test, '00 KDX220, Technical Topical Tips: Head bearings, BEC: Breckland Enduro, Staff Bikes: Gas Gas EC200 & WR250, F650GS - first test, Funduro reviewed, Rough Guide: E Lothian, Reader's story: TF125.

**57** Doing the Rounds: Derbyshire, Gas Gas EC300 v KTM 300EXC, French enduro: Val de Lorraine Classic, Technical Topical Tips: Brake pads, Rough Guide: Chilthems, XLV600 Transalp (new model) - first test, Transalp (old models) reviewed, Secondhand buying guide: CCMs.

**58** Bumper Issue, Cagiva Navigator - launch test, Rant, Doing the Rounds: Big Trailies, '00 400 shootout: WR400F v DR-Z400E v XR400R v 400EXC, Staff Bikes: WR250, Reader's story: Spanish raid-enduro, X-Tracks off-road survival, Technical Topical Tips: Air filters, TLR250R, Cambrian Rally, Tunisia Rally.

**59** Doing the Rounds: Teesside & N Yorks, TT250R (new model), CRD-equipped DR-Z, P650GS - first test, Staff Bikes: KTM 125EXC, Technical Topical Tips: Changing tyres, All wheel drive TT600R, BEC: Millennium Enduro, XR650R v XR600R.

**60** Rant, Doing the Rounds: Thames Valley, Honda CRE500, How to ride Four-Stroke, Bike to the Future: Millennium Bike, Technical Topical Tips: Carb cleaning, Staff Bikes: Africa Twin, Beta Alp 200, Ryedale Rally, BEC: Beacons, Reader's story: Andorra, HRD125, Fast Eddy.

**61** Rant, Doing the Rounds: North Kent, 2001 VOR launch test, Budget racer (pt 1): DT125R, Husky TE410E, Italian manuf retrospective, Trefle Lozerien enduro, Technical Topical Tips: Bike cleaning, World Enduro Champs round-up, BEC: Duff, XR650R supermoto.

**62** Doing the Rounds: Sussex, Munich Show, Alfer VR250, Trail Tales, DR-Z400S special, Staff Bikes: KTM Duke, Transdanubia Rally, Reader's story: France, Fast Eddy, Yamaha XTZ690 special.

**66** Doing the Rounds: Wales & WTRA, Ice Breaker: Prepping for the cold weather, Paul Eddy X-Country school, Road to Mad Lalay pt1: Prepping the CRM250CR for the Gilles Lalay Classic, Trail Tales, Rough Guide: Berkshire, Readers Report: XR280R, New for Old: XT600E turned into a new Tenere, Hugh & Cry pt1: Reader's Tales.

**67** Doing the Rounds: West Mids, Hyosung XR125, '01 Gas Gas EC250, Yamaha WR250F & 250F v 250Z, Never raced or Rallied, Dakar Rallye 2001, Road to Mad Lalay pt2: Prepping the CRM250CR for the Gilles Lalay Classic, Staff Bikes: KTM

Duke, Secondhand buying guide: Cagiva Elefant 900, Hugh & Cry pt2: Reader's Tales.

**68** Doing the Rounds: Gwent Police, WR426F electric-start special, Aprilia CapoNord: launch test, Road to Mad Lalay pt3: riding the CRM250CR in the Gilles Lalay Classic, Goggles review, Project KLX300R pt1, Staff Bikes: VOR EN400 & Yamaha WR250Z, Reader's Special: DWR441, Hugh & Cry pt3: Reader's Tales.

**69** Rant, Allens Suzuki DR-Z400S Special, '01 TM300E, I Was On Gold Until..., '01 Triumph Tiger 955i: launch test, Staff Bikes: BMW R1150GS, World Enduro Championship rd1, Stephane Peterhansel's Yamaha WR250F Special, Reader's Report: KTM 125EXC, Project KLX300R pt2.

**70** TM250 4T, XR650R v Husky TE610E v CCM 604E, Baja trail holiday, Baja or Bust: Racing the Baja 500, Trailer v Van v Bike rack, Reader's Special: Gilera Yamaha XT660E hybrid, I Was On Gold Until...

**71** Yamaha TT-R125, '01 KTM Festival, Supermoto shootout: DR-Z400E SM v XR400R SM, Supermoto racing, World Enduro: future changes, Staff Bikes: VOR EN400 & KTM Duke & TT600E, '01 Gas Gas EC125, Fast Eddy rd1, World Enduro Championship rd5.

**72** Fast Eddy rd2, Trail riding holiday in Scotland, TM250EXC 4T - launch test, R1150GS v Navigator - Stella Alpina Rally, '01 400 Shootout: KTM v VOR v DR-Z v WR426F v FE400E, World Enduro Champs rd6, Reader's Special: XCR340, Project KLX300R pt3.

**73** John Deacon remembered, KTM 250EXC 2T - Rand Auvergne, Trail riding in northwest Scotland, British ISDE prospects, Sachs ZX125, Staff Bikes: R1150GS & WR250Z, Trail riding in Dubai, Reader's Special: CR330 SM.

**74** WR426F SM, Gas Gas Pampera mkIII, Triumph Tiger 955i, TM 400, 2T/4T power, 76th ISDE, Transdanubia Rally, Reader's Special: DR800.

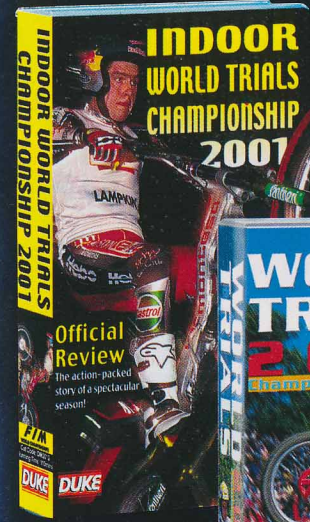
**75** Milan show, Royal Enfield 350T, Secondhand test: Husky TE350 - Hafren Rally, Project KLX300R pt4 - ISDE, Reader's Special: YZ250F, Staff Bikes: KTM Duke & VOR EN400, Trail riding in Canada, British Enduro Champs - Natterjack Enduro, I Was On Gold Until...

**76** Husaberg FS650C SM, Rant, 2001 round-up, CRP450R, Rally of Discovery - Crete, Staff Bikes: R1150GS, Project TT490 - Weston Beach Race.

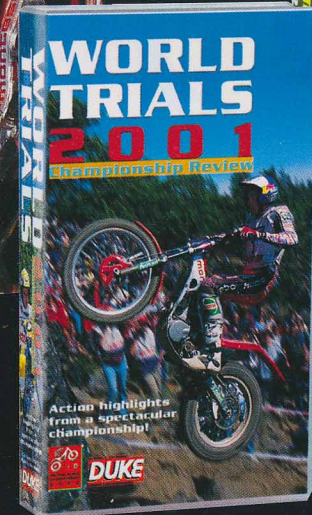
**77** FMP DR-Z special, Technically Speaking - valve clearances, Indoor enduro, Special tests - Juha Salminen, Trail riding in Iceland, DR-ZS v CRM v Pampera, Bike Buyer's Guide, Aussie sand racer.

**78** Alfer VR125, Rant x2, Doing the Rounds - Wiltshire TRF, Dakar Rallye, Gas Gas EC400FSE, Product review - handguards, David Knight, I Was On Gold Until...

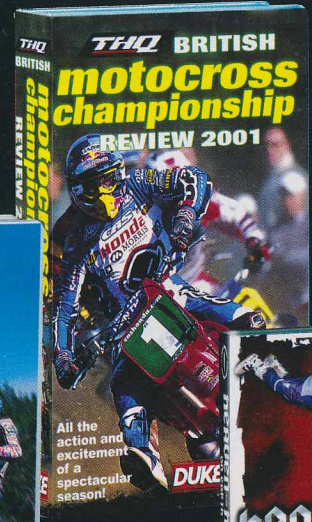
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# GETTING Bladdered

**Riding off-road can be thirsty work.  
A hydration pack will keep you well lubed...**

'Hydrate or Die', or so says the Camelbak blurb. Whilst this may sound slightly over-dramatic, the fact remains that being able to drink on the move is essential for maintaining your ability to ride efficiently.

A few years back, riders using drink systems were the exception rather than the rule. These days virtually everyone (including many trail riders) have come to appreciate the advantages of being able to take a drink whilst on the

move. And as a consequence the choice of hydration packs has never been better. In fact nowadays there's a drinks system to suit every application and budget.

Whether you require the ability to carry bulky items such as waterproofs, a tool-roll, or camera gear in the same bag, or simply need to wet your whistle - the choice is yours. The following selection of products covers the entire spectrum for the thirsty trail or enduro rider...

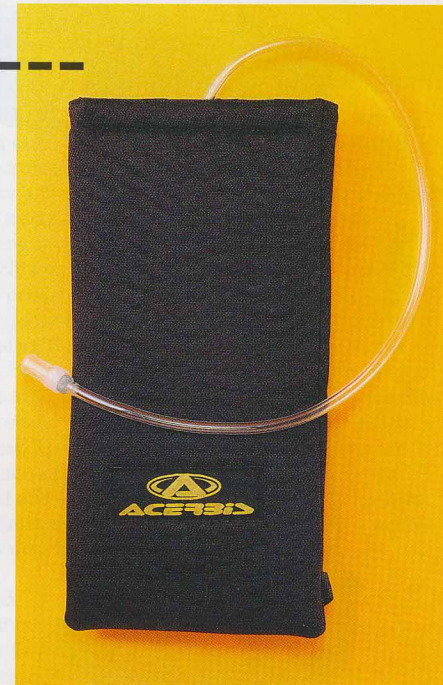
## ACERBIS H2.8 Drink Bag

Acerbis have gone with a very basic design for their 'H2.8 Drink Bag'. A nylon weave bag is worn with narrow (but padded) shoulder straps, backed up by hip and chest straps. As the name suggests it holds 2.8 litres of liquid, though without additional storage space. The bladder itself is of okay quality. It does have a large screw-top filler and a good bite valve but the tube is a push-fit into the bag.

Our favourite feature was the fact that the bag is insulated (though the tube isn't), keeping your drink cool. Being of a weave material means that the bag may take a lot of cleaning to come up as-new if caked in mud. As with most Acerbis products the overall quality is fine, the stitching is strong with a neat logo sewn on. But at a shade under 40 quid the price seems steep for what is a basic bag.

- ★ Colours: Black
- ★ Weight (without liquid): 300g
- ★ Retail price: £39.65
- ★ Available from: Most off-road shops or phone BHR on 01582 472374 for stockists.

**Verdict:** Plain but very pricey!



## SCOTT HYDRATION

Scott produce an extremely stylish range of bags and the Hydration is no exception. Made from ripstop/neoprene the backpack has a full length zip opening to the expandable storage compartment. Inside are two velcro pockets (for keys, wallet, choccy bars etc). The two litre bladder lives inside a velcroed compartment and is similar to that of the Acerbis but with a couple more practical features. The tube is a screw fit (which is less awkward than a push-fit) and a quick release valve makes it easy to empty out liquid (especially useful when cleaning).

Padded shoulder straps with hip and chest support give a comfortable fit, whilst the mesh back panel means you shouldn't get too sweaty. The tube is insulated on the outside, but could possibly do with an extra clip to keep it where you want it. An embroidered logo looks smart (though may look grubby very quickly), with reflective piping and a small logo tab adding the finishing touches.

- ★ Colours: Black
- ★ Weight (without liquid): 544g
- ★ Retail price: £37.50
- ★ Available from: BHR on 01582 472374 for stockists.

**Verdict:** Smart!



## CYCLELOGICAL

Another hydration-only backpack for those travelling light, this time from Welsh off-road shop Cyclelogical - with a big advert for them printed on the back! The bag is of nylon construction but with the added bonus of coolmax on the inside and on the back panel, keeping both you and your drink cool. A two litre bladder is found inside, featuring a screw-top filler, quick release valve and a screw-in tube. Unfortunately the bite valve looks slightly over-engineered. The main body is plastic with a sprung plastic bite piece. Bite down and the spring opens a valve allowing liquid through the two holes in the end. Apart from being slightly awkward to use it is also more difficult to clean.

Rubber-backed shoulder straps keep the pack in place, though there is no extra support (those with a waif-like figure may be able to tie the ends of the shoulder straps together). But the price is sensible and all-round build quality is reasonably good, with a screen-printed logo.

- ★ Colours: Black
- ★ Weight (without liquid): 315g
- ★ Retail price: £25
- ★ Available from: Cyclelogical on 01443 218700.

**Verdict:** Plain and simple!

## APICO HYDRATION SYSTEM

A no-frills drink system from Apico. The bag is a very basic neoprene design with a snap buckle opening for the bladder. Holding 1.5 litres the bladder continues the no-frills theme. The small opening is closed with a stopper and the tube is glued in place, neither of which aid cleaning. The bite valve is fairly small, meaning it won't flow quite as much liquid as some of the others here.

Nylon webbing straps, for shoulders, chest and hips, are unpadded, though there is a loop to hold the tube. A rubber mesh pocket provides a small amount of storage space. Build quality is okay, though Apico chose not to adorn their bag with a logo. But at £17.50 it's definitely the budget bargain in this collection.

- ★ Colours: Black
- ★ Weight (without liquid): 340g
- ★ Retail price: £17.50
- ★ Available from: Apico stockists or contact Vesty UK on 01483 450560.

**Verdict:** For those on a budget!

## HEBO ADVENTURE BAG

This medium sized backpack from Hebo is aimed more at those going out on the trail than competing in enduros. The bag is constructed from tough, high-quality cordura material and has a large opening for easy access which should easily swallow a change of clothes. Outside this there's a three-quarter length velcroed pocket with an outer mesh pocket, which although quite a good size is only secured by elastic. The zip pocket beneath it seems to be more useful.

The bladder is exactly the same as that found in the Scott and is held in place by passing the velcro tabs through the holes in its top. Being in a zip-up compartment means that to get the tube through you have to leave a gap between the zips - not ideal. Once again we see coolmax on the backpanel to wick away sweat. The hi-tech material is also found on the rubber-backed shoulder straps. Chest and hip straps keep everything tight and help take the weight when you load up the backpack. Embroidered logos smarten up this well made bag, but £75 seems a lot to pay.

- ★ Colours: Red
- ★ Weight (without liquid): 800g
- ★ Retail price: £75.60
- ★ Available from: Hebo dealers or contact Vesty UK on 01483 450560 for stockists.

**Verdict:** High quality at a high price!

## APICO RUCKSACK

There's a reasonable amount of storage space in this backpack drinks system from Apico. The main compartment opens to three-quarter length and features an extra pocket at the top for keys, wallet etc. The two zipped pockets on the outside are of a good size for carrying tools, tubes etc away from the body. Apico have chosen exactly the same bladder as Cyclelogical, so you get all the useful features such as the quick release valve but you also get the awkward looking bite valve. The bladder resides in a zipped compartment and is held in place with velcro tabs. The tube then passes through a small hole in the mesh backpanel.

That same mesh finds its way onto the shoulder straps in a bid to keep you cool, and a special weave adds padding. Those straps are also detachable, using snap buckles, to aid the removal of the pack - definitely a nice touch. Chest and hip straps help keep the bag on your shoulders whilst adjustable compression straps mean that you can alter its profile

depending on the load. Build quality is reasonable and you're not advertising the company as they've not added their logo, but at more than 50 quid, the price seems pretty steep for this particular package.

- ★ Colours: Burgundy
  - ★ Weight (without liquid): 620g
  - ★ Retail price: £52.70
  - ★ Available from: Various Apico stockists or contact Vesty UK on 01483 450560.
- Verdict:** Pricey product!



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## PLATYPUS STREAK

A compact and stylish backpack from hydration company Platypus. Designed for those travelling fast and light, the 'Streak' has a nice sleek ergonomic design. A small front pocket, which expands to add extra carrying capacity, would easily hold spare gloves and goggles. Inside the insulated bladder compartment is a good quality 1.8 litre 'reservoir'. The opening is a freezer bag-style 'press fit' which makes for exceptionally easy cleaning. The tube is a screw fit and leads to a good size bite valve.

Lightly padded straps are covered in the same breathable material as the backpanel. Attached to these is a plastic clip that keeps the tube within easy reach and a chest strap adds extra stability to an already well-fitting pack. The reflective strip and embroidered logo add the finishing touch. It's worth noting that Platypus produce a range of spares and extras for their products, with everything from bladder repair patches to tube insulators and even an attachment to convert your Platypus into a camp shower! At a penny under 40 quid the price seems right.



- ★ Colours: Grey/Black or Red/Black
  - ★ Weight (without liquid): 365g
  - ★ Retail price: £39.99
  - ★ Available from: First Ascent on 01629 580484 or 07000 272368 for stockists.
- Verdict:** Stylish value for money!

## PLATYPUS ROADRUNNER

Platypus produce four rucksack-based hydration systems and the Roadrunner is the second smallest of these. Very slim in design it has two main pockets. The large compartment opens to reveal an extra zipped pocket at the top, saving any rummaging around for small items. The external small pocket contains a clip (to hold your keys) and a mesh divider.

The two litre bladder comes with the same features found in the Streak, only with a greater capacity. The bladder compartment is closed with a zip, meaning that the tube has to exit through a small opening at the end. A plastic clip, fixable to either shoulder strap, holds the tube steady whilst a small lapel clip keeps the bite valve close to your mouth. Again, the backpanel and shoulder straps are covered in a breathable material which wicks away sweat. As with most rucksacks, chest and hip straps help distribute the weight and keep everything stable. The bag is finished with an embroidered logo and a reflective strip.

- ★ Colours: Blue/Grey
- ★ Weight (without liquid): 565g
- ★ Retail price: £44.99
- ★ Available from: First Ascent on 01629 580484 or 07000 272368 for stockists.

**Verdict:** Good value!





## CAMELBAK ROGUE

In the same way that vacuum cleaners are better known as hoovers, the word 'camelback' has become the generic term for hydration systems. Whilst most people probably wouldn't use the company's spelling, it's fair to say that the word is in general use in the off-road world. As you'd expect Camelbak produce a huge range of, well... camelbacks, and the Rogue is one of those most suited to our application.

Slim in design the carrying capacity is minimal, just a mesh pocket at the bottom and a zipped one in the cover flap. Under the flap is the large 'Omega' screw top opening for the bladder. That opening is a large size to aid filling and cleaning, and although the diagram on the label shows someone with their hand inside the bladder, this is only for those with small(ish) hands. Nonetheless, it is a good design and having the bladder accessible from the outside is an



excellent idea. There's even a plastic handle to make filling easier. The tube is glued in place on the bladder which makes it slightly harder to clean, though it does lead to a good high-flow bite valve with a neat on/off tap.

As with most Camelbak products the bladder is kept in a closed-cell foam pocket insulated against hot and cold. Shoulder straps are a light mesh and the tube can be routed through the top of either the right or the left. A plastic clip holds it in place lower down. The backpanel is covered with a breathable material to keep you feeling fresh and the chest strap really clamps the pack in place. Very well made, the neat design is enhanced with reflective strips and a sewn on logo. And the price is right.

- ★ Colours: Blue, Mango
- ★ Weight (without liquid): 450g
- ★ Retail price: £39.99
- ★ Available from: Cycle shops or contact Zyro plc on 01423 325325 for further details.

**Verdict:** Our choice!

## CAMELBAK H.A.W.G

Continuing the Camelbak theme of slightly odd product names is the H.A.W.G. This technically styled medium sized rucksack comes with two zipped pockets. The larger of these is a basic full length compartment, whilst the second has a divider, small mesh pockets and a key clip. An outer pocket of mesh material is also provided. The sizeable bladder, kept in a velcro pouch, has all the features of that in the Rogue, except this time it holds a whopping three litres.

The shoulder straps are nicely padded and feature breathable fabric and elasticated loops to hold the tube. Chest and hip straps make for a snug fit. A moulded backpanel comes heavily padded but does not have a breathable covering. However, its design is intended to ventilate your back. Additional tightening straps cross the face of the pack and keep everything as slimline as possible. Neat touches such as the strings on the zips matching the yellow on the logo help with the overall look of what is actually a fairly high quality item, albeit the heaviest and most expensive bag here.

- ★ Colours: Black, Crimson
- ★ Weight (without liquid): 965g
- ★ Retail price: £89.99
- ★ Available from: Cycle shops or contact Zyro plc on 01423 325325 for further details.

**Verdict:** For the affluent off-roader!



## ZEFAL DAKAR

Coming from cycle accessories manufacturers Zefal, is the Dakar bag. The pack is sold as a competition item with the emphasis on hydration rather than carrying capacity. To this end there is very little space for anything other than the bladder. On the outside is a mesh pocket which seals with a velcro tab whilst below this is a zipped compartment. Either side of this, built into the waist strap, are two small pockets just big enough for a set of keys. Right at the bottom of the pack is a pouch which holds the pull-over rain cover. This stretches over the top of the bag and fixes to the backpanel with velcro. A useful feature that saves a lot of cleaning, though it does encroach on the size of the zipped pocket when stowed away. A tough handle on the face

of the bag makes for easy carrying when the bladder is full.

Opening the zip at the top reveals a 1.5 litre bladder. Whilst undoubtedly well made, the bladder lacks the practical features of some other hydration systems. The opening is a push stopper and is quite small in diameter. The tube attaches to the bladder with a push fit and at the other end the bite valve appears slightly odd. This style of valve certainly works but maybe not quite as well as the simpler, slit style.

Exiting the compartment through a reinforced hole in the bag, the tube then threads through a series of rubber loops on the right-hand shoulder strap. This works particularly well as you can adjust the positioning of the tube to get the bite valve where you want it. Shoulder straps and back panel are both nicely padded and covered with neoprene. The right-hand shoulder strap also detaches (with a snap buckle) making it easier to take the pack off. Contrasting chunky zips and stitching combine to give this well made pack a rugged look. The embroidered logo adds a dash of colour, and with a price just below 30 quid, this pack looks to be excellent value.

- ★ Colours: Grey/black or sand/black
- ★ Weight (without liquid): 570g
- ★ Retail price: £29.34
- ★ Available from: Good cycle shops or contact Chris at CRA on 020 8546 3301.

**Verdict:** The best budget buy!





## CAMELBAK FLASHFLO

**F**itting round your waist the Flashflo holds 1.4 litres in a compact pouch. An expandable zip pocket provides enough space to carry a small snack (though not a lot else), and contains a clip to hold your keys. The bladder is kept in a zipped pouch, with the tube exiting through a hole in the side. The Flashflo's bladder does not come with the large 'Omega' opening found on other Camelbak products, but the screw top is large enough to fit ice cubes through.

The material used appears quite strong but unfortunately the tube is again glued in place. At the other end a large-opening bite valve combines with an in-line (on/off) valve to flow liquid as

and when you want it. The waist belt is covered in a breathable mesh and features two plastic clips to hold the drinks tube. Although the tube is long enough to run over the shoulder, we would like to see the Flashflo come with a lapel clip to keep the tube up near your mouth.

Should you not like wearing a bag on your back whilst riding, this seems like a good alternative. Little details like reflective strips and a sewn on logo patch help with the styling on this well made product.

- ★ Colours: Mango, Blue
  - ★ Weight (without liquid): 345g
  - ★ Retail price: £29.99
  - ★ Available from: Cycle shops or contact Zyro plc on 01423 325325 for further details.
- Verdict:** Good alternative!

## HYDRATION TIPS

- ★ Flush out the entire system after every ride. If possible take off the bite piece and give it a thorough clean.
- ★ Most manufacturers recommend baking soda for cleaning out the bladder. In our experience products such as baby bottle steriliser or the steriliser for home-brewing kits do a better job.
- ★ Brush kits are available from some of the specialist manufacturers. The long, narrow one for cleaning the tube is especially useful.
- ★ Some bladders may be weakened if filled with hot liquids. Check before you buy.
- ★ Don't put tools or hard objects in the bladder compartment.

- ★ Large-opening bladders are easiest to fill, especially when it comes to adding ice cubes.
- ★ Make sure that the bladder is inserted the right way up. We know it's obvious, but the tube should feed from the bottom of the pack.
- ★ When wearing the system make sure that the tube is within easy reach. Especially important if you've clipped it to your clothing.
- ★ Don't leave the bladder out in the sun, otherwise the rubber may perish.
- ★ There are various sports-drinks on the market which claim to re-hydrate you, but arguably the best drink is plain old water.
- ★ Whatever drink you put in your pack, experts recommend drinking at least one litre of water for every hour of heavy exercise.

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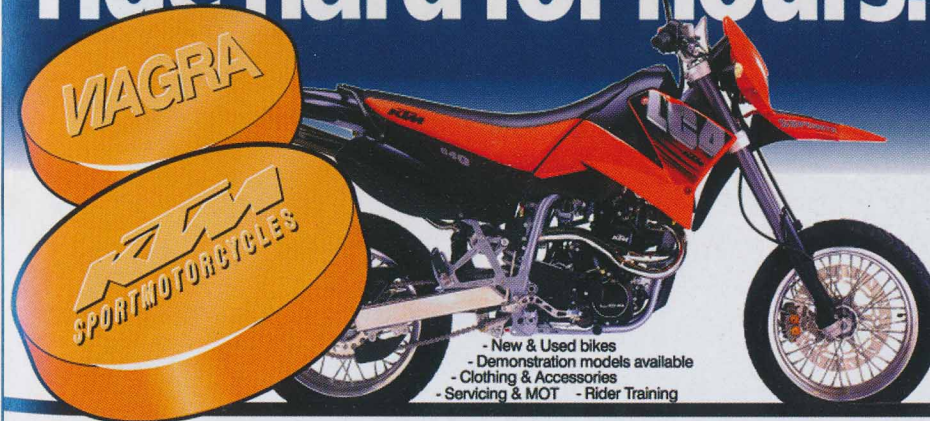
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Story & Pics: Paulo Carabina

# GOOD Sport KNIGHT

**As the opening round of the 2002 World Enduro Championship draws ever closer, Britain's championship hopeful David Knight is certainly keeping himself busy... Busy buying a house and testing in the sun!**

**T**here have been one or two changes to the UFO Corse Belgarda Yamaha team in recent months. Firstly, as you may already know, reigning World 250cc four-stroke champion Stephane Peterhansel has left to drive for Nissan France and won't be competing in the 2002 World Enduro Championship after all. Having previously expressed a strong interest in moving up to the 400cc class, I get the impression that the UFO boss Vito Consoloni is understandably, a bit miffed at his decision, as he was expecting to retain Monsieur Peterhansel's services.

Turns out that Stephane didn't get the nod from Nissan until the middle of December and as most teams sort their rider line-ups between the ISDE and the end of the year, the UFO Yamaha team has had little time to find a replacement rider. I think the main reason why they're gutted though is because they had a few of the world's top four-stroke riders interested in joining the team, but they turned them down to retain Stephane.

Personally, I think it's a shame Stephane is leaving because I became quite good friends with him last year. Despite being a French national hero he's actually a really down-to-earth guy.

Along with Peterhansel the team has parted company with last year's 125cc rider Fausto Scovolo. Fausto struggled with a knee injury for most of 2001 and had a poor season as a result. Replacing Scovolo is Frenchman Marc Germain, while Swedish newcomer Matts Andreasson will compete as the team's 400cc rider.

Matts will be a completely new face to the enduro world as he's spent the last umpteen years racing Swedish, Italian, European and World Championship motocross. All I know about him is that he's from Goteborg in Sweden

and used to be a Nordic skier at National level until he was 16. From the little time I've spent with him he seems a nice guy, although I think it'll take him a little while to adjust to life in the forest. He's certainly quick though.

Peter Bergvall and Mario Rinaldi will also be staying with the team and while Peter and I will be staying put in our respective classes (250cc four-stroke and 250cc two-stroke), Mario will be moving from the 400cc class to the over 500cc four-stroke division on a modified WR426.

The bike that he'll ride will feature a Rinaldi Racing crank and other mods which will take the engine displacement to just over 500cc (the Rinaldi brothers run Yamaha's open class MX team). Because the engine produces so much power the team has been busy trying both YZ and WR gearboxes, and combinations of both, to find the best way of using the power. At the moment the bike's a bit top secret so I can't say too much more. I did however get a chance to have a quick ride on it during a recent team testing session in Spain. And the thing is certainly powerful - so much so that I didn't need to change gear once around our short mock special test.

Along with all the other team members I spent nine days in Marbella and Malaga at the end of January in preparation for the Spanish round of the World Championship. Although most of the time was taken up testing suspension, we all got some quality saddle time in the dry. With four different motocross tracks to choose from and with a mass of off-road terrain at our disposal, most of the week was spent riding against the clock on short minute-long special tests.

As for my bike, things look to be pretty much the same as last year. Starting out as a YZ250, the



While the first round of the Italian Championship will primarily be used to give the bike a final shakedown before the start of the World Champs on March 16, I'm certainly looking at trying to get a podium finish. Having ridden a four-stroke in several rounds last year I'm staying put on the stroker this season as I don't want to waste any time re-adjusting.

As well as flying to and from Italy and Spain in recent weeks I've also been pretty busy here on The Island as I've moved into a new house with my girlfriend and then spent a week practice riding with Paul Edmondson.

Although I've only moved about three-and-a-half miles

down the road from my ol' man's place, the new house has a great twin garage which is already starting to fill up with bikes 'n' bits. Being only half a mile away from Ballaugh Bridge means I don't have too far to walk to watch the TT either. Only problem is I'll be away on overseas duties when the TT visits this year, so I'll probably not get to see any of it.

The week spent practising on the island did both Paul and myself good. Although we didn't do too much serious riding, the weather is as bad here as it is everywhere at the beginning of the year, but it was good to kickstart the year riding with someone of similar ability.

Despite being rivals, in many ways I probably get on with Paul as well as, if not better, than anyone he competes against. At the end of the day he's a four-time World Champion and I've got a lot of respect for what he's achieved.

Having him back on the world scene should also make things easier and more enjoyable for me this year as well. Being able to go testing, training or test walking with someone who speaks English and is of a similar ability and speed will certainly help.

Finally, although the ISDE is still a long way off, with the appointment of a new British team manager everyone's thinking about which team they'd like to ride for. I'll not make any decisions just yet as there's a lot of races between then and now, but what I can tell you is that I have three choices; one: to ride (if I'm selected), for the British Trophy team, two: to ride in a club team like last year, and three: to ride as a member of a manufacturer's team. But I'll let you in on a little secret - a return to the British squad is looking favourite at the moment... **DK**

Sport

only notable changes will be made to the suspension, exhaust and crank. Like last year I'll run a slightly heavier crank and a slightly longer silencer to mellow the motor, while Solva will again be supplying the team with suspension.

The team are now using CRD exhaust systems on the two-stroke as well as the four-stroke bikes, but as we still have some different systems to test, I won't know exactly what set-up the race bike will use until the first round of the Italian championship.

Riding as a member of an Italian team means that the Italian National Championship is extremely important. Not as important as the World Champs obviously, but important nonetheless. Personally, I found it a bit difficult to get motivated for the races last year because all non-Italians don't get counted in the individual class results - only in the overall classification. The events however are excellent. And with many of them being better than world rounds, the huge numbers of people that turn out to watch each race makes them extremely enjoyable to ride. The competition is about as good as it gets too.

For 2002 there are six rounds to the Italian Championship: two, two-day events and four one-day events. Unfortunately, three of the rounds clash with British Championship races which means that a ride at the Breckland - one of my favourite UK events - is out of the question. I probably won't be able to ride the Hafren or the Natterjack either - with the world title being my number one goal in 2002, I've got to go where the competition is, even if I would rather be riding at home. I say *probably*, as it depends on how the opening couple of Italian races go and whether I feel like yet more travelling.

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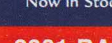
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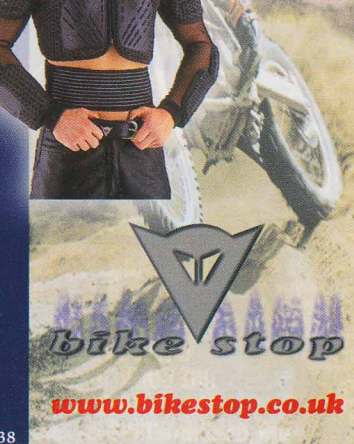
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From: 'Welshman out West' by Mike Rees Published in Off-Road Review

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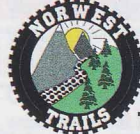
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## TESTED: Donjoy Extreme Knee Brace

Here at the TBM office, I'm the exception. I don't just mean that I'm the only one who does any work around here - that's taken as read - no, I'm the only one of the four TBM test riders who doesn't wear knee braces. At least I was until the beginning of February this year. Clive, Si Pavey and Crasher all protect parts of their delicate anatomies with artificial devices of one form or another. But up until recently I hadn't bothered.

Because knee braces are one of those things that don't actually improve your riding, sharpen up your reflexes, or speed up your bike. In fact knee braces don't do anything at all except (hopefully) prevent you from getting injured. The trouble is that most people usually start wearing them *after* an accident. Certainly that's what Crasher did after his kneecap came into collision with a bike's axle and his anterior cruciate ligament snapped like a dried twig.

Knee braces are I suppose, the equivalent of fitting a bashplate to your bike. It's purely a form of passive safety device to save you much pain and payouts in the long run. A type of insurance if you will; you pay a certain amount up front with the hope that you'll gain in the long term. Of course no manufacturer can truly guarantee that you won't get injured whilst wearing their product, but as the old adage puts it: prevention is better than cure!

So what exactly is a knee brace? Well as the name implies it's a device for bracing (or reinforcing) the

complicated knee joint. It does this by using a hinged support which straps to your leg both above and below the knee, and it works by limiting the amount of flex of the knee joint. Knee braces don't eliminate all sideways flex but they do make sideways flex much more difficult. However, the crucial aim of the brace is really to stop your knee joint from over extending (ie bending past the point of no return) - leading to damage of the ligaments. This they do in a very simple manner by having a hinge (or in fact a pair of hinges - there's one on either side of each knee) which only go so far - then stop. Replaceable inserts in the hinges allow you to tailor the amount of movement you wish to allow.

Most knee braces are what they call 'passive', but the ones I tested are called 'active' (don'tcha' just love those marketing guys?) - because their design apparently prevents your lower leg bone (the tibia) from being drawn forward and rotated (at the knee) whereupon the ligament is more vulnerable to damage (so they tell me). They manage this by strapping your lower leg-bone, backwards towards the lower part of the brace - which sits behind your leg. Most braces apparently, sit in front of the leg (at the bottom), and aren't therefore as good (it's claimed) at preventing this damage from occurring.

Biology lesson over with, what we have then is a pair of lightweight aluminium hoops, articulated in the centre and held in place by five support straps each. Added to that is a pair of optional knee/shin protectors which obviously take the place of your existing knee pads.

The Donjoy braces I used are available off the shelf in various sizes and it's simply a matter of

These safety goggles came to us via Uvex dealers Magnum Motor Co. Despite them being a very attractive shape with good anti scratch/anti-fog coatings we're not entirely sure that we'd use them for riding in as they're not very flexible in the case of a fall. Also the rubber is likely to become uncomfortable against your face if worn for a long time. However they do offer a huge amount of protection against flying debris, as it would take a heavy blow to break the lenses.

For those who don't like wearing goggles, Uvex also produce safety spectacles. Whilst not having the style of something like Oakley sunglasses (or the goggles shown here) they offer decent protection and come with a range of features. The anti-scratch and anti-fog coatings are particularly useful for trail riders, and the adjustable rake on the lens is a nice touch. An added bonus (over wearing goggles) is the increase in peripheral vision that you get. Magnum sell both the safety spectacles and the goggles pictured for £19.99 including a case. Call them on 01252 545941 for more details.

measuring around your thigh (six inches above your kneecap) and then ordering a pair. I suppose my biggest fear before wearing the braces was that they'd be uncomfortable to use, and so bulky that they'd get in the way.

For anyone who's never strapped on a pair of braces before (like me), the fitting procedure seems complex and long-winded at first (you have to apply the numbered straps in the correct order). But in fact once you get used to fitting them, it becomes almost second nature, and you can slip on a brace in well under a minute per leg.

Initial reaction felt a little strange at first as I walked around the TBM office in them, but getting up and down stairs was no problem and apart from feeling a small amount of pressure on the outside of each knee bone, I can honestly say they didn't affect me. I was pleased to find that they easily slipped under a set of riding jeans, and actually were no more bulky than a decent set of knee protectors.

I wore the braces for the rest of the day, and then on the day I was due to first ride in them (at the Snowrun Enduro), I put them on good and early. Buckling up my riding boots felt a little uncomfortable on one of the braces, so I slackened off the strap a little and that seemed fine. Then I joined the queue of riders lining up at the start.

That was the last I felt of the braces for most of the day, until about half an hour before the finish when I remembered I was wearing them. Despite miles of paddling through deep ruts, sticking my leg out around every corner and at one point having to kneel down to dig my bike out of a rut so deep, the seat was below ground level!, I never even noticed they were on. They never once impeded my movement nor affected my riding though I did notice I was touching the bike's tank with my knees a bit more than I usually do.

Taking them off afterwards, I suddenly felt quite vulnerable. Despite years of riding without braces I can now understand the feelings of those people who wouldn't consider riding without them.

However, what did the braces actually achieve? Did they stop me from hurting myself? Who can say, since it's impossible to prove a 'negative'. I've ridden thousands of times before without doing any serious damage to my knees. But on the other hand the peace of mind which comes from riding in knee braces is certainly tangible.

Knee braces can't stop you from injuring yourself (as Clive who is currently hobbling around on crutches after a knee operation [despite wearing braces] is testament to). On the other hand they may well stop you from having an altogether more serious accident. That's simply conjecture.

What I will say is that I'm convinced enough to stick with them. Once you've tried riding in them and experienced the 'peace of mind' that they offer, it's hard to imagine wanting to ride without them.



My main concern was that they'd feel bulky and cumbersome in use, but this simply wasn't the case. The Donjoy braces I tried were comfortable to use once I'd swapped the optional outer knee pad for a softer item, and I'd say it's well worth messing around with them at first to ensure that you get a really comfy fit.

I'm not going to claim that they'll feel the same on everyone, because everyone has different shaped legs. But I certainly got used to the sensation of wearing them very quickly indeed. I like the fit and feel of the braces, I like the fact that they come with optional padding, lots of spare inserts (to alter the amount of movement of the hinge) and a carrying bag. I can even convince myself of the science behind the way they work (if I try very hard). But best of all I like the peace of mind they offer. Don't expect your tank graphics to last quite as long, but it's a small price to pay for the protection they offer.

Only you can decide whether they're worth the £399 apiece (including the knee/shinguards) that Donjoy expect for the Extreme brace. Mine came courtesy of product testing, but in a sense because I hadn't already convinced myself they were necessary, that makes the evaluation even more valid. At the end of the day, it's your knees - and you've got to decide how you want to look after them...

## Safety Goggles



# TRICK Bits

## CRF450 Bashplate

UK sump-guard manufacturer Gadget Racing have already got a CR-F bashplate (or an optional simple skid plate) available for owners of the new Honda 450 thumper. The complex alloy bashplate which as usual comes pre-drilled, with Japanese-style flange-headed fixings, costs £49.94 while the simpler skid plate retails at £37, both inc VAT. For more details of all their products contact them on 01858 880345 or try looking them up at: [www.gadgetracingproducts.com](http://www.gadgetracingproducts.com).



## Afam 'Flex System' Bars

Designed to reduce vibration and absorb shock, these smart alloy bars come with what is essentially a leaf spring for the crossbrace. Afam claim that the flex damping reduces rider fatigue and, whilst we're not doubting that, we'd comment that the spring also adds 43g over their non-flex bars, bringing the weight up to 0.909kg. The bar's five millimetre wall thickness is stepped down to four mill towards the bar ends, allowing a set of handguards to be fitted. Various bends are available in black, blue, gold, silver, or titanium colourings, and the bar pad is included in the price of £42.50 plus VAT. Contact Bike Torque Racing on 01373 464252 for availability.

## DR-Z Case Saver

Coming from Australian company B&B is this metal 'case saver' chain guard. Replacing the original plastic item, it protects the engine cases from your wildly flapping (badly adjusted) chain - giving it something more substantial to bite into. And won't collect quite the amount of crud that the OE one does. Pre-drilled, it comes with all the mounting hardware that you require.

Whilst the idea is certainly a good one, we weren't overly impressed with the finish of the one that we were sent. The edges were quite sharp and burs were left on the drilled holes. But then at £12.77 plus VAT it's a lot cheaper than a set of cases. For further information contact Four Stroke Spares on 01233 740349.



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**Racing**

**TBM got offered the chance to try out the stunningly beautiful 2002 Vertemati E501. Si Pavey headed north for an unforgettable weekend's trail riding...**

**Story & Pics: Simon Pavey**



**I**t was the sort of test you only dream about. Taking an ultimate dirt bike and riding it for two hard days on some of the finest trails in Britain. Slogging through thick mud, over rocks, across bogs and wading waist deep through streams swollen by winter rain. Though, for the importers it was probably their worst nightmare. A couple of days beforehand, they seemed concerned about where we attached the tie-downs when we went to collect the bike! If only they could see it now. It may have started life as precious cargo, but right now the new Vertemati E501 was getting a thorough pasting in the best TBM tradition. And we were loving every minute of it...

### **That Was Then...**

Back in the late '80s two volatile and charismatic brothers were helping lead the resurgence of four-strokes in World Motocross. Long before Husky re-gained the world crown from the 500cc

two-stroke brigade, Walter Bartolini holed a GP on a Husaberg tuned by the then Italian Berg Importers, the Vertemati Brothers. Not long afterwards, the brothers dropped Husaberg and set out to produce their own GP bike, and so began the story of a whole new Italian dirt bike.

Initially the Vertemati brothers joined forces with specialist road bike builder Bimota and launched Vertemati Off Road, which we now know simply as VOR. But the tie-up was short lived and before long they broke away again and began producing their very own bike - the aptly named Vertemati.

Throughout it all their aim has been to produce the highest specified, most innovative and competitive machine their minds can dream up. They are not interested in mass-market appeal or cost saving measures, but purely what they believe to be the ultimate dirt bike.

In that spirit, enter the world of the Vertemati E501: a liquid-cooled, 501cc single with a gear-

# **PRECIOUS** *Cargo*

driven cam-train and cassette style (removable) gearbox. The engine is wet sump and runs both an oil pump and an oil filter and holds one litre of oil. The top end sports tough but lightweight titanium valves resting in beryllium valve seats, which contributes to the lump weighing in at a claimed 29kg including oil! Vertemati also boast that the engine is just 250mm wide. All very impressive figures for a big bore thumper.

The 'motor' is slotted into a unique twin-spar perimeter frame that is incredibly rigid and sturdy looking. The main frame rails, sub frame and swing-arm are all built from chrome-moly steel. Front suspension comes courtesy of 48mm USD WP forks with 290mm travel, while at the rear, a WP PDS shock is bolted straight to the swing-arm, and boasts 327mm travel.

As you might expect on a bike such as this, both wheels use Talon hubs laced to Excel rims with the rear running an 140/80-18. Both brakes are by Brembo with the front sporting a 260mm

floating disc, and the rear a 220mm. With a total claimed weight of just 116kg dry, the E501 has an impressive spec sheet, but we were interested in more than just figures, so it was time to head north...

### **It's Grim Up North...**

A unique bike required a unique test but even so, we were ill-prepared for what was to come next. With gale warnings in force and half the country in flood we set off on the seven hour drive to the Scottish borders where we were due to meet up with Ipone Oil importer Vic Noble who promised us some seriously tough trail riding over the next couple of days.

On day one we were greeted with a torrential downpour in which to try and get some nice pics of our shiny new Vertemati. First impressions revealed a distinctive looking silver and red machine (though why no silver side-panels?), and the build quality looked superb.

Two days of snotty going was a good workout for the bike...

## PRECIOUS Cargo



Fuel cap (left) and air-filter (right) are both accessed by removing the seat

I loosened off the clamps on the clutch and brake perches so as not to break them in a fall, and noticed that the whole bike abounds with high quality fasteners. Definitely no short-cuts there.

As ever with a thumper, you will know my favourite subject is 'starting'. And with no leccy leg I was looking forward to dishing out another slating. You can imagine my disappointment then when the big 500cc four-stroke took about the same effort as a 125 KTM to start - and fired first prod from cold. Good stuff.

Like the VOR, the Vertemati has a forward action kick-start and takes very little effort. There is no secret formula, just fold out the lever, push it down and she fires up. Simple. But... the catch comes after the big thumper is running. Not only does the bike kick forwards, but the kickstart lever also folds away forwards, which means there is a complicated mechanism to put away the kickstart. It requires you to grab the kickstart firmly, then push down on the knuckle and

rotate the top half of the kickstart forwards. Sorry Vertemati, this might work on your GP bikes, but it is definitely not going to cut it on an enduro or trail bike.

Next, better check the fuel before we set off, as the boys have warned me it's a long way to the next fuel stop. The fuel tank is cleverly mounted in the space normally occupied by the airfilter on most bikes, and as such keeps the weight low and central while also contributing to the Vertemati's lovely slim profile. In fact, the E501 has one of the slimmest and flattest profiles of any dirt bike on the market, let alone a big bore thumper. As you can see from the pics, the seat extends from the rear mudguard all the way up to the steering head where a large, single Dzus fastener releases it, allowing access to the fuel filler.

In terms of concept, the placement of the fuel tank below the seat is excellent and it all fits together perfectly and was easy to access. But as one rider pointed out, you probably wouldn't thank Vertemati on a tight check in an enduro, when you needed to stop for fuel and had to remove the seat to do it...

### Getting To Know You...

Heading out of the fuel stop, I clicked up through a couple of gears, dialled on the throttle and the front wheel pawed the air. As I was soon to discover, the Vertemati is not short of horsepower. Right through to fourth gear the 501 will wheelie on the throttle whenever it's got traction (more on this later). The Vert has a six-speed gearbox and with this amount of power it should boast a good top speed. But I felt it was considerably undergeared as standard as it topped out at around 130kmh. Standard gearing is 14/48, but I'm sure this motor would have no problem pulling all six gears with say 15/45 which would then move the top speed up to a more useful 150kmh.

On the trail the motor was much more of a handful. In these conditions it really needed paddle tyres rather than the Pirelli enduro tyres which came fitted as standard. And no matter what I tried, the Vert failed to find grip anywhere. What's more it happily searched for traction all the way to the centre of the planet. Where



The clean lines and exquisite detailing of the Vertemati stand out in the gloom...



Full length seat is a nice touch

other bikes left a line in the grass, the Vertemati would dig a four-inch groove. If you like to 'tread lightly' this is not the bike to do it on.

On the slightest incline it would wheelspin and other riders in our group didn't want to go through ruts behind me as they were inevitably twice as deep by the time I'd passed. It's fair to say I was pleased with the Vertemati's light weight as it made it easier to push when I couldn't find grip, and easier to lift when it dug itself into a hole. But such is the prodigious amounts of power on tap, that in slick conditions it's almost impossible to stop the thing wheelspinning. Quite often on a hill when forward momentum was lost, the Vert would sink the back wheel to the swingarm in the time it took to snatch in the clutch. In this situation, while the 501 was reasonably light and narrow, there are no grab handles other than just grabbing the rear mudguard, which means your gloves get covered in goop.

### Bouncy Bits...

Into the first section of serious off road, our hardy northern guides led us up a boggy, rutted, climb heading for the moors. Here, the narrow motor and excellent USD forks were a blessing and the suspension was soon to be well tested on typical moorland type riding. Rolling bumps, hidden rocks and regular ditches to jump. The WP suspension both front and rear ate these obstacles with ease. The rear shock in particular had plenty of rebound and never provided any scary moments, while the forks proved their worth on several occasions when wheelspin meant the front end didn't quite clear the ditch I was trying to jump.

Before long we descended off the first moor, down a rutted downhill section. These ruts were not the deep kind, more the smaller, annoyingly wiggly, kind of ruts and the Vert made heavy work of them at times. At the bottom of this hill



was the first serious obstacle: an ice-cold fast flowing river crossing the trail. It was five or six feet wide, and needed to be jumped, but one of our group didn't realise quite how deep it was and tried to ride through. His Gasser stopped when the water got to his waist, and his day's riding was done. Thankfully the Vert and I cleared the stream and headed off for more fun on the trail.

### Ergos & Controls...

From the outset I didn't find the 501 a particularly good fit for my six-foot frame. The bike felt a little cramped, especially in the standing position and the handlebars while a nice flat bend, felt too low and close. Like most big four-strokes both the throttle and clutch pull was fairly heavy, and after two days of hardcore trail riding, my hands were the sorest part of me.

As the day wore on, we crossed more sodden moorland and deeper, wider and faster flowing rivers. On two of these rivers that are normally safely fordable we had to use nearby wooden footbridges as the speed and volume of water was definitely not safe to cross.

Just prior to this last crossing, one or two of the bikes in our group went onto reserve, but the trail bosses reckoned from this point everyone would make the fuel stop. So naturally, 500m later the Vertemati gurgled to a halt. Despite having a reserve position on the tap, the reserve nozzle must be too short because the 501 had sucked every last drop of fuel in the 'on' position, so I had no choice but to wait for the boys to rescue me.

As mentioned earlier, the Vert uses the space normally occupied



by an air filter to house the

claimed eight litre capacity of fuel, and the low position also requires a small vacuum-operated fuel pump to feed the 38mm Dell'Orto carb. Owners of rallye KTMs will know that this set-up can be difficult to re-start if run dry, but we suffered no such problem on the 501, though we couldn't quite squeeze in eight litres of juice.

After a quick hot chocolate at the nearby petrol station, our trail bosses decided with dusk fast approaching to change our intended route slightly, so we headed down some tarmac in a vain attempt to beat the fading light. Through the half-light we joined some fast hard packed tracks more to the liking of the 501. In this going, the Vert could drive forwards instead of downwards, wheelie out of corners and allow the rider to enjoy the motor. On this hardpack both wheels stuck to their lines well, and while I had no concerns over the bike's stability at speed, it could be made to headshake at times.



On drier going the Vert really came into its own

**PRECIOUS**  
*Cargo*

With the evening closing in completely and still some ten miles of moor to cover, the Vert finally became the bike of choice as the standard headlight pierced the darkness like no other bike in our group. Okay it isn't a light to race Baja with, but it is damn good for a standard trailbike light, and certainly good enough to get you home in this situation.

### The Next Day...

While the boys had obviously designed day one to be a long ride, day two was all about THE HILL. But in the meantime, the first obstacle we had to contend with was another fast flowing river at the bottom of a steep descent. Walking the bikes through was possible but one or two engines took in some water. This was where the Vertemati came into its own. With its airfilter mounted high up on top of the frame backbone, drowning the bike was never going to be a problem, unless it got completely swept away. This was one of those times when the Vertemati's unusual design actually made a lot of sense, and

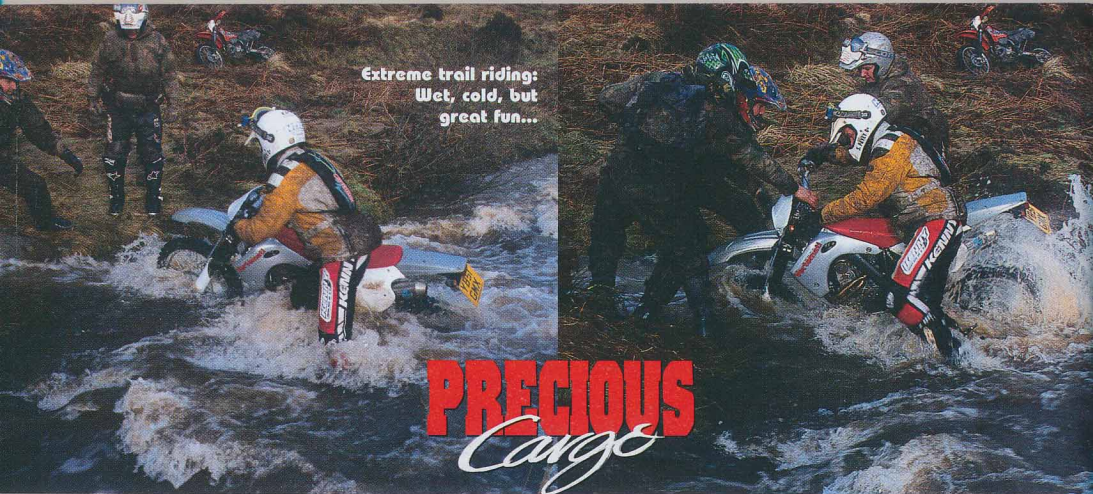
I was able to make it through without problem.

I watched in disbelief as a KDX became the first victim of the torrent - the rider losing his balance in the current as both man and machine were all but swept away until two riders leapt to his rescue.

Meanwhile, southerner and mate of mine Nick Plumb, was back at the tree-line psyching himself up for a third gear launch over the river. The jump was spectacular and largely successful - even though he went over the bars on landing. 'I wasn't going to get my feet wet' was all he had to say afterwards.

So now everyone was over the river and we were all committed to THE HILL. Two hours later, after much pushing dragging and digging, everyone was at the top and another two hours after that, everyone had made it across the worst moor of the weekend - once again with a fair share of pushing, dragging and digging.

In true style, the Vertemati had left its four inch groove all the way back to the van but had never missed a beat all day.



Extreme trail riding:  
Wet, cold, but  
great fun...

# PRECIOUS Cargo

Unbelievably, I think this is the best kick-starting thumper I have ever ridden. Hot, cold and even after being stuck in a bog or flipped upside down it always started easily. However, on this hill my earlier concern about that complicated fold away kick-start became a nightmare.

On a particularly slippery off-camber section of the climb I bobbled and stalled the motor. Folding the kickstart out, I easily restarted the bike, but then couldn't fold the lever away. Being in quite a precarious position, I had to stay on the bike with the back brake on in order not to slide down the hill. Realising my predicament, one of the guys came and put a rock under my front wheel and we both concentrated on trying to fold the kickstart lever away. But just when it seemed like a completely ridiculous situation was going to be saved, I found myself sliding backwards to the bottom of the section of hill with a Vertemati on top of me, and a folded out kickstart acting like a tent peg - nailing the bike to the ground.

In the end I had to ride the rest of the hill, with the kickstart out until we got to somewhere flat to work on it properly. Please come up with something better Vertemati, this doesn't work.

## And Finally...

So two days trail riding in one of the most beautiful, remote, and on this weekend, bleak parts of the country, in the company of some hardcore trail riders had left me tired but happy. Equally two days trail riding on one of the most beautifully constructed, unique and unusual motorcycles had also left me tired but happy.

The Vertemati E501 is rife with quality, innovation and uniqueness. But as an overall package it isn't quite the perfect dirt bike. I suspect it works a whole lot better around a hard packed, fast and dry Italian track than it does on a snotty, mud infested trail in the British isles. But that's not

quite the point. The Vertemati bothers set out to create something, unique, exquisite and beautiful. And to that end they have succeeded.

If you want to own a Vertemati and can afford the requisite £5895 price tag, then for sure you will stand out from the dirt bike crowd. There may be better dirt bikes out there, but there's nothing to compare with it when it comes to style and individuality...

*Thanks to: V-Moto Racing in Bradford, West Yorks for the loan of the pristine E501. If you fancy owning one, or want to take a look at some of their other bikes (including two supermoto versions), you can call them on 01274 201122. And finally a big thanks to Vic at Ipone for arranging one of the best trail rides we've had in a long time...*

## VERTEMATI E501

<b>Price:</b>	£5895 inc VAT
<b>Engine:</b>	Liquid cooled, gear-driven SOHC, four-valve, four-stroke
<b>Bore &amp; stroke:</b>	92 x 75.5mm
<b>Displacement:</b>	501cc
<b>Carburettor:</b>	Dell'Orto PHM38mm
<b>Transmission:</b>	6-speed, cassette type
<b>Frame:</b>	High tensile steel twin-spar perimeter
<b>Front susp:</b>	48mm USD WP, 290mm travel
<b>Rear susp:</b>	WP with PDS, 327mm travel
<b>Front brake:</b>	Floating 260mm disc
<b>Rear brake:</b>	220mm disc
<b>Tyres:</b>	Pirelli Enduro
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**Alfer VR250, 1999**, road reg'd, first class mechanical cond, £2250 ono. Tel (mobile) 07768 084085 or 01691 690794 (Shrops)

**Kawasaki KMX200**, rare red and black model, kept in storage past five years, many new parts, immaculate cond, £1100. Tel 07970 575443 (S Yorks)

**Kawasaki KMX200, 1991**, J-reg, black and red, not used off-road, superb cond, £1250 or p/x big four stroke. Tel 07747 601069 (Camps)

**Husqvarna SM610, 2000 model**, yellow, low mileage, bushguards, never been off-road, mint cond, going abroad forces sale, £3495. Tel 0208 777 1000 (London)

**Derbi Senda, 50cc trail bike**, N-reg, red/purple, some new parts including performance cam, £850. Tel 07980 803261 (Derbys)

**Husqvarna TE610**, light trail/commuter use only, good fun on or off-road, good cond, genuine reason for sale, £2999 ono. Tel 01761 418188 (Avon)

**Yamaha TTR600**, Sept '01, 850km, just serviced, green lane use only, £3000 or p/x smaller trail bike DR-Z etc. Tel 01652 652477 (Lincs)

**Yamaha YZ250, 1998**, road reg'd, lighting coil, new plastics/piston/clutch, big tank, gold rims, 18" rear, £2195. Tel (mobile) 07803 084320 or 01243 785579 (W Sussex)

**Honda XR750 Africa Twin**, Nov 2000, X-reg, red/white/blue, 4000 miles, fsh, heated grips, Spyball alarm, 12 month Honda warranty, as new, £4995. Tel 01254 830178 (Lancs)

**Honda CRM250AR, 1999**, 4000 miles, Renthals, barkbusters, bashplate, £2500. Tel Chris on 0121 503 0186 (W Mids)

**Honda XL350R, 1986**, MoT, recent c+s/tyres/service, economical, reliable, original and good cond, £895 ono. Tel 01392 661139 (Devon)

**Yamaha XT250, 1980**, very clean, slightly modified for trials, spare sprockets, ideal for green lanes, £750 ono. Tel 01604 759644 (Northants)

**Kawasaki KMX200, 1988**, T&T, new exhaust, good tyres, very reliable, good cond, £660. Tel 01438 811913 (Herts)

**Yamaha WR400, 2000**, road reg'd, Renthals, barkbusters, good cond, £3000. Tel 01494 485822 (Bucks)

**Suzuki DR350, J-reg**, 22500 miles, one owner from new, well looked after, green lane and commuter use only. Tel 01271 830720 (Devon)

**Honda CRM250AR, Aug 2000**, purple/white, 1000km, usual extras, Renthals, brushguards, bashplate, uprated brakes etc, exc cond, £3000 ono. Tel 01483 505488 (Surrey)

**KTM Duke II, Nov '99**, V-reg, 1800 miles, John Deacon tuning kit, vgc, summer use only, fast, big single fun, £3800. Tel 01484 306837 (W Yorks)

**Kawasaki KDX250SR, T&T**, FMF front pipe, DEP silencer, spare barrel/CDI/head/rads, good cond, bargain, £1350 ono. Tel 01803 401737 (Devon)

**Honda XR600RW, 1998**, R-reg, purple/white, T&T, 5000km, E-Series exhaust, Ceet graphics, N-Style seat cover, superb example, £2700. Tel 07715 097566 (London)

**KTM200EGS, 2000**, autolube, 3000km, new c+s/tyres, green lane use only, perfect cond, none better, £2950 ono. Tel 0161 427 2776 (Cheshire)

**Honda CRM250, 1992**, J-reg, T&T, handguards, fender bag, Renthals, RSV pipe, new brake pads, reliable, vgc, £1595 ono. Tel 01792 519287 (W Glam)

**Honda XR250, 1995**, 4000 miles, T&T, ex-MoD, new tyres, big tank and army paint job, £1500. Tel 0161 973 1730 (Cheshire)

**Honda XL250S, 1981**, MoT, used daily, reliable, includes spares, £600. Also Yamaha DT250MX wreck, suitable for spares, new exhaust, bits missing, no V5, £150. Tel 01933

412475 (Northants)

**KTM Adventure, V-reg**, Deacon replica 4 of 10, 5000 miles, dealer serviced, vgc, with extras, £3500 ono. Tel Tony on 07973 172579 (London)

**Triumph Tiger 955, May '01**, 700 miles, heated grips, tank bag, just had first service, as new, £5550. Tel 01983 402611 (Hants)

**Honda CRM250 mkII, T&T**, new c+s, bashplate, brushguards, good cond, £1295. Tel 0191 389 2560 (Co Durham)

**Yamaha TTR250, 1993**, T&T, elec start, sumpguard, handguards, new clutch/c+s, good cond, £1595. Tel 07732 059672 (W Mids)

**Honda TLR200**, good cond, £925. Tel Keith on 07713 515521 (Yorks)

**Yamaha DT250**, stolen and recovered, needs some care hence £300 ono. Tel Gary on 07956 217500 (London)

**Gilera RC600**, blue, twin cam motor, recent battery/clutch/cambelt sprag, refurbished brakes, some extras, tidy bike for year, £1450 ono. Tel 01985 219022 (Wilts)

**Suzuki RMX250SN, 1992**, yellow/black, one UK owner, Renthals o-ring c+s, Werx graphics, little use due to f&em, good reliable trail bike. Tel 07774 664182 (Devon)

**Honda XR400, 1998**, S-reg, 6500km, MoT, bashplate, Renthals, handguards, recent c+s, vgc, £2500. Tel 01748 823232 (N Yorks)

**Kawasaki KLX650 supermoto**, 1993, RGV wheels, Remus, exhaust, good cond, £1100 ono. Also Honda CR500, 1991, rebuilt engine, new piston/bearings, rebore, wheel bearings, rebuilt suspension, £800 ono. May p/x 400 4T or 250 2T enduro/trail bike, Tel (mobile) 07808 738703 or 01900 64347 (Cumbria)

**Suzuki DR350SET, 1996**, 8000 miles, full Acerbis plastic guards, tank cover, fsh, exc cond, £2000. Tel 07765 255730 (Wilts)

**Yamaha WR426F supermoto**, new style reg, too many trick bits to list, must be seen, call for details, offers around £6400. Tel (mobile) 07899 990291 or 0208 427 8825 (Middx)

**Honda CR500 supermoto**, 1988, unfinished project, 18" Talons on factory hubs, rear disc conversion, lighting coil, Acerbis headlamp, all parts to finish, £495. Tel 01200 444963 (Lancs)

**Kawasaki KDX250SR, 1992**, autolube, T&T, indicators, new tyres, £1395. Tel 01189 721284 (Berks)

**Husqvarna 410TE supermoto**, 1999, T&T, Husky Sport tuned, s/s single exhaust, comes with mx wheels and extras, £2550. Tel 01656 658053 (Mid Glam)

**Honda CRM250 mkIII, 1997**, imported June '00, R-reg, red, Prospect Enduro model, low miles, T&T, full DEP pipe, Renthals, superb cond, £2250 ono. Tel 01253 768029 (Lancs)

**Suzuki DR350, 1996**, N-reg, MoT, Renthals, spare c+s and brake pads, very clean bike, £1550 ono. Tel 07973 479274 (Staffs)

**KTM LC2 125, 2000**, elec start trail bike, 1400km, vgc, green lane use only, £1750 ono. Tel 0161 427 2776 (Cheshire)

**CCM 640 supermoto, 2001 model**, USD forks, WP suspension, Remus cam, includes trail wheels and many spares, £4495 ono. Tel 01773 874819 (Derbys)

**Honda CRM250 mkIII, 1997**, R-reg, T&T, 5000 mainly road miles, Renthals, handguards, rack, exc cond, £2500. Tel 0208 301 2913 (London)

**Honda XR250R, 2000**, V-reg, new tyres, exc cond, a few spares, £2000 no offers. Tel 01296 425729 (Bucks)

**KTM 250 enduro, 1987**, road legal, MoT, exc cond, £750 ono. Tel 01209 202563 (Cornwall)

**Husqvarna TE410E, X-reg**, elec start, 2300km, taxed, serviced, clean, £2850. Tel 01980 595794 (Wilts)

**Alfer VR250, 1998**, R-reg, Marzocchi forks, WP shock, new tyre, exc enduro bike, £1995. Tel Phil on 01874 611876 (Powys)

**Kawasaki KDX200, 1990**, G-reg, T&T, new c+s, loads of receipts, well maintained, very nice bike, ideal enduro tool, £1200 ono. Tel 07881 780146 (Berks)

**KTM EXC 360, 1997**, T&T, new piston, loads of spares, stun-

ning cond, must be seen, £1750. Tel 01545 580195 (Dyfed)

**Suzuki DR250XC Djebel, 1996**, blue, MoT, big headlamp, new battery, mature owner, £1850. Tel 01932 240150 (Surrey)

**Honda XL250RC, A-reg**, looks like new, restored, lots of new parts, must be seen, £1500. Tel 01386 833210 (Worcs)

**Honda XR600, 1997**, MoT, Wiseco piston, power pipe, £1875. Tel 0208 289 5859 (Kent)

**Honda XR400, 2000 model**, 2500 miles, taxed, full CRD exhaust, K+N filter, Renthals, hand/frameguards, new c+s/pads, recent tyres and service, some spares, exc cond. Tel Dave on 01634 405613 (Kent)

**KTM Duke, 1997**, black, dual start, MoT, exc cond, reluctant sale, previously stolen/recovered hence price, £2700. Tel (days) 0208 385 0514 or (eves) 07939 262468 (Camps)

**CCM 604E, 1999**, V-reg, 200 miles of road use, Excel, Talons, pillion pegs, mirrors, immaculate cond, £3850 ono. Tel 01388 529128 (Co Durham)

**Suzuki PE175 enduro**, T&T, recent engine overhaul, good cond, £550 ono. Tel 01223 811982 (Camps)

**Honda NX650 Dominator, 1996**, T&T, only 5000 miles, road use only, new rear tyre, exc cond, £2250. Tel 07939 034581 (Cheshire)

**Yamaha XT600E, 2000**, just serviced, 8000 miles, garaged, Renthals, road use only, very cheap to run, new baby forces sale, £2300. Tel 01451 821492 (Gloucs)

**Kawasaki KLR250, 1994**, T&T, only 3800 miles, one previous owner, exc standard cond, £1150 ono. Tel 01830 520705 (Northumberland)

**Yamaha TTR250, L-reg**, T&T, low mileage, top condition, £1950 ono. Tel (eves) 01550 721192 (Carmarthenshire)

**KTM 400EXC, 2001**, Y-reg, approx ten hours use, totally immaculate cond, £4300. Tel Nick (eves/weekends) on 01293 863206 (Surrey)

**Honda CRM250 mkl**, very clean and tidy original bike, only 7000km, £1550. Tel 01778 424852 (Lincs)

**Yamaha DT250, 1981**, complete bike, tidy, £450. Also Honda MTX125, 1987, very tidy, £400 ono. Tel 01524 781779 (Cumbria)

**ATK 604 enduro**, T&T, 560cc Rotax, elec start, WP susp, make brilliant supermoto, £1595 ono. Tel 01539 33890 (Cumbria)

**Suzuki DR-Z400E, 2000**, full CRD exhaust, bashplate, handguards, gold rims, black plastics, exc cond for year, £3195 ono. Tel 01924 258993 (Yorks)

**Cagiva 900 Elefant, N-reg**, T&T, low miles, service history, stored winters, £1900 ono. May p/x enduro bike, WHY. Tel 01282 863015 (Lancs)

**HRD 125cc, 2001**, Y-reg, four stroke, learner-legal trail bike, elec start, Paioli suspension, quality Franco/Italian bike, as new, £2000 no offers. Tel 01733 321768 (Camps)

**Yamaha XT350, 1991**, 7000 miles, new Micron exhaust/c+s, Renthals, handguards, good cond, well maintained, very clean, ideal green laner, £1100. Tel 01484 604645 (W Yorks)

**Yamaha XTZ600 Tenere, 1988**, 14500 miles, twin headlamp model, elec start, new battery/rear tyre, good cond, £1100 ono. Tel (after 6pm) 01325 242888 (Co Durham)

**CCM 640, 2000**, Mission M/Cs built, 3000 miles, Talons, Excels, gearing to suit road and dirt, awesome, £3500. Tel 01727 847100 (Herts)

**KTM 250EXC, P-reg**, new tyres/brakes, unused for past year, good cond, some spares plus new tyres, £1850. Tel 01206 845567 (Essex)

**Honda XR250R, 1998**, unfinished project, some new parts, good cond, offers. Tel 0116 267 4012 (Leics)

**Honda CRM250 AR Mugen, 1997**, 8000 miles, every extra possible, wavey disc, Ceet graphics, spare plastics, immaculate cond, £3000. Supermoto wheels also available. Tel 01925 724709 (Cheshire)

**Yamaha WR250Z, 1994**, MoT, new plastics/fork seals/tyres and headlamp, Renthals, exc cond, £1695 ono or consider swap for four-stroke. Tel 0208 948 8671 (Surrey)

**Honda SL230, 1999**, T-reg, 2000km, elec start, exc cond, £2200 ono. Tel 02380 611901 (Hants)

**Suzuki DR-Z400E, 2001**, X-reg, Renthals, hand/frameguards, new c+s, recent oil and filter, only £3100. Tel 01474 708766 (Kent)

**Aprilia RX125 enduro, 1992**, silver and purple, T&T, new tyres, mint cond, £1295 or p/x cheaper bike and cash. Tel Andy on 01132 589717 (Yorks)

**Suzuki DR350S, 1992**, K-reg, only 10600 miles, Renthals, hand/frameguards, immaculate cond, only £1350. Tel 0208 679 9048 (Surrey)

**Suzuki DR350 enduro, 1991**, T&T, frame/hand/sumpguards, good cond, £1250. Tel 01761 439312 (Bath)

**Honda SL230, 2000**, black, 1500km, elec start, Renthals, low seat, very economical/reliable, like new. Tel (mobile) 07971 847444 or 01962 860697 (Hants)

**Kawasaki KLR650, 2001**, green, 2300 miles, exc cond, 18 months warranty remaining, £2950. Tel 01256 771497 (Hants)

**Yamaha TT600E, 1999**, T-reg, 2800 miles, road use only, mint cond, £2600 or p/x for TT600R or LC4 with cash balance. Tel 01296 688185 (Bucks)

**KTM 200EXC**, taxed, Doma pipe, Acerbis handguards, RPM sticker kit, good cond, £3100 or may exchange WR426 or CCM 604E Adventurer. Tel 01709 305115 (Yorks)

**Yamaha DWR441, 1999**, as featured in TBM issue 68, road reg'd, new clutch and rear tyre, £2395 ono. Tel 0121 706 7060 (W Mids)

**Suzuki DR-Z400S supermoto**, 16 months old, gold Talon hubs, black rims, 320mm disc, sump/frameguards, exc cond, stainless silencer and much more, £4000 (includes standard wheels). Tel 0115 955 1759 (Notts)

**Kawasaki KMX200, G-reg**, T&T, DEP exhaust, Renthals, 520 c+s, spare MT21s, good cond £800 ono. Tel 02476 742138 (Warks)

**Honda CRM250 mkII**, the best you will find, do me a deal with your WR400 or sell for £1675 ono. Tel 07779 798513 (Devon)

**Suzuki DR350SP, M-reg**, 8000 miles, the definitive four-stroke trail bike, hand/sumpguards, reliable, some spares, vgc, £1400 ono. Tel 01438 317566 (Herts)

**KTM LC4 400LSE, T&T**, new c+s, forks just serviced, low seat, elec start, £2600. Second set of wheels available for £400. Tel 0208 449 0261 (Herts)

**Yamaha WR250Z, 1999**, complete overhaul, new piston kit, c+s, headstock bearings, Renthals, frameguards, bashplate, One Ind graphics and seat, exc cond, £2650 ono. Tel Andy on 01529 306970 (Lincs)

**Suzuki DR350SEW, 1998**, black, T&T, elec start, MT21s, handguards, recent c+s, FMF Q pipe, £2050 or swap Beta Alp 200. Tel Rob on 0208 372 1074 (London)

**Yamaha WR400E, 2001**, Y-reg, taxed, only 200miles, job forces sale, £3500 ono. Tel 01436 811311 (Argyll & Bute)

**Yamaha DT125, 2000 model**, W-reg, taxed, 1700 miles, good cond, full DEP available, £1600 ono. Tel 01488 73253 (Berks)

**Suzuki DR125, 2000**, W-reg, blue and white, only 250 miles, exc beginners bike, as new, genuine reason for sale £1795 ono. Tel 01480 471919 (Camps)

**Kawasaki KLX650, 1993**, K-reg, green and purple, T&T, low mileage, road use only, clean cond, £1750 ono. Tel (mobile)



# WANTED

07765 390946 or 01453 835592 (Gloucs)

**BMW F650ST, 1999**, T-reg, blue, 6800 miles, taxed, top box, tank bag, £2250 ono. Tel 01572 723470 (Rutland)

**Kawasaki KLX650, 1993**, K-reg, powder coated frame, White Bros exhaust, WP front, Acerbis, Renthals, very special, exc cond, suit overlander, £1750. Tel (mobile) 07900 193919 or 01992 572034 (Essex)

**KTM 500SX, 1991, ex-GP**, very fast, must sell, £650.

Tel 01525 372265 (Beds)

**Yamaha IT465, 1981**, needs lots of love, non-runner, complete bike, no reasonable offer refused. Tel 01702 530140 (Essex)

**Kawasaki KDX250SR, 1992**, T&T, new c+s, £1400.

Tel 01954 200250 (Cambs)

**Yamaha XT250, 1981**, US import, good runner, seat needs recovering, spare engine included, £400 ono. Tel (mobile) 07967 766909 or 01246 271281 (Derbys)

**Suzuki DR350SP, M-reg**, T&T, hand/sumpguards, Renthals, reliable, vgc, green lanes only, £1400 ono or p/x Serow. Tel 01438 317566 (Herts)

**Kawasaki KLX250E, 1994**, four-stroke, T&T, fully road legal, exc cond, green lane use only, nicer than a XR250, £1400. Tel 01873 832407 (S Wales)

**Honda XR400, 2001**, only 1200km, good cond, sale due to money troubles, £3100 ovno. Phone Pete (days) 01302 820355 or (nights) 01302 820097 (Yorks)

**Honda RTL250 HRC**, mono-shock trials, drum brake model, complete rebuild, workshop/parts manual, plus spares, £3200 ovno. Tel 01454 311428 (S Gloucs)

**Honda CRM250, J-reg**, T&T, RSV pipe, barkbusters, rear fender bag, frony fender brace, Michelin S12s, vgc, £1595 ono. Tel 01792 519287 (West Glam)

**Honda XR600R, 1995**, MoT, 7000 miles, new Werx graphics kit, frame/brushguards, well maintained, good cond, £1750 ono. Tel 07747 105280 (Norfolk)

**Yamaha DT125R, 2000**, 1400 miles, mint cond, looks brand new, £1800 ono. Tel 01282 699686 (Lancs)

**Honda XR250, 1998**, S-reg, handguards, new c+s, green lane use only, ski accident forces sale, £2150 ono. Tel Chris on 01386 860611 (Worcs)

**Kawasaki Super Sherpa 250, 2001**, Y-reg, 3000 miles, new rear tyre and brake pads, stainless bolts, otherwise standard, £2100. Tel 01772 792231 (Lancs)

**Honda CRM250 mkII, 1991**, H-reg, T&T, 7700km, new c+s/tyres, very clean, reliable, new bike forces sale, £1600 ono. Tel 01132 530570 (W Yorks)

**Yamaha Paris Dakar XT500**, 1976, £1200. Tel Cliff on 02920 300055 (Cardiff)

**Honda CRM250 mkII, 1993**, T&T, good cond, bashplate, brushguards, DEP silencer, suspension overhauled, recent tyres/c+s, £1500. Tel 01295 811313 (Oxon)

**Suzuki DR-Z400S, 2001**, blue, taxed, 1000 miles, DEP pipe, excellent cond, £3400. Tel (mobile) 07831 298077 or 01322 864865 (Kent)

**Honda XR650R, 2001**, seven months old, 3500kms, many extras, mint cond, £3200 ono. Tel 07944 381835 (West Mids)

**Yamaha XT600, 1986**, MoT, new Micron exhaust, Renthals, barkbusters, MT21s, maintained regardless of cost, lovely reliable bike. Tel 01295 680258 (Warks)

**Suzuki DR350S, H-reg**, T&T, Acerbis tank plus original, handguards, Laser pipe, exc cond, road use only, £1250. Tel 0208 303 4052 (Kent)

**Suzuki DR350, 1998**, MoT, electric start, many extras and spares, vgc, £1900 ono. Tel 01554 749590 (Carmarthen)

**KTM/Wasp dirt outfit**, road reg'd, 540cc two-stroke, very light, extra bike wheels inc, extreme beast, £1500 offers.

Tel 0208 940 0588 (Surrey)

**96 TRAILBIKE MAGAZINE**

**Wanted** 175-650cc trailbike for impoverished old fort. Must be complete, running and £500(ish). 01547 560455 (wales)

**Wanted KTM 300EXC 1993 spares**, workshop manual, bashplate, seat cover, speedo, engine bits, may consider cheap non-runner, will collect. Tel 01461 337159 (Carlisle)

**Wanted large tank for 1998 CR250**, cash waiting. Tel Steve on (mobile) 07971 547991 or 0208 302 5199 (Kent)

**Wanted DR-Z400E**, cash waiting. Tel 02476 381324 (Warks)

**Wanted Yamaha WR250 spares**, sumpguard, plastics, exhaust, anything. Tel 01274 233434 (Yorks)

**Wanted XT350 exhaust**, Micron if possible, must be in good cond. Tel 01827 708740 (Staffs)

**Wanted two bike trailer**, good cond. 01673 818860 (Lincs)

**Wanted Honda CRM (AR)**, KTM 250EXC, swap Suzuki GSXR750, '87/'91, well modified bike. Tel 0116 223 5488 (Leics)

**Wanted tailpipe for WR400F**, must be road legal, needed for MoT. Tel John on 07940 339245 (Essex)

**Wanted Suzuki PE400 or PE250** for spares, anything considered, complete bike or parts. Tel 07855 806648 (Cambs)

**Wanted Honda CRM250 and KTM EXC250**, must be in exc cond, cash waiting, will travel. Tel Don on (mobile) 07712 555034 or 01782 560657 (Staffs)

**Wanted Honda CRM mkIII**, front power pipe, plastics and frame protectors, any cond. Tel Russ on (mobile) 07944 126994 or 0115 955 2029 (Notts)

**Wanted standard 12 litre tank and matching seat** for 2000 KTM LC4E. Tel (mobile) 07802 743443 or 01209 890982 (Cornwall)

**Wanted Suzuki TS250M 1974** chrome rear mudguard. Also Suzuki SP370/400 petrol tank, exhaust, side panels. Please phone if you have any SP spares. Tel 0207 351 6111 (London)

**Wanted for KLX650 C1-s**, pair wheels, workshop manual and large plastic fuel tank. Would consider other spares, WHY. Tel Steve on (home) 01865 463626 or (work) 01865 714577 (Oxon)

**Wanted YZ426 aluminium subframe**, must be in good shape. Tel 02890 286758 (Co Down)

**Wanted Moto-form** or similar rear rally fuel tank to fit XT600 Tener. Tel 0208 390 0496 (Surrey)

**Wanted Yamaha YZ250 '98-'01**, must be smart. Also Yamaha Banshee quad '98-'01, preferably Yamaha electric blue, mid-lands area, cash waiting. Tel 07960 495446 (Lincs)

**Wanted for 1998 Yamaha TT600E/XT600**; mph speedo, left footrest, left switchgear, red and white tank for TT, possibly other TT parts. Tel 0208 773 1528 (Surrey)

**Wanted rev counter** in good working order to fit B-reg Yamaha XT600, cash waiting. Phone Peter on 01493 659571 (Norfolk)

**Wanted Yamaha TTR wheels**, blue or purple, must be vgc. Also WR200 bits. WHY, cash waiting. Tel 07867 631510 (Norfolk)

**Wanted Honda XR80 engine only**, or cheap bike, non-runner okay. Tel 0208 648 3919 (Surrey)

**Wanted KLX300**, chrome but true, cash waiting for vgc late model. Tel Chris on 0121 503 0186 (W Mids)

**Wanted Husqvarna TE610E rear wheel**, with or without disc and sprocket. Tel 01454 311428 and leave a message. (S Gloucs)

**Wanted front brake caliper and disc** to fit '83/'84 Honda XLR600. Gear lever also required. Tel 01883 730602 (Surrey)

**Wanted Acerbis 23L tank** for 1996 Honda Dominator, prefer black. Also tuning or SM parts, wheels, engine, etc for Dominator/XR650L. Tel 0208 880 6769 (London)

**Wanted enduro or supermoto** around 400cc, exchange for Suzuki GSXR600, R-reg, loads of spares, worth over £3000, consider any deal. Tel 07780 912542 (York)

**Wanted off-road clothing**, helmet, gloves, pants etc. Tel Craig on 07773 907393 (Lancs)

**Wanted XL600 motor, 1984**, complete and running, mine has blown up. Tel 01938 553803 (Powys)

**Wanted Maico GME 250cc** enduro engine, air or water cooled, gearbox complete, anything considered. Tel 01322 522414 (Kent)

**Wanted Yamaha TT250R**, 2000+ model, blue and white, must be in good cond, cash waiting. Tel (mobile) 07831 651234 or 01933 663020 (Northants)

**Wanted roadbook holder**, manual or electric. Also ally paniers and frames for R100GS. Tel 0208 449 0261 (Herts)

**Wanted clean trailie 350+cc** in south east area, top price paid for right bike up to £2000, private buyer. Tel 07713 148532 (London)

**Wanted TM 80 enduro** to exchange for Husky WR 50cc scooter, front disc brakes, Showa forks, good clean cond, worth £1150. Tel 01597 825536 (Powys)

**Wanted Honda XR250R**, must be at least 2000 onwards, the newer the better, like new cond, good money paid for right bike, cash waiting. Tel 07980 619897 (Lancs)

**Wanted workshop manual** for Kawasaki KLR250-D8. Tel (mobile) 07803 206935 or 01202 889247 (Dorset)

**Wanted Kawasaki KLX650** after market exhaust system, workshop manual, body panels, cash waiting. Also require skid plate and any other accessories. Tel 01283 730155 (Derbys)

# SPARES

**Trailer, carries three bikes**, new tyres, two lockers on front, loading ramp, lights, spare wheel, vgc, £160. Tel 01461 337159 (Carlisle)

**Two bike trailer, built-in lights**, spare wheel, £125. Also Burnsop bike rack, £30. Tel 07958 907301 (Sunderland)

**Honda XR600 supermoto wheels and discs**, Morad rims, spacers etc, £550 ono. Tel 07977 573746 (Herts)

**Transalp '94-'95 Corbin seat**, workshop manual, tall screen, £100 will split. Tel 01282 870050 (Lancs)

**Supermoto wheels to fit Yamaha WR400**, Excel, Talons, Pirellis, used once, £700 ono. Tel 01494 485822 (Bucks)

**Supermoto wheels for DR-Z400**, red Talon hubs, silver Excel rims, brand new Dragon Corsas, rear disc, braided hoses, £600. Tel 01793 619376 (Wilts)

**Suzuki DR-Z400 Gadget bashplate**, good cond, £35 ono. Tel 01793 619376 (Wilts)

**Honda XR400 brand new brake caliper**, £90.

Tel 01246 204522 (Derbys)

**Brand new gold Talon rear wheel for XR600**, with tyre, sprocket. Also black powder coated front wheel, £400 ono the pair. Tel 01778 342067 (Lincs)

**Suzuki DR-Z400 FMF Q-pipe silencer**, £150. Also stainless header pipe, jets and White Bros filter.

Tel 07811 325616 (Tyne and Wear)

**Suzuki TS125 spares**, possible restoration, offers. Tel 07732 059672 (W Mids)

**Enclosed bike trailer**, takes two bikes, 8' long, 5' wide, twin 13" wheels, double rear doors, professional construction, vgc, £1290 ono. Tel 07970 504666 (Surrey)

**TBM, issues 1-26 and 28**, read once, having a clear out, offers. Tel 07967 712888 (Cumbria)

**Single bike trailer**, converts to box trailer, £140. Tel 01189 721284 (Berks)

**TBM back issues**, 57 issues from 1 to 77, whole lot for £75 or may split. Tel 01453 844933 (Gloucs)

**Clarke 15 litre fuel tank**, fits Yamaha four-strokes 400-426, £150. Also 18" Talon rear wheel and disc, fits Yamaha 250-426F. £150. Tel (mobile) 07973 844859 or 01787 374348 (Suffolk)

**DR-Z400S rear light**, £10. Rear mudguard extension, £10.

**Indicator**, £10. Talon 47T chainring, £12. All as new, will post anywhere. Tel 0115 973 1454 (Notts)

**Parts for Yamaha DT125/175 MX**, most parts available, phone for details. Tel 07890 080158 (Gwent)

**CCM enduro wheels, 21" front, 18" rear**, Excel, Talons, complete with discs and rear sprocket. £300 ovno. Tel 01858 575697 (Leics)

**Honda CR250 Clarke 11 litre fuel tank**, £75. Steahly fly-wheel weight, £15. TMV ignition cover, £10. Tel (eves) 01458 270018 (Somerset)

**Kawasaki KDX125 front wheel with disc**, vgc, £25. Alloy bike stand, £10. Tel 01384 258404 (W Mids)

**White Bros exhaust**, like new, £130. 14 litre tank + seat for 2000 model WR400, will fit 426, £100. Tel 01757 289023 (Yorks)

**Breaking Honda XR600R**, 1990, phone for details. Tel 01349 867580 (Scotland)

**Dainese body armour suit**, as new, £70. Tel 0116 267 4012. (Leics)

**WR400 White Bros E-Series**, £150 ono. E-Series YZ tail piece, cost £27.50, sell £20 ono. Tel 01638 612078 (Suffolk)

**Kawasaki KLR250 CDI unit**, never, unused, £280 new, sell for £120 ono. Tel 01935 863684 (Somerset)

**Suzuki DR-Z400E** exhaust silencer and down pipe, brand new, standard pipe, £130. Tel 01942 262524 (Lincs)

**Honda XR250 swinging arm and linkage**, wheel and disc, brake caliper, master cylinder, £200. Tel 07831 240333 (Lincs)

**ER125 spares**, rear wheel and good tyre, £15. Rear mudguards, £5. Front wheel and good tyre, £10. Tel David on 01279 731333 (Essex)

**Husqvarna 610TE exhaust pipes x2**, virtually new, in box, £150. Also sports rack, mirrors, handguards, offers.

Tel 02380 561339 (Hants)

**Yamaha YZ/WR 400/426 Talon supermoto wheels**, Excel rims, Braking wavy discs, Dunlop radials, c+s, only done 10 miles, £925 ono. Tel 01929 550924 (Dorset)

**Honda XL250S parts**, tank, rear wheel complete, yokes, heads, barrels, plus more, £100 the lot. Tel 01344 456730 (Berks)

**WR426 Talon supermoto wheels**, gold hubs, silver rims, still boxed, £575. Tel 0114 307657 (S Yorks)

**Pro-Racing legalizer kit for KLX300**, unused, cost £150 will take £75. Also full spares kit for KLX300, £50 ono.

Tel 07790 926997 (S Yorks)

**DR400 (1982) new headlight mount**, £40. Throttle cables, £20. Used front pipe, £20. Bashplate, £30. Or the lot for £90.

Tel (mobile) 07890 129442 or 01983 299405 (IoW)

**Husqvarna TE610 enduro wheels and tyres**, brand new never used, £300. Tel 07976 397631 (Surrey)

**DEP Performance exhaust front pipe** for CRM250AR, £80. Tel 01642 711794 (day), 01642 710447 (night) (Cleveland)

**DR-Z400S long range fuel tank**, blue, probably only one in UK, cost £190, sell £150, also lowering link for same, £60, or £200 both. Tel 01465 714125 (Ayrshire)

**CRM250 bashplate**, fits all models, brand new, £40 inc p&ep. Tel 01494 474807 (Bucks)

**Kawasaki KLR600 breaking for spares**, most parts available. Tel (mobile) 07815 598391 or 01526 832271 (Lincs)

**Honda Dominator Acerbis 23 litre tank**, black, '93/'94, £60. Workshop + owners manual, £10. Axo XRC off-road boots, size 8, black, £40. Tel 01772 423709 (Lancs)

**Honda CRM mkII spares**, shock, brake calipers, forks, tank, seat, barrel, head, too much to list. Tel 07712 778558 (Bristol)

**Yamaha XT500 spares still for sale**, including seat, front wheel, cylinder head, plus other bits. Tel Cliff on 02920 300055 (Cardiff)

**CR motocross wheels**, Excel rims, Talon hubs, 5mm stainless spokes, wavy discs, good tyres, £350 bare or £450 fully built.

Tel 01925 724709 (Cheshire)

**TRAILBIKE MAGAZINE 97**

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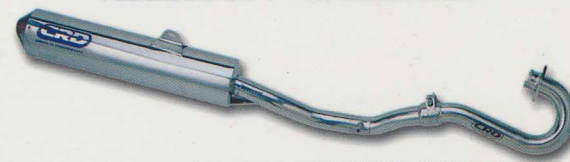
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# ABSOLUTE ENDURO

## EXHAUST

In order to ensure Enduro legality, we advise you to use this product especially suited for that. Designed especially for Enduro, the ABSOLUTE PERFORMANCE silencer responds to the noise limits due to its baffle system. Perfectly reliable, resistant (with long-life-ceramic wool) and good bottom and midrange throttle response.  
Use: enduro competition trail.

## ABSOLUTE PERFORMANCE



**CRD, Creator of performance**



## ABSOLUTE POWER II



## ABSOLUTE POWER



**PACKAGE DEALS**  
BUY A TAIL & HEADER PIPE OR SKID PLATE & FRAME GUARD AND RECEIVE 10% DISCOUNT

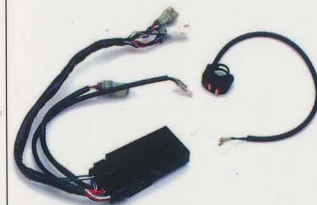
In conceiving ABSOLUTE POWER II exhaust we have achieved performance and latest up to the minute looks, this with the combination ergonomic and easy fitting makes this a exhaust for the new millennium.  
Not advised for competition  
Advised for Trail use

## PROTECTION

Don't be afraid to ride on rough ground anymore! These aluminium bash plates offer the maximum protection for a minimum weight. They wrap around fairing and engine housing, thus providing your bike with a total protection against shocks and stones.

## C.D.I. (PROGRAMMABLE IGNITION)

The Vortex performance C.D.I. programmed by CRD, come with two separate performance curves which can be change while riding by a switch on the handlebars. The systems are reprogrammable, enabling mapping of new curves according to the tuning of your motorcycle.



David Knight - WR250  
British Enduro Championship

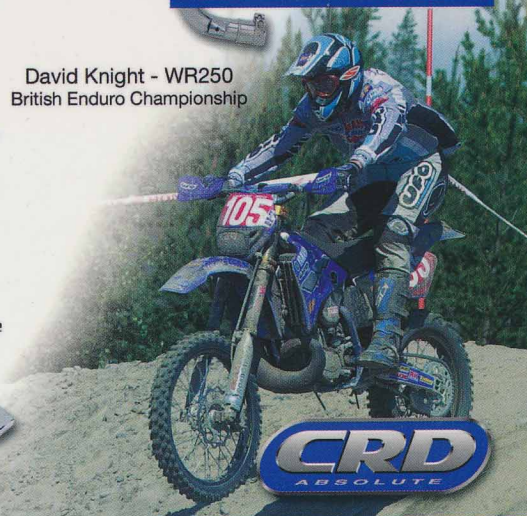
4 Stroke Skid Plate



2 Stroke Skid Plate



Frame Guards



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CRD Absolute, available now at:  
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