



handle...
without a care!

The lightest, strongest, most resilient off-road handlebars available: Renthal® Fatbar®, Twinwall® & 7/8" handlebars

Less to worry about when you drop it.

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



UK Distributors

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

C.I. SPORT, Surrey tel: 01372 378000

VAUGHAN SEMMENS PRODUCTS
West Midlands tel: 07836 519944

MICKEY OATES MOTORCYCLES
Scotland tel: 0141 332 7374



Biggest Issue Ever!

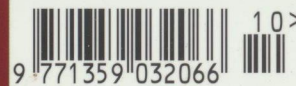
Also Inside:
Classic Husky
The Iconic 360C!
12hr Race Test
CCM's 404 Walloped
& Moto Gori Story!
The End of an Era...



RAPID-FIRE KTM's Ballistic New 250EXC...

OCTOBER 2003 £2.60 ISSUE 98

PLUS: • Honda XR125L v Moto-Roma MRX125
• Dawn To Dusk • BEC • XC Champs...



10 >

2004 SINISALO RANGE AVAILABLE
AT A DEALER NEAR YOU NOW:

Clarks Racing Products
23 Fifth Avenue
Bluebridge Ind Est
Halstead, Essex
Tel: 01787 479555

Dave Milling Motorcycles LTD
Preston Street, Whitehaven
Cumbria CA28 9DL
Tel: 01924 63380

DMS Trialsport
204 Barnsley Road,
Riddigan
Wakefield WF4 4AB
Tel: 01924 840316

ET James
East Street, Rhayader
Powys, Wales
Tel: 01597 810396

Extreme Sports (South) Ltd
Unit 17 Cartry Close
Branksome Bus Centre
Parkstone, Poole
Dorset BH14 0AX
Tel: 01202 749955

FBR Fat Boyz Racing
6 Royleigh Road
Stantford Le Hope
Essex SS17 0NE
Tel: 01375 671331

Grand Prix Offroad Ltd
St. Teilo Street
Swansea
W. Glamorgan
S. Wales
Tel: 01792 884397

Graham Charlton Motorcycles
21 Partrick Lane
Stockton On Tees
Cleveland TS18 2HP
Tel: 01642 730700

Honda of Salisbury
10-14 Newton Road
Churchfields
Salisbury SP2 7QA
Tel: 01722 341200

James Sandiford M-cycles Ltd
Unit 38 Bridgewater Court
Network 65 Bus Park
Hapton, Burnley
Lancs BB11 5ST
Tel: 01282 428383

JW Racing
76 Wolverhampton Road
Pelshall, Walsall WS3 4AE
Tel: 01922 685677

Kais Motocross
Punchbowl Garage
Atherton
Manchester M46 0LT
Tel: 01942 896366

Mike Bavin Motorcycles
101 Victoria Road
Diss, Norfolk IP22 3JG
Tel: 01379 642631

Motomania UK Off Road
264 Kenwood Hill
Tilehurst
Reading RG31 4DR
Tel: 01189 422278

MX Gear Ltd
13-15 The Brunel Centre
Cory Way
West Wilts Trading Est.
Westbury
Wiltshire BA13 4QT
Tel: 01373 826633

One Eleven Motocross Ltd
332 Manchester Road
West Timperley
Altrincham
Cheshire
Tel: 0161 9761112

Ride MX
Unit 13 Western Rd Ind. Est
Stratford Upon Avon
Warwickshire
CV37 0AH
Tel: 01789 292931

S.S. Motocross
Unit 1 Tribbley
Farm Buildings,
Hett Hills,
Chester Le St
Co Durham DH2 3JU
Tel: 0191 3702546

Seward Racing
Trehurgy Garage
St Austell
Cornwall PL26 8YE
Tel: 01726 851733

Terry Rudd Motorcycles
Fen Road
Halbeach
Spalding
Lincs PE12 8QD
Tel: 01406 422430

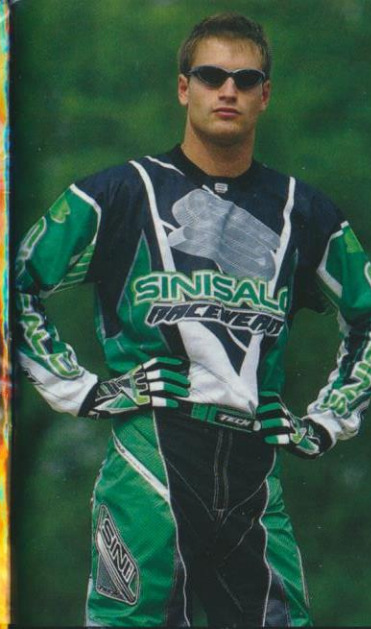
The Off Road Centre Ltd
Unit 5 Oakwood Road
Oaktree Business Park
Mansfield, Notts
Tel: 01623 428777

TP Motorcycles
2 Vicarage Farm
School Lane
Chittering, Cambridge
Tel: 01223 861212

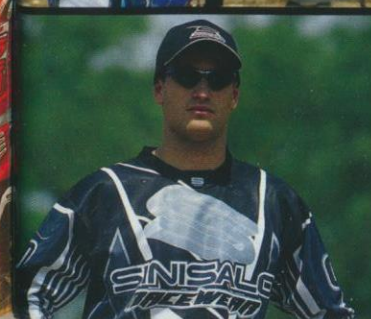
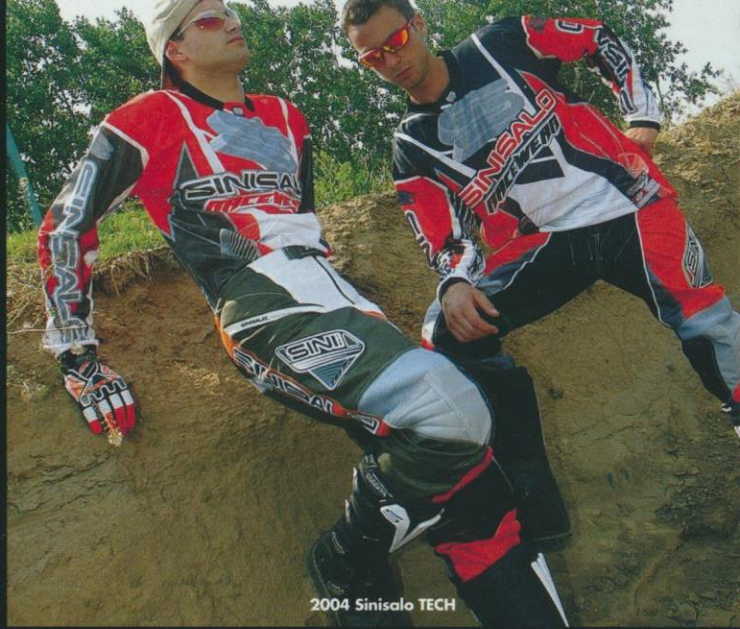
Trakspares
242 High Street
Connahs Quay
Deeside, Flintshire
N. Wales
Tel: 01244 822510



2004 Sinisalo 5CD



2004 Sinisalo TECH



Trade enquires welcome, please contact:



Unit 2, Bridgewater Close, Network 65 Bus Park,
Burnley, Lancs BB11 5TE UNITED KINGDOM
Tel: 0870 777 9201 Fax: 0870 777 9202
www.apico.co.uk Email: sales@apico.co.uk

EDITORIAL

From Rugby to Baghdad

I've seen and heard some crass decisions in my time, but the recent pronouncement by the ACU (British motorcycle sport's so-called governing body), that they (or rather we - the UK) won't be sending a Trophy Team to compete in this year's ISDE in Brazil in November must rank among the very worst. Not content with 'handing back' the Six Days in their centenary year, they now appear to want to abandon the event all together. As that well known dirt bike rider Oscar Wilde might've said: 'To make one ISDE-related mistake could be considered unfortunate. But to make two ISDE-related mistakes begins to look like carelessness.' Me, I think that carelessness doesn't even come close to describing the level of incompetence we're witnessing.

This bizarre decision allegedly came about because the ACU weren't able to field their first choice of team riders for the event. And because at least one of Britain's selected Trophy Team riders decided (for whatever reason), that they were unable to ride this year, now the ACU apparently want to cut off their nose to spite their face.

So what if a rider has got other priorities? It's up to individuals to make their own decisions as to what's best for them. The solution is obvious - promote another rider into the Trophy Team (perhaps the strongest of the riders from the Junior squad), and fill his place by an up-and-coming Junior. The end result can only be good for the sport - as it helps bring on new talent.

Well you would have thought so anyway. And you would have thought that an organisation which genuinely had the best interests of motorcycle sport at heart would know and understand this. Instead, the ACU simply pulled the plug on the whole Trophy Team. And this, after a number of riders had invested considerable effort (not to mention large sums of money) in preparation for the event.

And while we're on the subject of money - this comes at a time when off-road sport is enjoying a

boom in popularity. New riders are trying their hands at off-road competition, and as more and more riders join in the fun, so the coffers at ACU central begin to swell. This is money which belongs to our sport - collected on our behalf in order that the sport as a whole can benefit. So where do you suppose the money's going? Well one thing's for certain it's not being spent on supporting our top riders through the Six Days this year.

If you're reading this and thinking to yourself, what has this got to do with me? Well don't be fooled. These guys are the 'official face' of motorcycle sport in the UK. And as such, they represent motorcycling within the wider international community. You've got to ask yourself one vital question: if the ACU don't believe in sticking up for our sport, then just who the hell will? This isn't just bad management, it's bad news for the sport as a whole.

So perhaps it's time for the sport to start asking a few awkward questions of the ACU. Like, where is our money being spent? Why are we being made to look foolish in front of the rest of the international off-road community? And isn't it now time for the ACU to come clean and explain their decision?

There's already been talk amongst riders and officials of setting up a breakaway union, so perhaps the time is now right for wholesale 'regime change' up in Rugby.

The ISDE has become the ACU's *Weapon of Mass Dereliction* of duty, and you don't have to look too far back in history to discover what happened to the last regime which tried to cover-up its WMDs...



SI MELBER

6 NEWS

New bikes from Yamaha, Sherco and Husky, plus all the other news from the Milan Show...

20 FIRST CHECK

125cc four-stroke shootout. Honda's XR125L takes on the mighty Moto-Roma MRX125. Let battle commence!

30 TALKING DIRTY

Chris Evans knuckles down to uphold the honour of Team TBM. Oh well...

32 COMPLETELY RUTTED

Mark Williams constructs a 'slightly rickety' case against organised trail rides...

34 LETTERS

You have your say... Er, then we have our say...

40 Rant

Just the place for a little spleen venting...

42 2004 KTM 250EXC

KTM have fitted their latest 250EXC with a

new generation engine. Find out what we thought...

54 BLACK DUST, WHITE KNUCKLES

The 2003 Dawn to Dusk 12hr Enduro was another epic. TBM raced it on a new CCM 404. Were we mad...?

68 TRICK BITS

The latest 'must-have' bits and pieces...

74 FROM THE ARCHIVES

Mark Williams tells the story of Husqvarna's awesome 360C, the stuff of dirt bike legends...

80 BRITISH ENDURO CHAMPIONSHIP

Round 4, the Natterjack Enduro, September 20-21

86 UK CROSS-COUNTRY CHAMPS

Round 4, Hawkstone Park, Shropshire, September 14

92 GOOD NIGHT

Britain's best enduro rider writes exclusively for TBM...

96 RENAISSANCE MAN

Once the UK's Moto Gori importer, Jim Jones tells the story of the (now sadly departed) Italian marque...



CONTENTS

OCTOBER 2003

NO.98

Edited & produced by: **Si Melber**
Deputy Editor: **James Barnicoat**
Contributors: **Jonty Edmunds,**
Chris Evans, Jim & Dot Jones,
Clive Garnham, Mark Williams

Designed by: **Caleb Mason**



Editorial Address:
TBM PO Box 9845
London W13 9WP

Tel. Fax (10am-6pm Mon-Fri):
020 8840 4760/5066

Subscriptions:
020 7903 3993

Advertising Manager:
Natalie Watson
01225 786800

Distributed by Seymour: Printed in England by:
020 7396 8000 Rowe The Printers

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

Company No: **305 1747**. All rights reserved.

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

ISSN 1359-0324



ALLEZ LES BLEUES

ALL NEW ENDURO BIKE BREAKS COVER

Following months of speculation, French/Spanish manufacturers Sherco (better known for their trials bikes) have at last released some pictures of their all new four-stroke enduro bike - the Enduro 4.5i.

Utilising an entirely new engine (designed and built in-house) the electric-start, liquid-cooled, sohc, four-valve motor displaces 448.6cc, and uses digital fuel injection on the intake

side with a stainless and alloy exhaust. The six-speed engine is housed in a conventional chrome-moly steel frame with a detachable aluminium subframe. Suspension is handled by USD Paioli-Kayaba 46mm forks at the front, with a fully adjustable Paioli gas rear shock acting through a progressive linkage (via an alloy swing-arm). Wheels use Excel rims with Michelin tyres, while brakes come cour-



'Assembly is due to begin later this year'



tesy of Spanish supplier AJP and have been designed specifically for this application, with a 270mm front disc and a 240mm rear. Claimed race weight is sub-120kg fully fuelled which if it's correct should put the 4.5i among the very lightest 450s.

Assembly is due to begin at Sherco's factory in Nimes later on this year, and it's clear from the relatively conventional specification (and the factory's press release) that Sherco have designed



the bike for mass production. This is no 'factory prototype' but a working example of a machine which they hope to build in significant numbers.

No price has been announced yet but expect the Sherco to undercut rivals like KTM and Yamaha by a few hundred pounds when bikes become available early next year...



Left: Italian Kawasaki importers KL showed their own 'enduro' version of the new KX250F at this year's Milan Show. A factory version is expected to be announced shortly...
Right: New for '04, 950 Adventure sports a Gauloises Racing paint-job...



THE INSIDE LINE...



Sherco's Andreu Codina was one of the men behind the new Sherco 4.5i. TBM caught up with him at the Milan Show for an exclusive behind-the-scenes chat about the new model...

TBM: Why did Sherco decide to produce a bike for the enduro market?

AC: When Sherco started, the plan was to not only make trials bikes, it was to be an off-road manufacturer. The next step for us after we devel-

oped the full range of trials bikes was to acquire HRD for the 50cc and 125cc two-stroke bikes. Then for us the logical evolution was to develop the 450cc four-stroke. We won't be stopping here because we have plans for other four-stroke engines.

TBM: How long has it taken to produce the 4.5i enduro bike?

AC: The first year of Sherco was

oped the full range of trials bikes was to acquire HRD for the 50cc and 125cc two-stroke bikes. Then for us the logical evolution was to develop the 450cc four-stroke. We won't be stopping here because we have plans for other four-stroke engines.

TBM: How important was it to build your own engine and not source a power-plant from another manufacturer?

AC: Sherco has always had its own technology so we have always been in a position to build our own engines. The philosophy of the company is to have our own technologies and develop our own products. This

1998. After that first year we developed three more trials bikes for the '00 season. I think it was late in '99 that the '00 trials bike were already available and that's when we started to design the enduro engine. It has taken us three years to develop the bike.

TBM: Is it possible to put a figure on the cost of developing a product like the 4.5i?

AC: I don't know exactly the figures but our idea for the enduro bike was to go one step further than just building the bike we have now. We want to be able to produce the bike in serious numbers. We have not hesitated to invest in machinery and a production system so that we can maintain a high quality while still producing the bike in large numbers. We are not looking to be like small volume manufacturers like VOR or TM, but more like KTM and Husqvarna. Of course it's not possible to produce bikes in large quantities without implementing many things, work force, facilities, distribution network etc. In the factory in Nimes where the bike is going to be produced, we have several new engineers. We are not here to sell only a few bikes, we are here to try and sell the bike in serious quantities, like we did with the trials bike.

TBM: How do you price a new product like the 4.5i?

AC: That depends on the quantities you sell. We have a very good relationship with our suppliers, we have been involved with them for many years with our trials bikes and they believe in our project. The bike will be competitively priced from the beginning.

TBM: How much did the product suppliers help with the development of the bike?

AC: It is all about collaboration. Obviously there are many companies involved with Sherco and we have a very good relationship with them. In five years we have been able to develop a 15-model range so people can see that we are serious. There are many people who believe in Sherco.

TBM: What has been the hardest part of the bike to develop?

AC: Of course it has been the engine. With a four-stroke engine there are many pieces and many different challenges to overcome.

TBM: Japanese four-stroke development has been very aggressive in the past few years; did Sherco ever worry that the engine would be out dated and possibly uncompetitive before it reached production?

AC: When we started to design the bike we were thinking about what would be happening in two years. We already designed something thinking about the way things would go. There are things in the engine that other companies are now doing, and there are things in the engine that people have modified. We believe in our own project. Of course when we started we looked at what was in the market, but like we did with trials after that we took our own direction and developed our own philosophy.

TBM: Why did the engineers decide on a SOHC and not a DOHC?

AC: I think it is because of simplicity. For the 250cc four-stroke I think we will need to use two camshafts but for the 450, power is not a problem. We have tried to develop a smooth, strong from the bottom-end, European style power because for me that is what 80percent of the people who ride an enduro 450 want.

TBM: Do you have any plans to produce larger or smaller capacity four-stroke models?

AC: The plan for next year is to have a 520cc engine and then the next step will be to develop a 250cc four-stroke. Making a smaller capacity four-stroke engine isn't easy, that's why we decided to build the 450 first. A 250cc four-stroke engine is more delicate than a 450 and we need to have the right input but I am confident that we can produce a competitive product.

TBM: How important is it to have the 'right' development rider?

AC: I cannot name the riders that have been involved but there have been several. It is important that the riders collaborate with our engineers and help us to find the correct suspension settings and power delivery but the idea of the bike was always to be light, easy to manoeuvre and simple in design. Of course we need the input of the riders but the philosophy of the bike was for it to be engineered by Sherco. That has not changed.

TBM: Does Sherco have any plans to enter a team in next year's World Enduro Championship and how important is it for the company to be seen competing at the highest level?

AC: Next year there will be one or two official Sherco riders in the world championship. One of them will be a development rider and the other a younger rider from one of the leading enduro nations. Then we will also help our importers to support riders in their national championships. Depending on how things go in our first year we will decide to either modify things or try and win a title.

TBM: The Sherco is only the second production off-road bike to feature fuel injection, how important for you was it to move away from utilising a carburettor?

AC: The decision was taken because

since 2002 the European homologation rules are very difficult to pass with a carburettor. We have seen from our tests that the fuel injection system is very competent and it makes things much simpler to make the homologation standard. Also, the dealers have the chance to modify the power curve. There is a wider range of possibilities with the fuel injection system.

TBM: What has the early response from the public, media and industry towards the bike?

AC: At the moment it is that the bike looks simple, light, and not like it will be made in only small quantities. Everything has been very promising. In a couple of months the first production bikes will be ready to test and then we will know what people think about the way the bike performs.

TBM: What type of rider is the bike aimed at?

AC: I think it is for the average enduro rider, the guy who rides a KTM, Husqvarna or a Yamaha.

TBM: Where would you like to see Sherco within the enduro marketplace in five years?

AC: I am confident that we can play a good role in the off-road market. When I see what we have achieved in five years, with a distribution network all over the world to more than 50 countries, when I see the help and support we get from our suppliers, and with the belief that we have to be able to create new products, I think we can play a good role. Of course it is not necessary to go too fast but looking at what we have done in five years I am very confident about our future.

TBM: Thanks Andreu.

GAS GAS

M O T O S L T D

04 MODELS ARE HERE

EC125.. £4273.33

EC200... £4385.93

EC250.. £4447.86

EC300.. £4447.86

EC450... £5511.97

ALL PRICES ARE SUBJECT TO DELIVERY AND
O.T.B CHARGES



**THE FUTURE IS BRIGHT BUT
NOT NECESSARILY ORANGE!**

**2003 WORLD ENDURO CHAMPIONS
2002 BRITISH ENDURO CHAMPIONS**

OFFICIAL UK IMPORTERS
OF GAS GAS MOTORCYCLES

CONTACT OURSELVES OR CHECKOUT OUR WEBSITE FOR YOUR NEAREST OFFICIAL GG DEALER

GAS GAS

Harpur Hill Industrial Estate, Buxton, Derbyshire SK17 9JL Tel. 0845 224 2001 Fax: 0845 224 2002
www.gasgasuk.com www.gasgashop.com Email: mail@gasgasuk.com

NEWS



HEAVY METAL



Yamaha Launch New Big Trailie: Fuel-injected XT660R continue's the Tenere Tradition

Yamaha has released details of a new big trailie for its 2004 line-up. The brand new XT660R which will become available at the beginning of next year, continues a long line of big trail bikes from Yamaha, stretching right back to the original XT500 of 1976.

Though nowhere near as radical or ground-breaking as that original machine, the new XT-R is the first Yamaha single to feature fuel-injection and continues to develop the 'Paris-Dakar' styling with radically upswept exhausts and a humpy tank. Yamaha trumpet the liquid-cooled 660cc engine as an 'all-new' powerplant, but in fact the engine can trace its roots back more than ten years to the previous XT-Z660 of 1993.

The new 660R retains the XT-Z's bottom end and 100 x 84mm bore and stroke, but does away with the complex DOHC actuated five-valve cylinder head. In its place is a less complex SOHC arrangement actuating

a four-valve cylinder head (with roller-bearing rockers), while a forged piston and ceramic-composite plated barrel help reduce reciprocating mass and ensure good heat dissipation.

Twin stainless steel headers exit from the twin-port head and run under the bike and then into what Yamaha term 'dual capacity up-mufflers' (upswept exhausts to you and me), both of which feature catalysers (and which along with the bike's air-induction system) ensure that the XT-R meets new emissions regulations. The five-speed transmission (often a weak point with older XTs) has been completely redesigned and substantially updated, with the addition of beefier cogs and a new shifting mechanism. Yamaha have concentrated on making the bike extremely torquey





and despite its simpler engine architecture, claim the new XT-R to be the 'most powerful and responsive big single ever used on a road-going production Yamaha.'

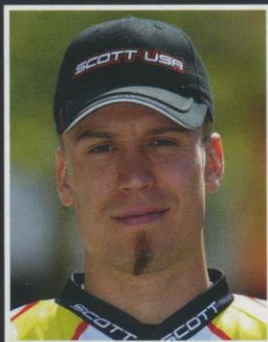
On the chassis side, the XT-R utilises the engine as a stressed member and features a traditional tubular steel frame but with twin top rails rather than a single frame backbone. Front suspension comes courtesy of a pair of old-fashioned unadjustable Paiolis with a 21inch front wheel and 225mm of travel. At the rear a Yamaha Monocross system (adjustable for preload only) is actuated by a steel swinging-arm which gives the 17inch rear wheel 200mm of travel.

In terms of other equipment the XT-R features a 15 litre tank, a large diameter 298mm front disc with a smaller 245mm rear disc and a modern multi-function instrument panel. Yamaha haven't forgotten about security either and the bike also comes with an integrated immobiliser system and space under the seat to store a U-lock.

In terms of styling and dynamics however, our first

impressions are slightly less favourable. The styling seems eerily reminiscent of BMW's fuel-injected F650GS (last updated in 1999) and we reckon it's a shame that Yamaha haven't been much bolder with their design. Instead of taking the opportunity of moving the styling into the twenty-first century they've played safe and gone for a traditional (though contemporary) 'Dakar' look. And then there's the weight. Fully fuelled the XT660R is going to be nudging 185kg which is actually heavier than Yamaha claim for their four-cylinder R6 sportsbike, which has got more than double the power to push it along.

So it's a half-hearted cheer for Yamaha's efforts which (on paper at least - we've yet to ride the bike), look like being ever so slightly underwhelming. That said the market for this type of bike (particularly in Euroland) remains strong and with a UK price of between £4300 and £4500, the new XT-R should be competitively priced when it arrives early next year in its blue/black or blue/silver livery.



5 MINUTES WITH...

motocross tracks on an 80cc Suzuki, but I wanted an enduro bike so I could ride on the street. My father took me riding in the forest; I loved it because it was totally different to anything else I'd done.

WHAT WAS YOUR FIRST ENDURO?

My first race was in January of '91. It was a local snow race in Finland. We rode the same loop for an hour and a half. It's enough in winter time because after that your fingers start to freeze. I couldn't believe it when I won the beginners class.

WHAT IS YOUR FAVOURITE ENDURO?

I enjoyed the race in Brazil in '97. It was where I won my first ever world championship race. I was second on day one and first on Sunday. I was riding really relaxed.

WHAT HAS BEEN THE HARDEST ENDURO YOU HAVE EVER RACED?

Novemberkasan in '94, I rode a 125cc Husqvarna. It was a total nightmare. I won the race in '93, when the ground was frozen. The race is like one long special test. At the start of the race the first test was

50 minutes long and I broke one of my lights. I almost vomited because I was looking at the other light going up and down for so long. The next stage I tried to push hard but it was 30 minutes of pushing the bike and lifting it out of ruts. The second test was the same. I was exhausted after the first lap, and I had two more laps to go and then the race the next day. My ass was so sore that I could barely walk. I don't know how but I managed to finish third.

WHAT RIDER HAS HAD THE BIGGEST INFLUENCE ON YOUR CAREER?

When I stared Kari Tiainen was the guy that I looked up to and he gave me some good advice. But even before that there was a guy in my moto club who used to race motocross who was very helpful. Other influences have been Peterhansel and later I have tried to take something from Merriman.

WHAT DO YOU CONSIDER YOUR BEST EVER PERFORMANCE?

I think in '01. I was second in the 500cc four-stroke championship and won the ISDE that year and was leading the WEC race in Slovakia

FIN MIKA AHOLA IS CURRENTLY A VOR FACTORY PILOT COMPETING IN THE OVER-500CC WORLD ENDURO CHAMPIONSHIP CLASS

WHAT WAS THE FIRST ENDURO BIKE YOU OWNED?

It was a 1990 model 125cc KTM, my father bought it for me from a local enduro guy in October 1990. I was nearly 16 and really excited. I had some experience riding local

DOUBLE BARRELLED

Aprilia Plan V-Twin Dirt Bike

Italian bike manufacturer Aprilia chose the Milan Show to release details of their innovative new 450cc V-twin engine which they plan on using to power a range of new dirt bikes. The narrow-angle (77degree) V-twin uses a chain-driven sohc design operat-

ing four valves per cylinder, together with electronic fuel-injection to enable the bike to meet emissions targets.

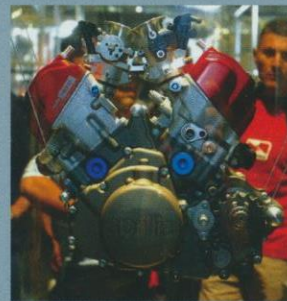
Aprilia claims that the ultra-compact engine weighs just over 30kg, and will have a rev ceiling in excess of 14000rpm. The first bikes will be revealed in December claims a factory insider, when Aprilia launches its 2004 Supermoto and MX teams. But production bikes which will include a trail, enduro, supermoto, MXer and possibly a rally bike, will be another year off - scheduled for launch in the 2005 model year.

Despite the off-road market having been dominated by singles for



Aprilia's new V-twin motor is destined to slot into enduro, MX, and supermoto machines...

©JOHN KEOGH Design '03



the past 30 years (thanks to their relative simplicity and weight advantage), there's no doubt that a twin cylinder engine offers advantages in terms of power, smoothness and reliability. And with its V-twin format Aprilia are hoping to be able to offer something completely different to the off-road market. Watch this space...

until I had some small bike problems. It was my first year on the 500; everyone was telling me that I couldn't be fast in my first year. The VOR engine was very good because some people were laughing at me for riding it. I wanted to show everyone that they were wrong.

WHAT HAS BEEN YOUR MOST DISAPPOINTING RESULT?

The last round of the world championship in the same year, '01. I was so much faster than Anders there in Sweden but I didn't win the title. I crashed on the second lap and lost about 40 seconds. I then pulled it back and was leading by seven seconds going into the last test. I thought that if I rode like I normally do it would be enough. It wasn't.

WHAT HAS BEEN YOUR BIGGEST CRASH?

The most serious was in '92 when I broke my Femur in Finland in the winter time. I had a little bit worn out spike rear tyre. I was going fast in the forest and my rear wheel started sliding and hit a tree stump and I hit a tree. The result of that crash was the worst. Since then I have had some terrible crashes, but luckily no injuries.

WHAT IS YOUR MOST TREASURED ENDURO MEMORY?

One very special memory for me is from '96, when I won the most important race in Finland. It is around a lake and it has been running for about 70 years. If you win it three times you get to keep the trophy. The last trophy went to Sven Erik Johnsson in '86. I was the youngest rider to ever win the trophy. I was 21 and riding a TM 125.

WHAT BIKE HAVE YOU ENJOYED RIDING/OWNING THE MOST?

There have been special moments on every bike I have raced. I was struggling with the aggressive power of my 300TM, my mechanic changed it a little and I won both days at the world championship in Sweden. The year after that I got my first ever ISDE win. The bike was like a rider; sometimes it was really good and other days it was really bad.

WHAT IS YOUR PREFERRED TERRAIN?

At the moment it is hard pack with no ruts. I think it is because I have trained in Italy for so long. Until '98 I preferred sand.

WHAT DOES ENDURO SPORT NEED MORE (OR LESS) OF?

It would be good if we could bet on enduro. I know that in Finland horse racing has grown because you can bet on it and there is now more money involved. Some people with money don't like to sponsor riders or teams but they would bet on the racing. It becomes like a sport for them.

WHAT DO YOU THINK THE SPORT OF ENDURO WILL BE LIKE IN FIVE YEARS TIME?

It's hard to guess. I hope the basic principal of enduro stays the same with one rider at a time racing against the clock on special tests. Enduro is enduro because you always ride alone.

WHAT MORE DO YOU WANT TO ACHIEVE IN ENDUROS?

I would like to win one damn world championship! I would be happy to win one because at the moment it looks like I am only able to win the Six Days.



F FOWLERS



TTR 600
£4499^{otr}
 TTR 250 **£3999**



XR 400
£4175^{otr}
 XR 650 **£4699**
 XR 250 **£3699**



YAMAHA
KIDS
 TTR 125 SML **£1999^{e/START}**
 TTR 125 LRG **£2199^{e/START}**
 TTR 90 **£1799^{e/START}**
 RT 100 **£1399** 1 ONLY
 PW 80 **£1299**
 PW 50 **£899**



HONDA
KIDS
 CRF 100 **£1750**
 CRF 70 **£1350**
 CRF 50 **£1099**

HONDA
CR RANGE
 Phone us for your 2004 CR requirements. Orders now being taken for CRF 250MX(Dec) & CRF 250X Enduro(March'04). Demand will be high!



CCM
404
ENDURO £5350
TRAIL £5350
 SUPERMOTO also available (**£5650**). Please call for great deals on 644 & R30 models!

CCM MOTORCYCLES **YAMAHA** **HONDA**

USED

| | | |
|------------------------|-----------------------------|--------------|
| HONDA XR400 | UNDER 1000KM, 2001. AS NEW. | £3595 |
| YAMAHA WR426 | 2001. Y. REG. MINT. | £3795 |
| HONDA CRM250 | T. REG. | £2995 |
| HONDA XR650(SUPERMOTO) | 2002. AS NEW, FULL SPEC. | £5995 |
| VOR 501 SM | BETTER THEN NEW! | £3995 |

NEWS



5 MINUTES WITH...

24 YEAR OLD EDWARD JONES OR ED TO HIS MATES CURRENTLY RIDES A 250EXC FOR KTM UK IN BRITISH AND WORLD CHAMPIONSHIP ROUNDS

WHAT WAS THE FIRST ENDURO BIKE YOU EVER OWNED?
 My first enduro bike was a Yamaha YZ125 in '96. I got it off my uncle, Geraint, who runs the Yamaha enduro schools. It was a brilliant bike. I was 17 and riding in the Clubman class.

WHEN WAS YOUR FIRST ENDURO?
 My first event was a three-hour race run by the Rhayader club. I thought it was the hardest race I'd ever do in my life. I only did four laps in three hours. My first proper enduro would have been the ISCA in '97. I don't remember what my result was.

WHAT IS YOUR FAVOURITE EVENT?
 I really enjoy the Six Days. I enjoy the ISDE because I never doubt my bike, and I feel very relaxed. I take my time during the week; I think I'm a reasonably good finisher. The ISDE I enjoyed the most was in Oz because I was still a Clubman rider. I represented my country and finished with a gold medal riding a 250 for the first time that year.

WHAT HAS BEEN THE HARDEST ENDURO YOU HAVE EVER RACED?
 The WEC round in Scotland in '98 - it was severe. I lost 59 minutes and finished fourth in the junior 125cc class. I was really chuffed with that. The next day I went clean on time and finished second. It was one of the hardest events I've ever done but one of the best results too.

WHAT RIDER HAS HAD THE BIGGEST INFLUENCE ON YOUR CAREER?
 Probably my dad, that's where my interest comes from because I didn't follow bikes when I was younger. Now the people that I admire are riders like Salminen, Paul (Edmondson), Knighter and Sala. I wouldn't like to choose one because I admire what they have done for different reasons.

WHAT DO YOU CONSIDER TO BE YOUR BEST EVER PERFORMANCE?
 The World Round in '99 in Wales because I won the 125cc junior class on both days. I'd only just gone from the Clubman class to the Championship class a month before. It was great.

WHAT HAS BEEN YOUR MOST DISAPPOINTING PERFORMANCE?
 Not finishing the ISDE in Portugal. I was riding for the British junior team and was 19. There's not many events I've not finished, which was why it was so disappointing.

WHAT HAS BEEN YOUR BIGGEST CRASH?
 That same race was when I had my biggest crash. It's the only time I've ever broken a bone in my body, touch wood. I broke my scaphoid and wrist on one arm and my thumb on the other. It was because of the dust, it was atrocious. I went off a forest road and over the bars.

WHAT HAS BEEN YOUR MOST TREASURED ENDURO MEMORY?
 It's probably from the Gilles Lalay.

That was a really hard event. I had pins and needles for a week because my hands got so cold. It was just an incredible experience; I could talk about it all day.

WHICH BIKE HAVE YOU ENJOYED RIDING/OWNING THE MOST?
 It would have to be one of my KTM's. My 125 was a brilliant bike and I really enjoyed riding it.

WHAT IS YOUR PREFERRED TERRAIN?
 Mud. When I was young and starting out in the sport I had some great results in the mud. We don't get so many races like that now, which is a shame because I don't get to prove myself in those conditions. I hate it when tracks are baked dry.

WHAT DOES ENDURO SPORT NEED MORE (OR LESS) OF?
 More money and television coverage. I guess if we had the TV, the money would follow, which would help the sport grow. Less of the last minute decisions like the ACU have just made which don't help anyone.

WHAT DO YOU THINK ENDUROS WILL BE LIKE IN FIVE YEARS TIME?
 I don't think they will have changed that much. They'll possibly be more motocross like, which means a background in motocross will definitely help. They'll get easier; there'll be more tests and less technical controls.

WHAT MORE DO YOU STILL WANT TO ACHIEVE IN ENDUROS?
 I'd like to become overall British champion. I know it's going to be difficult while David and Paul are still riding but I'll keep trying. I don't ever see myself becoming a world champion but I'd like to try and finish as high as I can.



UK mainland delivery
Part exchange welcome
Finance Available*
Massive FREE car park

All offers correct at time of going to press; pictures for illustration only, terms and conditions apply. While stocks last. *Finance available subject to credit checks.
 Fowlers Finance: 0117 972 5511. Contact: 0117 972 5511. 0117 972 5511. 0117 972 5511. 0117 972 5511.

0117 972 5511

0797 325 2435 (out of hours)

www.fowlers.co.uk

2-12 Bath Road, Bristol, BS4 3DP



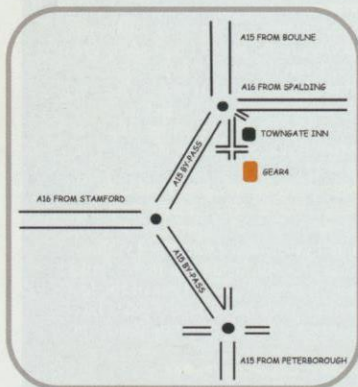
gear4

KTM SPORTMOTORCYCLES

ENDURO / MOTOCROSS / SUPERMOTO / CLOTHING / PARTS / ACCESSORIES / TYRES

NOW OPEN

PROBABLY THE LARGEST DEDICATED KTM DEALER IN THE UK!



★ KTM
POWER PARTS
&
POWERWEAR
AVAILABLE ★

04 KTM'S NOW IN



- UFO
- PUTOLINE
- FMF
- FACTORY 909
- PRO GRIP
- AKROPOVIC
- PRO CARBON
- RACING
- ON FIRE
- SCORPION
- SHOEI
- AIROH
- SPADA
- AGV
- HJC
- SIDI
- KNOX
- RST
- EBC
- BRIDGESTONE

TEL: 01778 345653

FAX: 01778 344428

3 HALFLEET, MARKET DEEPING, PETERBOROUGH, PE68DB

WEBSITE COMING SOON

www.gear4offroad.co.uk www.ktm4all.co.uk

NEWS



OH GOD YES

We couldn't resist showing you these pics of the drop-dead gorgeous limited-edition Husqvarna TEC510 Centennial. Celebrating 100 years of Husqvarna, the Centennial will be produced in a limited production run of just 500 machines - each one individually numbered with a plate on the tank. With carbon-fibre forming the bulk of the body panels (including the seat base and engine covers), and titanium used for the entire exhaust system, footpegs and virtually all nuts and bolts on the bike, it's clear that no expense has been spared in the specification. The bike also features a



brushed aluminium alloy tank (with mirror-polished sides and billet fuel cap), glossy bronze anodised billet hubs, quick-release wheels, swivel-type levers on the bars, a factory style Sachs shock (with larger reservoir), new 50mm Marzocchi forks (titanium-nitrided), billet triple-clamps and bar-mounts, a kevlar shock protector and the very latest

design of Brembo calipers. Finished in a beautiful high-gloss red and white designed to echo the colours of the Swedish bikes of the 60s and 70s, the Centennial is expected to go into production at the end of this year with a price tag expected to be in the region of £12,500. Call Husky Sport on 01962 771122 if you think you're rich enough...

SHOW BUSINESS

Whatever else you do, don't miss this year's Dirt Rider Expo show which runs from 27-30 November at the NAC Stoneleigh Park near Coventry. Aside from all the excitement of the TBM stand (located in the linkway between the two major halls), where you'll be able to buy yourself a copy of

our historic 100th issue, plus purchase one of our splendid new design of T-shirts, and of course you'll want to subscribe to both TBM and our sister title Supermoto. Yep, beside all that, there's also an off-road show going on (apparently) where you'll be able to ogle all the very latest 2004 tackle, try on some spiffy new riding kit and watch some spectacular live action racing before returning to the TBM stand (it's in the linkway remember) to get yourself properly stocked up on back issues and binders. It's a great day out for the kids, runs from the Thursday to the Sunday (weekdays are less busy), and this year is planned to be the biggest ever. So write the dates in your diary, book the time off work, withdraw plenty of cash and bring it along to meet us at the TBM stand. Tickets cost £12.50 for adults and £6.50 for children and can be purchased in advance by phoning 0870 730 0961. The heated and seated live arena (which plays host to speed trials and mini-bike racing) costs £2. See you there...



YAMAHA BELAUNCH DT125



No sooner was it dead and buried than Yamaha resurrected their long-standing and best-selling learner-legal DT125R trailbike - with a new version which now exceeds all European emission legislation. In fact the new DT125RE is remarkably similar to the previous model, though it sports a different set of body panels, different instruments and a new cat-equipped exhaust system. But the biggest change of all is the new electric-start. The new model is not expected to arrive until early next year when the price will be announced.



SNIPPETS



YOUR X

March 2004 is the expected arrival date of Honda's much anticipated electric-start CRF250X. The new lightweight trail/enduro bike which is based on Honda's latest SOHC four-stroke MXer, looks set to create quite a stir in the popular mini-thumper class. Expect a test soon...

MINISTRY OF OFFENCE

The Ministry of Defence has closed the Eppynt military ranges in Wales forcing the cancellation or alteration of a number of dirt bike events. Although no explanation was forthcoming, it appears that the decision has been taken by a private company which manages the area on behalf of the MoD. The closure will mean that next year's Eppynt and Cwm Owen Enduros are likely to be cancelled and the Cambrian Rally will have to return to its previous site in Forestry Commission land. This in turn will restrict the number of entries for next year's Cambrian Rally to just 180 riders. It is hoped that the Beacons Enduro which takes place in the Crychan Forest can be resurrected as a British Championship round next October.

DIARY CHANGE

Meanwhile the date of the Bob Perring Classic Enduro (a good old-fashioned toughie) has been moved back from 16 Oct to 23 Nov

so as not to clash with the earlier running of this year's RAC rally.

SHOCKING STUFF

Specialising in servicing and revalving enduro suspension, Enduro Tech also stock a range of Marzocchis to fit all contemporary dirt bikes (enduro and motocross), and sponsor the Yamaha and Husky Sport Enduro Teams. Based in Colchester Essex, you can call Enduro Tech on 07971 447085.

PHEW WHAT A SCORPA!

Following on from our exclusive First-Check on the Scorpa 125 four-stroke trials bike in the July issue, we can now reveal how the production version will look, the price and availability.

Our picture of the first production machine reveals that it is virtually identical to the prototype we rode and should therefore be equally competitive. The first bikes to come out of the French factory will be trail versions and are designated the Scorpa TYS125F.

Despite being aimed at the trail bike market, the bikes are exactly the same as the trials bikes which will come later, but have a full lighting kit and trail riding seat fitted, which when removed leaves

the owner with the pukka trials bike. The TYS features Yamaha's TT-R125 engine, modified especially for trials, along with a Sachs rear shock, the latest Paioli forks, wavy discs with AJP brakes and a slim-line Acerbis (plastic) tank. There's a new repackable alloy silencer, plastic airbox, alloy swing-arm together with all the usual tried-and-tested controls which are fitted to triallers from other manufacturers.

The price has been confirmed as £2995 plus delivery and the initial batch of machines have been promised for the first week in October (about now). For more information contact the UK importer, Bingley Leisure on 01274 566122.

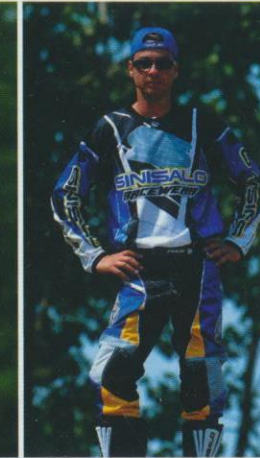
KNIGHT RIDER

TBM columnist David Knight will be riding a KTM 525EXC in next year's World Enduro Champs (and British championships) as part of an all-new British team called D3-Racing. Knighter will be joined by up-and-coming youngster Ed Jones aboard a KTM 250EXC two-stroke and will be assisted by ex-WEC factory mechanic Julian Stevens. Backing for the team has come from the country's newest KTM dealer, Triple-D Moto-Sport Ltd whose brand new premises will be opening at the end of October in Kendal, Cumbria.

Scorpa's new four-stroke trail/trials hybrid...



NEW 2004 SINISALO



ORDER your NEW 2004 !! Sinisalo Tech Kit

Colours: Red, Blue, Yellow/Blue, Grey, Green, Brown/Orange, Orange.

Tech Pants Adult £79.95
Waist 28 - 38

Tech Jersey Adult £34.95
M, L, XL, XXL

Tech Gloves Adult £23.75 8(S) - 12(XXL)

In Stock NOW! FREE DELIVERY on orders over £150 (UK Mainland only)



Mountain Bike Armour
M/L, L/XL, XXL £99.95
with Kidney Belt £114.95



Cables
from £6.95

Brake Pads £13.99



Spares
Brake & Clutch Levers from...£3.50
Race Numbers from..... 30p
Front Sprockets from..... £4.50
Rear Sprockets from..... £18.95
Apico Camelbacks..... £17.95
Acerbis Rally Handguards.. £52.95
Bar Grips from..... £6.99
Heavy Duty Chains..... £22.95
Spark Plugs from..... £2.50

HD 520 Chain Set £47
O Ring Chain Set £65



Call 01373 826633 or shop online @ www.mxgear.co.uk

13-15 The Brunel Centre, Cory Way, WWTE, Westbury, Wiltshire, BA13 4QT (E&OE) Open: Mon-Sat 9-6



Miniature Heroes



Hold your horses, it's a learner-legal, four-stroke 125cc shootout. Honda's new XR125L takes on the mighty Moto-Roma MRX125. Let battle commence...

STORY: JAMES BARNICORT; PICS: JB AND SM

Who'd want a restricted 125 four-stroke? They're low powered, generally low specced, and pretty low on street cred. But sometimes there are contributing factors which determine the bike you ride. Maybe you're just 17 and looking for your first two wheeler. But you can't legally ride anything bigger than a 125.

Or perhaps you've been riding for years and need a cheap and cheerful plaything, something that costs absolute peanuts to run but hasn't been put together by monkeys. A bike that'll get you into town as well as convey you down the lanes. You want a bullet-proof motor and low maintenance. So maybe you want a 125 thumper.

Don't imagine for one moment that you can't enjoy yourself off-road on either of these bikes...



Miniature Heroes

Yep, we know that a restricted eighth-litre four-stroke isn't going to appeal to everyone, but remember, there are plenty of folk out there for whom a single bike has to do more than one job - commuter, trailbike, transport etc. And these days if you're under the age of 21 then you're pretty restricted in your choice of sub-33hp trailbikes available to you. So what have we got here then?

22 TBM

Well, in the red corner, is the new (for this year) Honda XR125L. Last year's (and frankly, plenty of years' before that) XL125 has now metamorphosed into a little XR, having received a good whack with the styling stick along the way. Truth be told, the two are entirely different bikes (with different motors), the XR being built in Brazil and the XL hailing from Japan. But they do fulfil a very similar role within Honda's range.

While in the blue corner, is the Spanish-built Moto-Roma MRX125. Now, it's entirely possible that you've never heard of Moto-Roma. They're in fact a UK brand-name of importers EP Barrus, who specialise in small capacity bikes and scooters. And if you think you might recognise the bike then it's quite likely that you saw one just like it in our sister title, Supermoto Magazine, fitted with 17 inch wheels and badged as the manufacturing company, Rieju.

Like many small capacity bike builders, Moto-Roma source their engines from a major manufacturer. In this case that manufacturer is Yamaha, and the motor is the dependable old TTR125 lump (which also found its way into the new Scorpa trail/trials bike tested in TBM95!).

Which makes this test all the more interesting, as it essentially pitches Honda against Yamaha.

Looking at the two bikes together, both are powered by electric start, air-cooled, two-valve, four-stroke singles. But this is pretty much where the similarities begin and end. The Honda is old-school in its styling. It sits relatively low to the ground, with a wide humpy seat leading up to



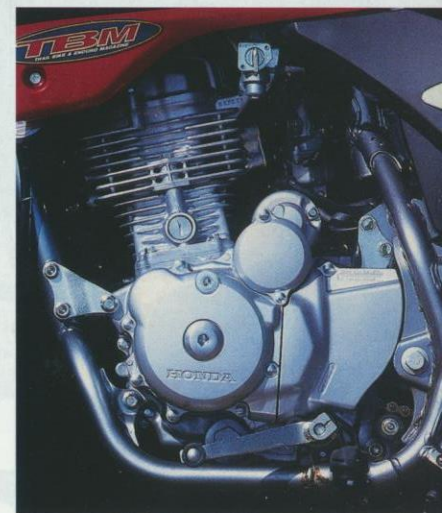
Honda's styling seems to be a mixture of ancient and modern...
Below Left: Chrome filler cap glistened beautifully in the summer sunlight...



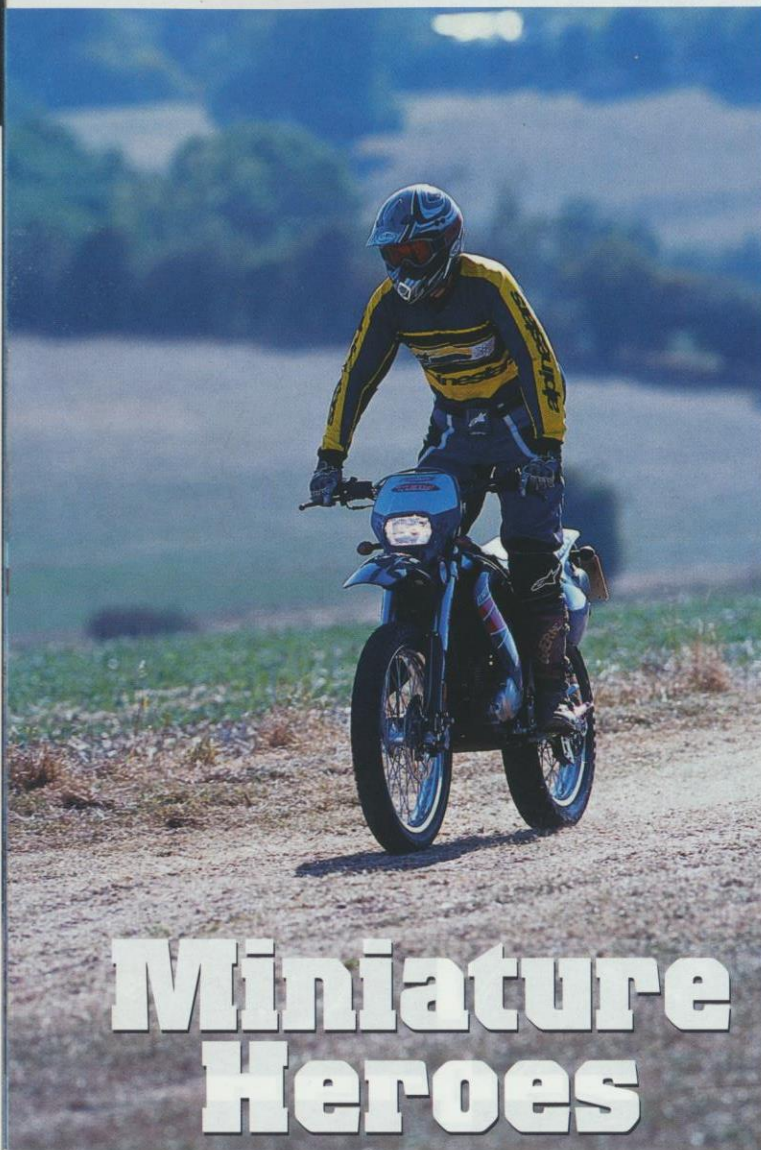
the metal tank. The front forks are conventional items and the rear brake is an old fashioned drum. The frame is a steel semi-double cradle affair and there's a neat carry rack adorning the rear fender.

The Moto-Roma however is much more modern. It uses disc brakes all-round, has a flat seat, a plastic tank, and comes with USD forks. There's a beam frame (black painted steel), though nowhere to strap your sandwiches and satchel.

Just looking at the specs you'd figure that the Honda would be the better road bike. The ergos say 'road' far more than they do 'trail', and the bike appears to sit too low for any serious off-road use. Conversely, the Moto-Roma looks to be the better dirt bike. More ground clearance, a flat seat, and the kind



TBM 23



Miniature Heroes

quarter mile of tarmac and return with a fistful of timing slips. Instead we used a perfectly manicured, if slightly undulating, grass airstrip. And rather than being a bit of frivolous fun, this actually told us a fair bit about the two bikes' contrasting motors.

Bearing in mind that both of these bikes are restricted to the same power (max 15hp), everyone will want to know which is quicker. Well, from the off there was virtually nothing in it. First gear had the bikes neck and neck. The Honda clearly weighs in a few pounds heavier than the Moto-Roma (a claimed 119kg to the Spanish bike's 107kg) and was slightly harder to 'launch'. But once into its stride the XR began to pull away. Not by much, but every gearchange gave the red bike an extra wheel-length over its rival, and by the time the bikes hit top gear (fifth on both machines) the Honda was a bike length ahead.

Aboard the MRX things happened very differently. Thanks to the neat little rev counter it was possible to time the launch and gearchanges perfectly, and it was clear that the power tailed off pretty sharply if you tried to over-rev the motor. Yet despite feeling

far more sprightly than the XR, the Yamaha-powered Moto-Roma actually struggled to get near the Honda, winning only one race in six when the Honda bogged down on 'take-off'. If all this makes it sound like the XR romped it, then I'm sorry but that wasn't the case. It's just that as you'd expect with machines limited in horsepower, the overall performance was pretty similar, the

of styling you associate with a pukka dirt tool.

And so the TBM Transporter was pointed north and we headed out to some gentle Hertfordshire lanes (of both green and especially blacktop varieties) to give the bikes the once over. On arrival our first test was a bit of a departure from the normal rigorous TBM testing - we drag raced 'em. Okay, so we didn't run them over a



Moto-Roma by far the more modern bike in both looks and feel. Beam chassis and slimline ergos give it superb off-road manners...



differences between the motors measured in degrees. And when you're flat-out in every gear then degrees count.

With the Honda ahead in the drag race, the next test looked likely to go in favour of the Moto-Roma. The adjoining land on which we were trail riding had recently played host to an enduro and the line of the five mile course was still clearly visible. So off we went, at a pace far more restrained than the course had seen the previous weekend. And within 200 yards our preconceptions were confirmed. It wasn't Si enthusiastically chucking the XR125 into a berm which saw the pegs touch down, it was a gentle turn through a section of woods. And from this point on the Honda ground-out at every given opportunity.





Miniature Heroes

Anything more than pottering through corners saw the pegs furrowing through the dried earth. Clambering over a section of tree root had the sidestand firmly wedged. And most disconcerting of all, just occasionally you could feel your heels touch down over the bumps, a problem exacerbated by the softly sprung suspension.

Although very plush in their damping, the forks were remarkably well behaved on our leisurely jaunt around the enduro course (and nearby trails), and although they clattered into the hardest-edged bumps, they took the hits manfully. In the last part of the stroke the damping firms up a treat, making the bike easy to control even if the chassis is scraping away at the top-soil. The rear-end feels similarly soft, though doesn't quite soak up the bigger hits that the front seemed to cope with reasonably well.

Of course, all this was a long way from the lofty perch of the MRX. The Moto-Roma towers above the Honda and gives a far better riding

position for tackling the dirt. The USD Showa forks are firmer than the Honda's conventional units, and do a far better job of smoothing rough terrain. But the basic rear shock doesn't match the forks in its performance. It's over-sprung, under-damped and just too harsh, though it does offer more in the way of suspension travel than the low slung Honda.

However, whilst the Moto-Roma is the more dirt oriented of the pair, it is let down horribly by one thing. Or rather two. Can you see, those little fins that jut out from the front of the sidepanels mid-way along the seat? They're just above the sidepanel cut-outs, and are in exactly the place where the bike should be narrow - and when standing up they dig into your legs just below the knees. Which at first is annoying, then after a while, painful. If the bike were ours, we'd have taken the angle grinder to them by now and covered the subsequent scarring with some graphics. Whether they're there for styling or strengthening

Trailblazers-Spain

OFF ROAD TRAIL RIDING PACKAGES IN THE SUNNY SIERRAS OF SOUTHERN SPAIN

Tailor made packages for everyone.
Hotel, Flights and all gear included.
Mini Breaks or Weekends.

FOR MORE INFORMATION CONTACT:

T: UK 01282 425424 • Spain +34952030179

M: 07787 521621 www.trailblazers-spain.com



GASGAS

KEEP BIKING



Authorised Husqvarna and GasGas Dealers



MAIL ORDER PARTS
FULL WORKSHOP & MOT
STATION
OPENING TIMES
TUESDAY-FRIDAY 9.00-6.00
SATURDAY 9.00-5.00
CLOSED SUNDAY & MONDAY



| | | |
|--------|-----------------|-------|
| GASGAS | NEW 250 PAMPARA | £2795 |
| GASGAS | NEW EC200 | £4168 |
| GASGAS | NEW EC250 | £4228 |
| GASGAS | NEW EC300 | £4125 |
| GASGAS | NEW FSE400 | £5159 |
| GASGAS | NEW FSE450 | £5270 |

| | | |
|-----------|--------------------|-------|
| HONDA | NEW XR400 | £3995 |
| HONDA | NEW XR650 | £4395 |
| HONDA | NEW XR650SM DUAL | £5250 |
| MOTOROMA | NEW 50CC AUTO MRX2 | £895 |
| MOTO ROMA | NEW 50CC AUTO MRX3 | £1095 |
| MOTO ROMA | NEW 50CC 4SPD MRX4 | £1395 |

| | | |
|-----------|--|-------|
| HUSQVARNA | NEW WRE125 | £3249 |
| HUSQVARNA | NEW TE250 <small>NOW AVAILABLE</small> | £5299 |
| HUSQVARNA | NEW TE450 <small>NOW AVAILABLE</small> | £5699 |
| HUSQVARNA | NEW SM450R | £5999 |
| HUSQVARNA | NEW SM125 | £3449 |
| HUSQVARNA | NEW TE610E | £5299 |



SPECIALS

PRO GRIP GOGGLES. LIGHT SENSITIVE LENS'S. CHANGE FROM TINTED TO CLEAR IN 4 SECONDS!! A MUST FOR SUNNY SUMMER DAYS AHEAD! ONLY £29.95 IN RED, BLUE, CARBON.
QUICK STRAP KIT. QUICK RELEASE SYSTEM FOR YOUR GOGGLES. REMOVE THEM IN SECONDS! ONLY £17.99. AVAILABLE IN WHITE, RED, BLACK AND BLUE.
ALL SPECIALS POST FREE!!

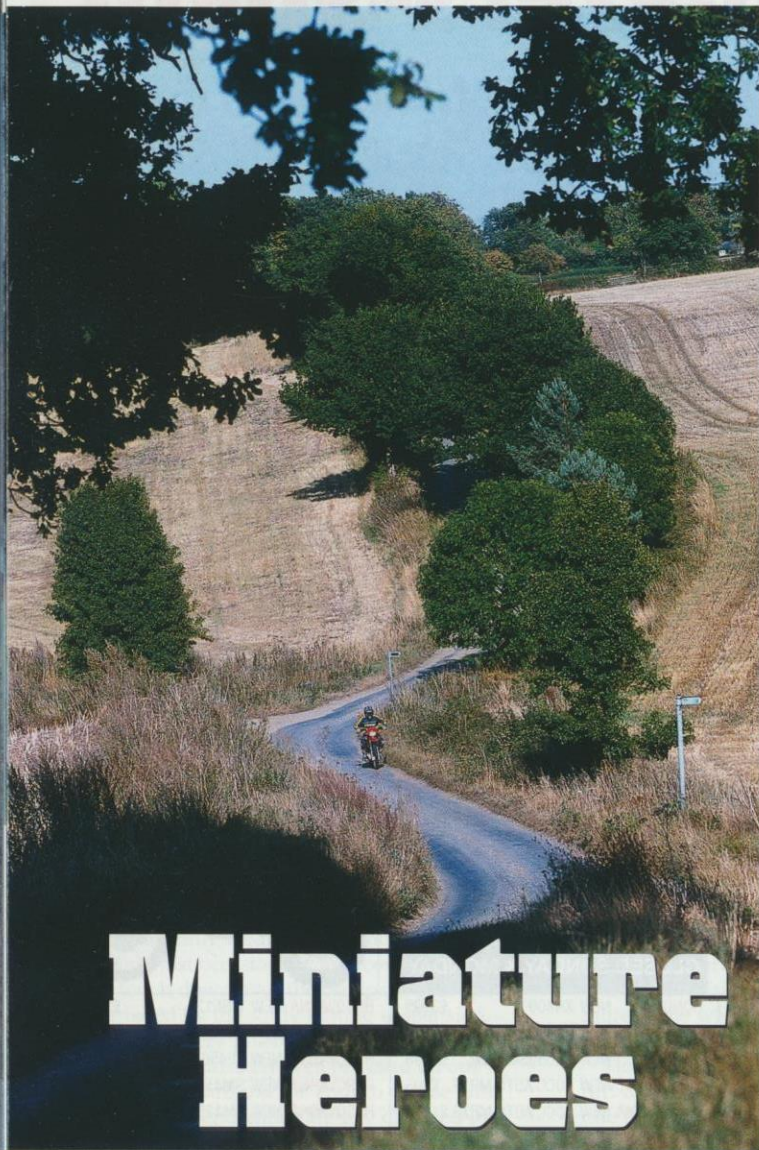
ALSO 2ND HAND M/X, TRIALS AND ENDURO BIKES BOUGHT & SOLD
— PLEASE CALL FOR DETAILS, PX WELCOME EVEN ROAD BIKES

Rock-Oil ACERBIS Renthal SCOTT

epinestar SDI T.H.H HELMETS

WE HAVE A LARGE STOCK OF M/X AND ENDURO MICHELIN TYRES IN STOCK!!

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



Miniature Heroes



we neither know or care. They simply need to go.

Nipping into a section of woods the Moto-Roma delivered a short sharp shock, one which reminded us that you can't get too complacent when riding this kind of bike. The track, rather unexpectedly, led up a short climb and despite having selected first gear the MRX wasn't too keen on this simple ascent. The motor responded

with all the enthusiasm of a small child being offered prunes for pudding. 'Bleugh' it went, before all forward motion ceased. Of course, this led to one of those highly amusing incidents which saw the un-named rider (and editor) heading back down the hill, sans-moto. This wasn't in any way due a specific problem with the bike, rather something inherent with all 125 thumpers.

You simply can't open the throttle and expect them to just go anywhere. Forward planning is the key. Both bikes subsequently breezed up the climb, but not without a handful of revs. And that was in first gear. In second, the motors struggled to crest the climb, just about making it to the top without the need for abusing the clutch.

One point that's worth making about these bikes is that they are amazingly quiet. Whisper quiet, in fact. You could take one into your local library, bounce it off the limiter and not a page would rustle, nor an eyelid, er... bat.

Right, so the Moto-Roma gets the nod for off-road performance. But, as we rightly surmised (and you probably guessed), the Honda is streets ahead on the tarmac. It's not just the riding position, which is lower and more relaxed than the MRX, but everything seems far smoother. The supple suspension works beautifully, there's very little vibration and the motor isn't quite so revvy. Carrying more weight than the Spanish bike also gives the Honda greater stability. However, the XR is slightly let down by its brakes. In the dry the drum rear works fine. How it performs in the wet we couldn't say, but we'd still rather see a disc gracing the rear wheel. And it may be down to the bike's weight but the twin-pot caliper on the front didn't quite have either the power or the feel of the Moto-Roma's set-up. The gearbox isn't above criticism, either. The lever action's smooth enough, but there's a distinct delay before the next gear is selected. Clunk, click, every trip.

The MRX isn't the complete opposite of the Honda, but it is very different. The Yamaha motor makes more noise (both mechanical and exhaust) than the XR lump and in turn feels a little harsh. Add to this the hard suspension, narrow seat, plus a few vibes and you've got yourself a far more frantic ride. Ridden in isolation, you'd probably think it was fine. But jump aboard the XR and you're in for a far more refined ride. AJP brakes do, however, give the Moto-Roma a distinct edge when it comes to stopping and the gearbox is quicker shifting, albeit slightly notchier than the Honda's.

Hitting the A-roads for a brief spell, it was clear that the Honda possessed the torquier motor. A gentle incline saw the XR gaining on the MRX with every shift, and with the Moto-Roma flat-out in top there was still throttle cable to spare on the Honda. Although both bikes clearly need revving hard to make good progress, the Honda could be shifted early and the motor would still pull through to the top-end, whereas

the MRX's Yamaha lump needed caning for all it was worth in order to make decent progress.

Back at the van the bikes were given the once over. We expected something to have fallen off or at the very least worked loose. With the Honda being made in Brazil you might expect it to be made out of recycled Coke cans, but the reality couldn't be further from the truth. The level of finish is far in excess of that which you'd expect on a machine costing £1999. Of course, there are a few budget items and the overall level of equipment isn't high. Just look at those bars, f'rinstance. But the black paint on the tank is deeper and darker than Blez's bathtub, and unlike Blez's bathtub comes with highly polished brightwork in the form of a beautiful chromed filler cap. Then there's the indicators, which are the kind of quality you'd find on a VFR - robust, well finished, and belying the XR's true intentions. As a trail-styled road bike. Even if they are twice the size you'd want 'em to be and much less fashionable than the Moto-Roma's flexible, compact clear-lensed equivalents.

The £2599 Moto-Roma isn't quite up to the same standard as the Honda when it comes to build quality. But it's pretty close. Having a rev counter is a useful addition, though the increments by which the speedo is marked take some getting used to. For instance what use is a 35mph marking? But on the other hand you do get modern looking switchgear and a tool holder (mounted behind the right-hand sidepanel), though unsurprisingly it contains no tools. And it's worth noting that there is a lowering link available as an option for those who require a little less 'elevation'.

So which is the better bike? Well, that really depends on what you want it for. If the Honda were a car, it'd be something like a Subaru Forester (or even a Honda CR-V I suppose). Road-biased and slightly weighty, yet well built and with reasonable mud plugging capabilities. But you'd soon find its limits off-road.

Whereas the MRX is more like one of those old Suzuki jeeps. Kinda' small, light in weight and a little bit noisy and uncomfortable on the road. But get one on the dirt and you may be surprised by what they're capable of.

The Honda is clearly the choice for the commuter because of its greater comfort and £600 price advantage. Yet it lacks the Moto-Roma's off-road versatility and on-road street cred.

Perhaps the only true conclusion then is that both'll do the job, but in entirely different ways. ■

DIRTY



'NOR WILL I DWELL ON THE SOCIALLY CHALLENGED, FOUL-MOUTHED MORONS WE HAD AS ROOM-MATES...'

After last month's competition frenzy, I decided to wind down my summer race season by putting in an appearance at the Dawn to Dusk 12 hour enduro - something you might imagine would be relatively easy to organise given that TBM is one of the principal sponsors. Think again.

First of all, as I had absolutely no

AFTER A PEACEFUL NIGHT'S SLEEP, CHRIS EVANS KNUCKLES DOWN TO UPHOLDING THE HONOUR OF TBM AT THE DAWN TO DUSK ENDURO...

intention of entering the Iron Man class (ie riding the 12hours on my own), I had to rustle up a team-mate or two. My initial port of call was my mate Mad Tone, who is usually up for that kind of thing - except that he had already committed himself to assisting at a French enduro and couldn't be persuaded to change his plans. Which meant switching to Plan B - recruiting the TBM crew - editor Melber and Young James.

Surprisingly TBM's Ubergruppen-Furher wasn't all that keen on the idea. Even more surprisingly, his reasons appeared sound. In no particular order they included: 'we haven't got any bikes at the moment', 'we need to take photos of the event', 'we're right up against deadline' and 'I've already promised we'd give the organisers a hand'. I however didn't get where I am today by being fobbed off by recalcitrant magazine editors. And once

I had systematically undermined the very basis of his resistance, he had no choice but to load up the TBM Passion-wagon and haul his arse down to deepest, darkest Wales.

As is often the case with these type of events, some of the most enjoyable parts of the weekend couldn't have been anticipated - and had nothing to do with motorcycles. The first magic moment came as I was sitting in a traffic jam waiting to cross the Severn Bridge. I was idly looking out the window when what do I see? An immaculate 1957 Chevrolet pick-up truck. Better still this truck sported huge TBM logos on the doors and had young James sat at the wheel. Before you could say 'thanks for the lift' I was out the side door of the van that had taken me thus far and comfortably installed in the passenger seat.

After passing an enjoyable hour or so driving through the Welsh valleys in the Chevy, while reflecting that for the money it looked to be a far better pose than just about anything else on four wheels. A pose that interestingly enough seemed to illicit genuine pleasure from onlookers, as opposed to envy-tinged pleasure - we arrived at what used to be an open-cast coalmine, but which had for the weekend, been converted into a playground for 500 or so over-excitable dirt junkies.

As night fell we cranked up the BBQ, and then, as the others started crawling into their sleeping bags, the TBM crew and myself headed off to the promisingly named 'Castle' to enjoy our luxury accommodation. Not! I'll skip over the disastrous showering facilities that required a 50 pence piece to elicit a weak jet of lukewarm water.

Nor will I dwell on the socially-challenged, foul-mouthed morons we had as room-mates, who apparently think it is totally acceptable to burst into a room at midnight, turn on all the lights and grunt profanities until politely requested to pipe down. Let's just say that I woke up the next morning in a very bad mood indeed.

Which was a pity 'cos as Team TBM/Dirt Junkies' 'key' rider it had been decided that I would ride last - meaning I would be aboard CCM's pre-production, Suzuki-engined 400. Oh goody - a new motorcycle to play with - and one which I was delighted to get off at the end of my allotted two lap session.

Now before you all write in saying, 'how dare I slag off a British motorcycle?', let me just say that I really wanted to like the CCM, and the other members of the TBM team were much more enamoured with it than I. Personally though?... Well I just didn't get on with it at all. Specifically I found it too tall, too wide, too heavy and too firmly suspended. That's a lot of 'toos' for one motorcycle. I should also add that I hated the CCM's Union Jack graphics. When a manufacturer feels obliged to shift product on the back of patriotism, rather than on merit, my critical faculties go on to red alert. I do however concede that should the World Rally-Raid Championship adopt a 450cc class, the CCM will doubtless make a great contender.

After my stint on the CCM it was a relief to get on our other bike - our KTM 450EXC. What I had previously found to be a rather daunting and tiring course, suddenly transmogrified into great fun. And I really started to enjoy what, it has to be said, was an excellently-run event. An event where incredibly Team TBM didn't make complete asses of ourselves, since we finished a creditable 61st out of the 285 teams entered. So a big round of applause to the organisers, a big round of applause to Melber and Young James to agreeing to be my team-mates at short notice, and an especially big round of applause to our pit crew, Clive Dredge and Martin Wittering, for their selfless dedication to the cause.

Next year of course I'll have no need to 'blag a ride', because after this year's event was over, I purchased one of the two race bikes we were riding. But in the interest of journalistic integrity I'm not going to reveal which manufacturer relieved me of my 'hardly-earned' cash. Instead I'm going to leave you to figure that one out for yourself...



LONG DISTANCE OFF-ROADING IN FRANCE



DATES FOR 2004

- Normandie 3/4/5 March
- Tour de Morvan 7/8/9 April
- Normandie 21/22/23 April
- Tour de Morvan 8/9/10 Sep
- Tour de Morvan 3/4/5 Nov
- Normandie 17/18/19 Nov

Navigated by road book. Price £320: includes half-board accommodation, full back-up, great food and an absolute minimum of road work.

- UK agents for:
Optic 2000 Rallye Tunisie
Orpi Rallye Maroc
Dakar Rallye
& Australian Safari

Sport Adventure, PO Box 513,
Merstham, Redhill, RH1 3XA

Tel: 07900 826719

chris.evans@sport-adventure.com
website: www.sport-adventure.com

COMPLETELY RUTTED



There are those who cruelly claim I'm not much of a mechanic and whilst I would strenuously argue with that (strenuously, if a bit disingenuously), I'll hold up my hands to being not much of a joiner. Having recovered - more or less - from the shoulder operation I unsuccessfully tried to curry your sympathy for last month, I am

MARK WILLIAMS CONSTRUCTS A 'SLIGHTLY RICKETY' CASE AGAINST ORGANISED TRAILRIDES...

now trying desperately to build a new workshop. Desperately and very, very slowly.

Having just moved house, the only alternative to exercising my paltry woodworking skills was to shelter my enchanting little flotilla of motorcycles under tarpaulins in the driveway and perform my (slightly) more competent spannering skills outdoors when occasion demanded (which is too damn often with my enchanting little flotilla). And that's just not viable when you live in the contrary micro climate that is the Radnor Valley in Wales.

So for reasons too complex and brutal to explain in a liberal-minded family magazine, what used to be my girlfriend's kitchen is slowly turning into a workshop. The floor has been reinforced, benches are being built,

and shelves put up, none of which actually required any real joinery, just a lot of very imprecise sawing and hammering and cursing.

But in case you thought you were about to get a load of polemical tosh on engineering versus woodwork what I really meant when I said I wasn't a joiner, was that I don't much like belonging to organisations. There are some exceptions to this of course, exceptions where there are important indirect benefits to my selfish self, such those I enjoy as a member of the TRF, WTRA and my local motorcycle club. But generally speaking, I'm uncomfortable with the extensive social obligations and protracted, arcane rituals that clubmanship so often involves. So there'll be no pints at the bar at any of this year's AGMs for this old curmudgeon, then.

It therefore won't come as any surprise when I admit that I've not taken part in a TRF-organised outing since I returned to off-roading nearly two years ago, although of course I'm very happy for those members that do enjoy such outings. Somewhat perversely however, I must admit to being intrigued by the creeping proliferation of entrepreneurs who are offering professionally-led trailriding jaunts, which would seem to have some of the advantages of the TRF variety, but with fewer downsides.

We're not talking here about the better known phenomenon of overseas trailriding package tours, and perhaps you haven't noticed the likes of Norwest Trails and Cotswold Trail Rides who advertise in the back of TBM, but their number has more

than doubled during the past 18 months. And although you (and, of course, I) may balk at being charged £25 to £60 to be led around the countryside on our Pamperas and DR-Zs, and considerably more if you use one of their own machines, clearly they are finding a market. Being the open-minded hack that you know I am, whilst I must admit that I haven't actually experienced any of these commercial ride-outs myself, nor do I know anyone who has, I'm quite keen to give 'em a try. Well one of the cheaper ones anyway.

It could, after all, be quite liberating to have one's progress conducted free of constant reference to maps (if you're not very good at map-reading) and perhaps the inevitable democratic rota of gate opening and shutting (if you're one of those unlucky souls who seems to fall foul of democracy). Moreover, although one of the pleasures of trail-riding is often the scenic reality magically exposed by a route newly plotted on an OS map, this is too often a lottery where expectations on paper

crumble in the face of dead-ends and farmers' bloody-mindedness. How much better, therefore, to have a knowledgeable local rider lead you along open and even well-maintained trails one after another in logical sequence and to maximum bucolic effect? Well a lot better, I think, especially when that same leader knows the best, or indeed perhaps the only places to stop and refuel bike and body when needs arise.

And although such enterprises may well foster the camaraderie that makes our game so much more enjoyable, and indeed may broaden one's circle of riding friendships, there will be none of the ongoing responsibilities or hierarchical nonsenses which amateur organisations invariably impose.

Okay, those are the likely upsides of which I spoke earlier, but what of the snags?

Well first-off the notion that access to our green(ish) and (sometimes) pleasant land is slowly becoming a prime commercial commodity is anathema to me. We already have Centre

Parcs providing a sanitised and secure version of rural bliss - albeit of the semi-tropical variety - for weekending families, and visitor centres and themed resorts are a rapidly mushrooming blight along much of our once unspoilt coastline. Enough of the heritage industry, already. So do we really need to be protected and mollycoddled when it comes to recreational motorcycling, and to the point where any degree of challenge or risk is eliminated from the experience? No we don't.

Motorcycling has always appealed to us exactly because it does involve risk and challenge, and this is as true on dirt as it is on tarmac. Not that professionally led ride-outs necessarily insulate riders from danger, but they may protect the less experienced or cautious from straying into situations or riding at speeds that oblige them to test and thus further develop

their skills. And if you think that's a typically far-fetched gob of rhetoric, well maybe it is... But funnily enough, there's a fairly heated debate currently going on within

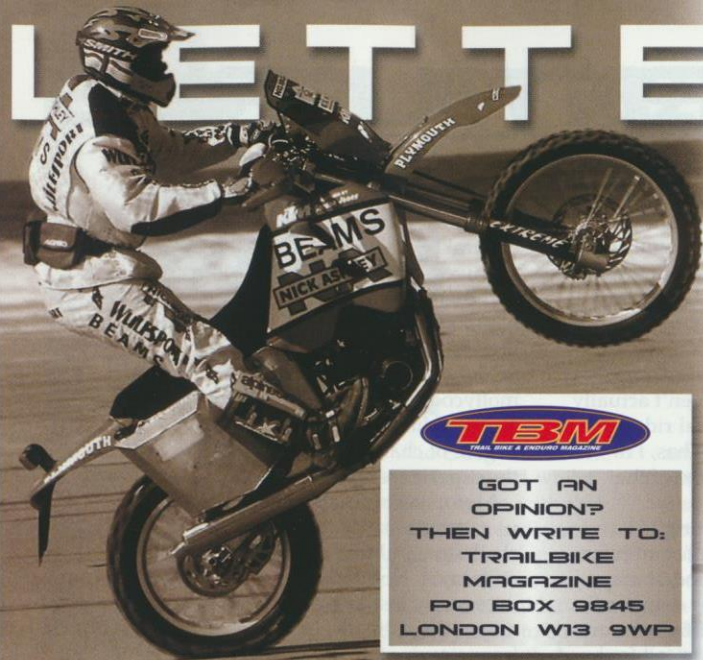
DO WE REALLY NEED TO BE PROTECTED AND MOLLYCODDLED WHEN IT COMES TO RECREATIONAL MOTORCYCLING, AND TO THE POINT WHERE ANY DEGREE OF CHALLENGE OR RISK IS ELIMINATED FROM THE EXPERIENCE?

the TRF about safety, specifically the wearing of body armour and garish clothing which whilst it might offer protection of one sort or another to riders, may also encourage them to ride beyond their means (and, apparently, prove aggressive and off-putting to other trail users).

And in yet another context, just as the ubiquitous 'track days' have emerged largely as a consequence of draconian road traffic legislation, commercially organised trailriding may be just the thin end of a wedge that leads to the sort of artificially constructed trailparks that are almost the only places where you can ride with knobbles on in densely populated Japan. And where would that leave our sense of adventure?

Well it'd probably leave it at the door of the potting shed - or indeed the workshop - that those of us with O-level joinery had found ourselves constructing, simply because we couldn't find anything more exciting to do with our spare time. Now where's my bradawl and the big mallet...

LETTERS



TBM
TRAIL BIKE & ENDURO MAGAZINE

**GOT AN
OPINION?
THEN WRITE TO:
TRAILBIKE
MAGAZINE
PO BOX 9845
LONDON W13 9WP**

Good to Talk

Dear TBM

Off-road motorcycling has received some bad press in my area recently, and to try and put forward the case for responsible and legal off-roading I made an appointment to see my Member of Parliament.

Even though he 'sat on the fence' and didn't blindly agree with everything I said, he had done his homework before my appointment and was aware of which were the legal trails, BOATS, and RUPPs in his constituency.

Don't leave bending the ears of councillors and MPs to the ramblers and Victor Meldrews of this world. Go and talk to them, putting forward the case for our pastime, and make them aware of the difference between responsible and careful countryside users and the idiots who blast around the local woodland and beauty spots on their old scramblers. They may not immediately come out on your side,

34 TBM

but when they receive complaints from the anti-bikers they will at least know about the legal trail riding majority, and not just the nuisance element.

Glen Foskett
Thringstone, Leics

Lunatic Fringe

Dear TBM

If you think we, as trail riders, have problems you should consider the problems involved in microlight aircraft. The main problem is said to be noise, and I can confirm that this is so, having recently observed these aircraft while riding in Essex. Imagine an open-piped DR-Z suspended hundreds of feet in the air. Now imagine three or four of them flying around in circles all Sunday afternoon. Now imagine you live nearby. Obviously we have all the ingredients for conflict big time here. According to the website of the British Microlight Association there have been many recorded

cases of sabotage by exasperated locals, including one incident in which a clubhouse was wrecked and the planes damaged by having their propellers cut off. The microlight clubs are constantly at loggerheads with pressure groups which become activated whenever they apply for planning permission for launch sites. Consequently, they have to keep hotshot lawyers permanently employed on land access issues. During one public enquiry the NIMBYs were desperate enough to threaten the aeronauts with violence.

Okay, so noise annoys, but mountain bikes seem to be eco-friendly so surely no-one would object to them? Not so. The mountain bike enthusiasts have been threatened with area-wide bans in the New Forest and Dartmoor because of people riding off-road. In the New Forest locals became so fed up with their trail building activities that they resorted to tying wires between trees and across the trails at neck height.

I am leaving the best bit to last. That's right - the ramblers. Surely nothing could be more politically correct than walking. I mean they don't make a noise, or build jumps and berms in the forest, do they? But actually there have been many examples of violence and intimidation against ramblers. There was an incident many years ago in which a group of Scouts were forced back down a path at gunpoint. Another incident involved a loony leaping out from behind a bush and attempting to throttle a woman leading a group and ramblers, and she had to be rescued by her male companions. Apparently the loony was incensed by hooligans throwing rocks at his glasshouses from the footpath.

There was a widely publicised case recently where a householder used her car to ram a group of old folks using a disputed footpath at the end of her garden. And I read in the newsletter of the Hertfordshire ramblers of how they used to dread walking past a certain public house because the publican used to come out and throw empty beer bottles at them.

It is easy to imagine that we are singled out by NIMBYs because there is something about trail bikes that seems to incense people. But clearly the countryside is full of lunatics who are capable of getting worked up over almost anything. They even feel the need to sabotage something as seemingly harmless as horse enduros.

Maurice Courcha
London

It seems that the great British public is never happier than when moaning about something. And ruining someone's enjoyment seems to be the latest leisure pursuit.

Happy Shopper

Dear TBM

It's not often you come across a motorcycle dealer who is prepared to go that bit further to please their customers.

I have recently returned to bikes after a three year lay off, and bought a new DR-Z400E from Taylor Racing in Chippenham, my last bike being a Bandit 1200. Having paid Taylor's a visit and placed a deposit, about ten days later my new toy was delivered to my door with a number plate and working lights.

The following weekend, just as I'm about to take it out for the day, I get a phone call from Taylor's Phil Howell informing me that the DVLA had called the

bike for inspection. Now I was a bit concerned at this, but was assured that it was nothing to worry about. Taylor's collected the bike, prepared it for inspection, and took it to Bristol to be inspected, then returned it to me.

I would like to take this opportunity to thank Phil, Tony, Pete and all the staff at Taylor Racing for the great service they have provided. I can't recommend them enough.

Joe Maccallum
Portsmouth, Hants

On The Gas

Dear TBM

I have just started green laning at the age of 16, and currently own a Gas Gas EC250. It's a 1997 model and is in need of a little TLC. I love the bike itself, but it's looking its age. Is there anything I can do to make it look a bit more up to date. Since the picture was taken I've bought an FMF front pipe and the looks have improved a little bit, but it still needs a fair bit of work doing. Please help!

Rob Webber
Taunton, Somerset



Whoa there Rob. Before we talk about your Gasser's styling there's one thing which concerns us slightly. When you say you've just started green laning we hope you aren't riding your EC on public trails. Never mind the bike being fully road legal, you won't be licensed to ride it for some time yet. Which means you can't be insured on it, and the consequences of being caught without a license on an uninsured bike aren't worth thinking about. Anyhow, we'll assume that you're riding on private land and move on. To get your Gasser looking good shouldn't take too much work, it all depends on how much money you've got to spend. A change of plastics and seat cover, or maybe just a graphics set would turn it around nicely. If you can't find any graphics for that model you could always get a set made. Sign Design (01271 862631) or Danger UK (01263 731885) will gladly rustle you up a set, either to your own design or an existing pattern. Budget somewhere around £100 for these. Losing the gaiters from the forks (perhaps replacing them with some neoprene items) would certainly give it a more modern look. And then just a general tidy up, replacing any

LETTERS



corroded fasteners etc. To ensure your bike goes as good as it looks remember to keep on top of the 'consumables' as well. Keep items such as wheel and swingarm bearings, brake pads and air filter in tip-top condition, and change the gearbox oil regularly. Have fun (and remember to stay legal)...

Crash Course

Dear TBM

Following a couple of months preparation, ie booking a hotel, hiring a van, and making sure that my brand new Yamaha WR250 two-stroke arrived from France in time, the day for the Dawn to Dusk finally arrived.

With great enthusiasm and expectations for the day ahead the race started. Into the first lap and the adrenaline and excitement were flowing as the course seemed a lot more technical this year.

With the first lap behind me and a quick pit stop, I was ready for the challenges the rest of the day had to offer. Half-way through my second lap, and on a straight part of the track, some 'kind' fellow competitor knocked me off my bike. This resulted in a badly smashed collarbone, which has now been plated, a brand new bike which is now in the process of being repaired, and no further events for me this year.

However, I would like to say a big thank you to the two riders, whose names and numbers I do not know, who stopped to help, as well as to the ambulance crew, to Selwyn Kendrick, and to Si Pavey.

On a final note, a word of advice to the rider who sent me flying through the air; in future stop and check on the person you've just knocked off mate...

Jon Lawther
Camberley, Surrey

Sorry to hear about your incident at the D2D, Jon. Racing incidents are one thing, but on a straight section of track it does seem a little reckless. As Si Pavey said at the rider's briefing that day, 'the wellbeing of your fellow competitor is worth more than your result. One day it could be you laying by the side of the track'. Get well soon, mate...

Back Patting

Dear Si

Okay, I admit that I know nowt about design, and even less about the production of a magazine, but reading through issue 97 I feel that I must congratulate the team on the quality of your work.

I've been an avid reader since the very first issue and have noted the evolution in style and content, and consider the latest issue to be the best yet. For me, as a keen amateur photographer, the greatest improvement has been with the quality of the photographs, which I can only describe as stunning. It's amazing the difference a bit of fill-in flash can do to bring a motorcycle shot to life.

However, it's not only the photos that deserve comment but the font/background selection that makes the articles easier on the eye. And the content itself offers, for me, a perfect balance of news and reviews, of both old and new machines. A little extra inclusion of adventure-type trips

would be my only thought of a possible improvement, but I guess that articles of this type may be few and far between.

So give your team a pat on the back and I hope that the evolution continues for many years to come. As you'll soon be up to issue 100 do you have any special anniversary plans?

I'm looking forward to your planned article on 'shorty' bikes, as I'm only 5'5" (on a good day), with a 27.5" inside leg, and currently ride a BMW F650GSL (L for lowered). Before the Beemer I had a Beta Alp 200 which I loved, but hated the front brake and eventually sold it as the dealer couldn't do anything to improve its braking power. I must admit that if the new CCM 404 was a bit nearer the ground I think I could be tempted!

Oh, and before I forget. How about getting an email address? I had to go down to the shop to buy a stamp and envelope to send this letter in!

Stuart Martindale
Bromley Cross, Lancs

Aw, shucks! Thanks for the compliments, Stuart. We've received quite a lot of feedback about the 'new look' TBM and we're pleased to say that most of it has been positive. We know a lot of our readers enjoy adventure articles, but as you rightly say they are a little thin on the ground. However, an email address is in the pipeline. As for the CCM, we reckon a lot of people would be tempted by one if they were lower (though the trail bike is considerably lower than the enduro model), and it's possibly something CCM have considered. After all, they do produce low seat height versions of their big-bore models. Oh and, yes, we do have special anniversary

plans for the 100th issue. You'll just have to wait and see...

Wight Knight

Dear TBM

Following on from the correspondence in the last issue of TBM, as organiser of the ACU Centenary Off Road Festival on the Isle of Wight, I will put my hands up for the problems regarding the TBM Trail Bike Rally Enduro.

Firstly, when wanting to run this festival I wanted to cover all off-road disciplines including enduro. After consultation with John Collins (Chairman of the ACU Committee) it was decided to run a rally-style event. I then contacted the TRF on the island, which resulted in a letter of protest to the Southern Centre Secretary and a letter to me from the Rights of Way Council Officer. As, by then, the IoW council had agreed to support the festival and appointed a Wight Leisure Officer to assist us, we had a meeting with the Rights of Way Officer. The lady from 'leisure' pointed out that, as the council were sponsoring the enduro as part of the festival, the RoW's idea that the council wouldn't want the event taking place was not right.

To keep everybody happy I took notes at this meeting and watered down the event, with regards to timing. One member of the TRF was very helpful and scribed on a map a suggested route. Being in the armed forces, he was then promptly called up and sent to the Gulf. Another member offered to help, then had an accident and broke his arm. Two down, none to go.

By the Thursday preceding the event I finally borrowed a moped and with the aforementioned map and tried to find my way around the island - 68 miles on a step-thru. On the Saturday I retraced my steps to mark out the course (though somehow

I missed seeing Marks and Spencers!). Martin Down and helpers came from the mainland to mark out and maintain the special tests, and the Morgan family (who lent us the land) provided the lunch buffet.

After the event we had one complaint, from a lady who had taken down course markings causing a few machines to circulate by her house. She later apologised for her actions. We have since had another meeting with the council, and an offer from the Rights of Way people of their full backing for future events. This not only pleased me but the TRF on the island, and other people have come forward with the offer of help and land in the future.

So once again, sorry. But thanks to TBM and all those who rode the event. Off-road motorcycling now finds favour on the Isle of Wight.

Roy Collins
Portsmouth, Hants

Well done Roy, we hope to be there again next year with a bigger and better event. Good luck mate...

On Track

Dear TBM,

I thought it about time I made a concerted effort, and put pen to paper in a bid to contribute something to your excellent magazine.

As a recent off-road convert by your standards (past three years), I've found myself lusting after the pleasures and thrills that this sport has to offer. Having passed my test some eight years ago, I no longer find myself wanting life in the fast, licence-shredding, lane. Every time I enter my garage, it's not my faithful old ZXR that I throw a leg over. Oh no, bring out the DR350E. No contest.

Life on the mucky stuff for me started off with a humble Suzuki SP370, which I resurrected having acquired it via my brother. To say it was a basket case would be an insult to baskets. Anyway, after twelve months of losing one's fillings, a softer mount came along in the form of a KLX250. What a revelation. However, eighteen months on, and something with a bit more get up and go was purchased from a close friend, who dare I say it, went orange.

Enough said, history lesson over, I will get to the point. As I await delivery of your precious publication each month, I frown when I read news and discussions of further trails and rights of way threatened with closure. Leicestershire is not exactly bristling with lanes aplenty, so until recently we had to make the most of what we had. That is until my 'orange' friend persuaded an associate (a friendly and understanding farmer) to lend us the use of some land.

BINGO! Four and a half acres loaned to us in the form of a disused paddock. The only constraint; don't upset the neighbours. Let the landscaping commence! Given that this field had an excellent undulating nature to it anyway, it was only a matter of squeezing every inch out of it, whilst building berms, jumps, and a tabletop. This task was primarily left for me to plan, whilst the small band of like-minded friends enthusiastically took shovels, spades and wheelbarrows to hand, and contributed further thoughts and ideas along the way.

Our friendly farmer has not only lent us his JCB on several occasions, but also supplied us with hay bales, and brought in over 300 tonnes of soil, following works to service ditches in surrounding fields. What a star and a gentleman! All those involved are committed to the upkeep and continual improvement and

LETTERS

writing on the wall. I hope that by writing in, my letter would give others hope and inspiration to do likewise.

development of our track, which is ongoing.

Our small clan consists of people from all walks of life, with a variety of skill sets, all of which are made use of. We already have a clubhouse (well, an old Wendy-house) and numerous items of garden furniture have been kindly donated, furnishing our site very nicely thank you. As a result we have made this place something special, with approximately ten adults, the majority of which have children, who all now have somewhere to ride in a safe and secure environment. Not to mention it's totally free! This is not a commercial operation, just a gathering of close minded friends who very much appreciate what they have.

A typical weekend or evening will see at least half a dozen cars/trailers/pick-ups, supporting a variety of different riders, our youngest being just six. Camping and numerous barbecues take place, with late nights spent around big open campfires, making it even more of a social occasion, with wives, partners and siblings all in attendance.

On the downside however, we have had to refuse further people who get wind of its existence from joining and using the track. This is a shame as we cannot afford for the track to become over-run, and risk upsetting the local residents mentioned earlier.

For those involved, it would be financially exhausting if they were to pay the going rate for a practice track (£15-20). For those with children, this could be the

Whilst we put all this energy into keeping rights of way open, and rightly so, I seriously believe that the future lies in the development, acquisition or use of land which is of no commercial interest to anyone. You don't have to travel far before you come across areas of derelict/wasteland, old disused quarries, industrial estates etc which would be prime sites, and are usually out of the way. Again, I appreciate there are no doubt countless red tape issues, such as public liability insurance etc which need to be overcome. This doesn't appear to be a problem on skateboard parks/BMX tracks.

Again it comes down to perception, as it did initially with one of two residents who reside near our track. One resident is a very well known and distinguished ex-Parish councillor who raised several objections initially, regarding the increase in traffic passing his property, and objected to the noise generated from our site further down the lane.

This we have overcome during the six months since the site became available, ensuring we take particular care when driving past his house, slowing down and stopping for the numerous horse riders that frequent the area via his stables. The gentleman in question has totally changed his attitude towards us. He now greets and acknowledges our presence when passing, and has even recently complimented the farmer on our behaviour, fully accepting what we are doing, and more importantly, the way we do it. Result!

Councils and the like need to be persuaded that by allocating

such sites for this type of activity (as they do with skateboard parks/BMX tracks) that they would undoubtedly reduce illegal trail riding on bridleways, footpaths, and on private property. I can't help but think that everybody wins. Riders get something they really want, the council bring under control and reduce those that choose to ride trails illegally. Less hassle, criminal damage and complaints. Resource can be better focused on managing a secure and controlled environment, open to those of us who enjoy this activity so much.

Clearly in our case we have the advantage of a friendly 'benefactor', but the principle is there for others to follow. If you want it badly enough, it's got to be worth fighting for!

My friends and I would be more than happy for you to pay our humble track a visit, anytime you're passing. We could also throw in a morning on our green lanes, at no extra cost, naturally! You may, if you haven't already covered such a topic in the past, wish to include a monthly feature covering projects such as ours. Could this be the first of many? I hope so.

As I'm on a roll, is there any chance of some TBM stickers/posters etc to further adorn our clubhouse? You know it makes sense.

Dominic 'Ditch Digger' Hewkin
Leicestershire

Wow, what a great set-up. And congratulations to you guys (and the farmer) for undertaking such a project - your ideas are an inspiration to us all. Sure we can send you some stickers, posters and maybe even the odd T-shirt to give the club a boost. Well done guys...



Princess Works | Birds Royd Lane
Brighouse | e: info@rassport.com
w: rassport.com

Call us: 01484 711720

NEW BIKES


| | |
|---------------------------------------|--------|
| 04 Gas Gas EC 300 Enduro | £ 4450 |
| 04 Gas Gas Enduro Range | £ POA |
| 04 TM Range, please phone for details | £ POA |
| 04 Scorpa 250 | £ 3750 |

PRE LOVED

| | |
|---|--------|
| 02 TM 300E | £ 2795 |
| 03 TM 400 ridden once, with Mousses F+R | £ 2895 |
| 03 TM 400 with Mousses | £ 3995 |
| 03 KTM 300 immaculate | £ 3295 |
| 03 KTM 660 SMM looking as new | £ 5750 |
| 03 525 SXtoo quick for rider! | £ 3795 |
| 02 Honda CR 450F, very clean | £ 3195 |
| 02 Honda CR 250, clean bike | £ 2595 |
| 02 Yamaha PW80, immaculate, dry riding only | £ 865 |
| 02 Yamaha TTR 125, excellent condition | £ 1595 |

QUADS

| | |
|---|--------|
| 03 Ram 100cc- Fully automatic, adjustable throttle, disc brakes, available from | £ 1295 |
|---|--------|

Christmas orders are now being taken. 
Free helmets on all orders received before
19/10/03



Scorpa 125
4 stroke £2995



03 Jincheng
90cc £795



03 Meercat
50cc £695













offroad motorcycle + kart centre

Aaaargghhh! Some of you guys and girls are doing my head in. Clubs stick noise limits in our regs, you ignore them. We begin noise testing before events and what do you do? You go and get the quiet exhaust from out of your van for the sound test, then out comes the baffle once the bike has passed scrutineering (as one CR450F owner did at our last event - a mere 105dBs from about 10m).

Even hardened noise addicts have to accept that 105dBs is way over the top. And all for what purpose? To unleash an extra 3hp on a bike which already makes nigh-on 50hp straight outta' the box. Are you guys crazy or what?

WAYNE RICHARDS FROM THE CHILTERN HILLS ENDURO CLUB SOUNDS OFF ABOUT NOISY BIKES...

Besides, from what I've seen at scrutineering, the way a number of riders' bikes are set-up or badly maintained they'd struggle to notice a 10 horsepower difference let alone 3hp!

But the potential outcome of that one rider's arrogance is that the event may well get closed down. For him. For everyone. For ever.

I really had great confidence in you guys understanding that excessive noise will kill off our sport. But no. A great many of you just seem intent on hitting the self destruct button. When the paddock cry of 'they're noise testing' goes out, I've seen every form of weird baffle - from steel wire from a portable barbecue grill to the old 'stick up the exhaust pipe' trick. But do you know what the easiest way of passing scrutineering is? Simply have a well-maintained original enduro exhaust. Coke cans and gloves down the end of the pipe are great for about two minutes, and may get you through scrutineering, but doesn't that just defeat the whole object of sound testing? Or is the attitude that 'I've got through scrutineering' good enough for you? Do you not care that there may never be another event at that site because of your desire for a lousy 3hp extra, which if truth be told you probably won't ever use?

When you argue with the scrutineer that your bike with a two-inch rear outlet on the pipe is standard (even though it is an MXer with a 98dB exhaust and the regs are asking for 94dB) so it complies with the regs, have you not thought that your bike may actually be a bit loud. And that you're really starting to irritate a guy who is a club volunteer who would far sooner be competing than standing arguing about whether your bike is legal or not? Have you not thought that perhaps you had better repack your exhaust on a more regular basis and do your bit for the future of motorcycling? Have you not thought that perhaps you could invest in a dB meter from Maplins for £49.95 and prevent all this hassle? Have you not thought that a good service and dyno tune-up is likely to find far more horsepower than bolting on a £275 aftermarket pipe?

It's really easy to get noise levels down, but once a site is lost, it's lost forever. Take this year's Welsh Two

Day for example. To my ears, 50 percent of all four-strokes there were excessively noisy and wouldn't have met noise regs. Now to have nearly 600 bikes trundling past your door is a pain. But when 150 of those are 'excessively noisy' it becomes more than just a pain - it becomes a complaining matter. All it needs is for one phone call to the council from an irate mum whose kid had been kept awake during his midday nap and potentially another event is lost for ever.

It's down to all of us I'm afraid. Until all of us actually despise loud exhausts and are not willing to tolerate our mate with his aftermarket pipe which hasn't been repacked since new (about eight hours of use is often enough to take them over the limit), then the noise situation is only going to get worse.

With the increasing number of four-stroke bikes (deeper bass sound travels further than the two-stroke higher treble sounds), the situation is fast becoming a crisis. If your mate's bike is noisy then you've got to take him aside and tell him to do something about it or quit riding with him. Girls, tell your blokes that a loud pipe won't make up for a flabby body. And do something now before it's too late.

We at the Chiltern Hills Enduro Club have found out to our horror, that one man living over a mile from one of our sites has complained about noise levels. His argument is that the site is in an Area of Outstanding Natural Beauty (AONB) and that there should never be any noise. Point taken, but beauty is in the eye of the beholder and the 200 riders at the last event consider the beauty as being able to get out in the countryside to appreciate it on their bikes. Nevertheless the local council has to consider the complaint and do something about it, regardless of their own personal thoughts.

The close proximity of a major motorway and the fact that the event is on a farm which has very loud machines working won't be considered I'm afraid. Sadly it is very likely that site will be closed forever... finished... no future events... don't come back. Yet another site lost due to that tiny 3hp extra. And one thing's for sure, a replacement site is going to be damn hard to find. Harder to find than 3hp I can tell you.

It's your choice people, noisy pipes or quiet pipes, events or no events. In today's politically correct world it's as simple as that. Which is it going to be..?

IG
Racing

Tel: 01497 847866

email: sales@ig-racing.fsnet.co.uk

Melbourne Garage
Glasbury on Wye
Herefordshire • HR3 5NT

Opening Hours
Monday to Friday 09.30 - 17.30
Saturday 09.00 - 13.00

Sinisalo
20% OFF



Jackets

£139.95

Pants

£119.95

Gloves

£42.95

WHILE STOCKS LAST!

MSR Rad Guards £33.95

most models

REP Gas Caps £27.50

CR-CR6-MX-KTM-HUSQ-TM-YZ

Valve Caps

£2.50

RMX

All in One

Armour

Detachable

Spine

Protector

£85.00



Doha

£179.95

Red

£159.95

Blue

£159.95

Titanium

£154.95



Race Day Bum

£27.95

Six Day Bum

also in black

£38.95

Hydro Bag

1.5ltr

£37.50

Acerbis

drink bag 2ltr

£38.95

Alpinestars

Bionic Hinged

Knee

£49.95

£29.95

UFO Pro

Michelin Enduro Tyres DOT/FIM Approved

| | |
|---------------|--------|
| 120 - 90 - 18 | £48.95 |
| 140 - 80 - 18 | £53.95 |
| 120 - 80 - 19 | £49.95 |
| 90 - 90 - 21 | £44.95 |

BFGoodrich Road Legal MX Tyres

| | | | |
|----------------|-------|--------|--------------------------------------|
| 80 - 100 - 21 | Front | £37.50 | SPECIAL OFFER Front & Rear |
| 100 - 100 - 18 | Rear | £45.95 | |
| 110 - 100 - 18 | Rear | £45.95 | |
| 100 - 90 - 19 | Rear | £45.95 | |
| 110 - 90 - 19 | Rear | £45.95 | |

CALL NOW FOR A PRICE LIST



RAPID Fire

KTM's 2004 250EXC is reputed to be even faster than the ballistic '03 model. But is that an improvement we asked? Only one way to find out...

STORY: SI M; PICS JB & SM

RAPID Fire



theless it was a close run thing. The bike didn't want for any more go, so what on earth possessed KTM to consider fitting it with the new more powerful SX engine?

Because that's what they did - KTM took a perfectly good 250cc enduro bike and messed with it. Can you believe it? So for 2004 we have a new 250EXC, using a new *even more powerful* engine, an altered chassis as well as revised ergos and styling. And whad-dya' know? It's superb.

Okay let's briefly talk about the changes before discussing what they amount to. The first and most obvious difference is the adoption of KTM's new generation two-stroke engine. Some of you will doubtless be aware of this motor which made its production debut in the 2003 250SX motocrosser. A bike which (and I'm generalising here because I haven't ridden one), was universally *disliked* by riders because of its vicious power delivery. Why would you think of dropping that lump into an enduro bike, eh?

Well I can't answer that question. But I can say that I'm pleased they did. This engine is significantly lighter and more compact than the outgoing unit. Exactly how much lighter? Three-

and-a-half kilos if KTM's press blurb is correct.

Actually it's slightly misleading to term the new engine an 'SX motor' because although they share the same architecture, there are in fact significant differences between the motocross and enduro powerplants. For starters the EXC has a much heavier crank mass; that coupled with a redesigned cylinder head, twin-ring piston, enduro ignition, heavier flywheel, different carb

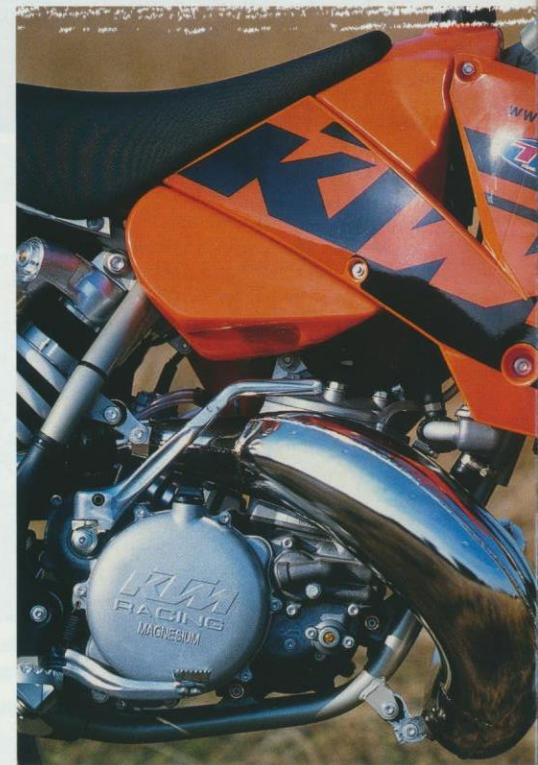
I must admit I had reservations about this bike. You know the old adage: if it ain't broke - don't fix it? Well it obviously means something entirely different in German. Because when we tested the 2003 250EXC in our 250 two-stroke shootout earlier this year, we discovered an enduro bike which was pretty well sorted in all departments. Okay it didn't win our shootout (that accolade went to the 250 Gasser), but never-



Top: Stylish new '04 model sports rakish new bodywork which includes a one-piece tail unit, restyled rear light and the slimline SX tank...

Far right: There's also a new-generation engine which weighs 3.5kg less than the old lump...

Above: Small brass screw is the power-valve adjuster. Just twist and go...





New 250 handles turns like it's on rails...

**RAPID
Fire**

settings and a fatty pipe (not to mention a wider ratio five-speed gearbox) all help contribute to a general softening off of the power.

So how does it compare with the old 2003EXC? Well without riding the '03 and '04 bikes back to back (or having the benefit of a dyno chart for comparison) it's impossible to say exactly how they measure up. But my gut feeling is that the new engine has brought with it a slightly more mellow and broader powerband - particularly in the crucial bottom-end and mid-range sectors. The power is still all there, but the transition from bottom to mid seems slightly broader than I remember with the '03 bike. However, just like the 2003 bike, when the power-valve opens up you better be ready for it because the top-end comes in with a helluva' kick. Nevertheless somehow KTM have managed to make the '04 bike feel more powerful but less scary. Work that one out.

Perhaps it's got something to do with the 10mm longer swingarm, the slightly revised frame geometry, the new lower seating position (thanks to a redesigned airbox and lower sub-frame) or the general weight reduction. Or maybe



THE ESSENTIAL OFF-ROAD SELECTION



Putoline Oil
www.putoline.com

For details of your nearest Putoline stockist call 01778 394909



the engine and the redesigned frame which features thinner-wall tubing and contributes less than 9kg to the bike's overall weight of 114kg ready to race. You notice the lack of weight all the time you're riding, but particularly in the corners, where the KTM carves a much better line than before. It was always a rapid turner, but now its even quicker to flick onto its side and get upright again. Though it does occasionally suffer from a lack of weight over the front end if you feed in the power too early!

A word here about stability. Longer wheelbase or not, all KTMs still seem to suffer from headshake at times. In fairness virtually all dirtbikes do the same - particularly on braking bumps. During this test I never found this to be a real problem, but the other TBM tester - James - definitely did. Perhaps it's because I'm getting used to it now, or maybe it's because I tend to back off if it gets particularly bad - especially during hard acceleration. Whatever the reasoning it's as well to know that the new geometry certainly hasn't eliminated this old KTM bugbear.

Something which is improving however is the quality of the ride. A few years ago when

KTMs had near solid suspension and Gasser's were plusher than a freshly laundered duvet, you could be reasonably sure that a KTM would beat you up over the course of an hour or two, while a Gas Gas would cosset you to the end of a long ride. All that seems to have changed now. Gas Gas opted for pretty stiff suspension settings on their '03 bikes and while I've yet to ride an '04

it's just a perception, who knows? What I can say is that the new bike feels absolutely tiny to ride. Not tiny as in low or short, but incredibly narrow and blade-like. Now that really is progress.

Small, slender bikes are easier to throw around, less tiring to ride and generally handle better. And KTM have certainly taken full advantage of the weight savings they've made, from both

STORY & PICS: JONTY EDMUNDS



They say that 'racing improves the breed', but thank goodness KTM didn't base their 2004 production bike on this year's works racer. Long before the '04 bikes reached the dealers, Jonty Edmunds tested Samuli Aro's WEC bike, and found it virtually unrideable...

When it comes to World Enduro Championship factory hardware - more often than not, the title-winning machines are based on production bikes. Be they Petri Pohjamo's 125cc Gasser, Stefan Merriman's 250cc Honda or Anders Eriksson's 450cc Husqvarna, not only do the WEC's fastest machines look like what you and I can buy, they more or less, are what we can buy. Well, within reason of course. Utilising a few of next year's bits, a few of this year's bits, hand-assembled motors and almost always production based suspension, standard parts hugely outnumber factory bits. That's a fact.

However Samuli Aro's 2003 250EXC KTM is a little different. You couldn't buy this bike for love nor money. And that, as it turns out, is no bad thing. Featuring full factory WP suspension -

that's 48mm USD forks and an 'official' shock with a titanium spring and both high- and low-speed compression adjusters, factory Brembo brakes and assorted other Austrian trinkets, the bike was built purely to compete in the '03 WEC series. Available to just two riders - Samuli and Farioli KTM's Helder Rodrigues - it's really the engine above anything else, which makes KTM's '03 250EXC WEC machine unique.

Built purely as a 'race team' engine, and not as I found out, as a pre-production '04 EXC motor, only certain parts of this engine such as the gearbox would ever make it into production.

Just as Samuli isn't your typical 21st century athlete - a fondness for chewing tobacco and a beergut rule him out of that - his 250cc Katoom isn't very 21st century in the set-up of its levers and bars either. With a set of swept-back Renthals and unfashionably low levers, Samuli's steed feels more like a 'scrambles bike' from years gone by than a modern day racer. Having tried and failed to use the bike as Samuli likes it, I was forced to move the levers and bars forward from 1970 to 2003. What did I think of the rest of the bike? I'll cut straight to the chase; not much.

But it wasn't because of Samuli's 'set-up' that I was disappointed, it was mainly down to that 'factory' motor. With KTM manufacturing arguably the world's best 125cc, 450cc and Over-500cc WEC motors, their 'factory' 250 two-stroke engine felt like... well, like it had been put together on a Friday afternoon.



Gasser (which have had their settings changed), the KTM continues to evolve in the right direction - ie towards plushness. Both front and rear suspension units feels smooth, well balanced and incredibly confidence-inspiring over big and small bumps. There's none of the deflection which used to plague the orange bikes of a few years ago, and nowadays you need hardly worry about where the front wheel is pointing - confident in the knowledge that one way or another the suspension will handle it.

Sadly the same can't be said of the brakes - or at least the brakes as the bike came. Now our test bike was brand spankers, and while the Brembo brakes did eventually bed in and offer a bit more bite, initially at least (and we're talking about the first couple of hours here) the sponginess of the front brake lever was seriously scary. We're not describing one or two finger braking either, but

the type where you have to remove all your fingers from around the twistgrip in order to get a decent pull on the lever. And still there's far too much squidginess in the feel of it. Yes it improved with time but frankly this is a problem we've encountered too often with Brembos (not just on KTMs) and it really wants addressing.

Onto the ergos then and here the KTM really is virtually beyond reproach - with one exception which I'll come to in a minute. I've already talked about the new more slender profile and the lower seat height, well add to that a set of graceful braceless bars which are 12mm higher than last year's and you have a recipe for perfect positioning. The tank (despite holding nearly 9L of fuel) is perfectly proportioned and you can move wherever you like on the EXC's firmly upholstered saddle without having to think about it.

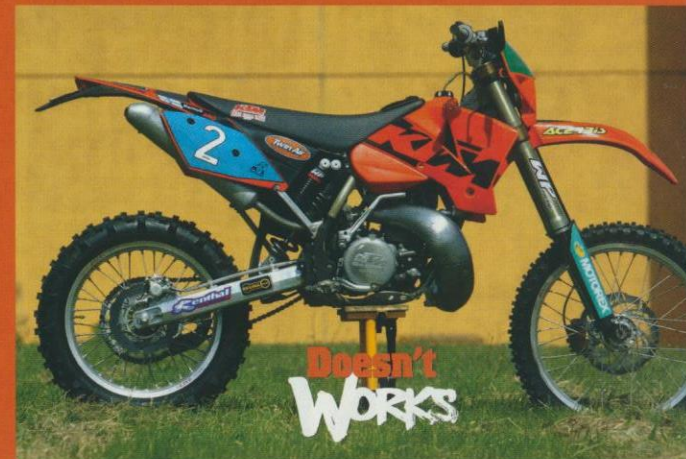
But, there is one rather unfortunate side-effect

The motor began life as a 250SX powerplant (rather than a 2003 250EXC engine which was totally different). But intriguingly, although the bore and stroke remain standard, the bike features a longer con-rod and a modified piston, together with an after-market Doma exhaust. However, even as standard this engine had a reputation for being a fiery beast and was ditched by KTM's MXGP squad earlier this year. I was hoping to discover that their factory enduro machine wasn't quite so unforgiving. I didn't. Instead I realised just how good a rider Samuli Aro really is, and how different his bike set-up is to what I'd expected.

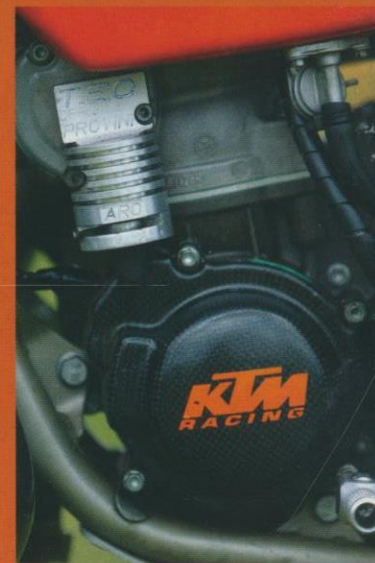
Producing power that was anything but tractable, the Katoom motor also seemed to periodically vibrate then smooth out again. Struggling to feed the power in gently when riding the bike with its adjustable Provini power-valve adjuster set fully open - as Samuli does in competition - unless I set the unit nearly all the way closed I found the motor much too aggressive and difficult to control. Every time I touched the throttle the rear wheel would light up and I found it impossible to get good drive on the way out of corners. With KTM having always built good 250cc two-stroke enduro bikes, especially at WEC level, I still to this day can't believe how un-enduro like the motor was.

Unfortunately, I found the bike's on track manners equally as hard to adapt to as the punchy motor. With the balance of the suspension feeling very strange (the forks were noticeably softer than the shock), the bike just didn't want to turn at all. While the action of both the forks and shock over the bumps was hard to fault, I just couldn't get it to corner in a way that I felt comfortable with. The front-end felt vague all the time and I had equally as little feeling as I did confidence when turning at any speed - ending up on my ear on more than one occasion.

Fortunately the works bikes all have much better front brakes than the standard production bikes - a factory Brembo master cylinder offering plenty of feel without any of the vagueness of the standard item.

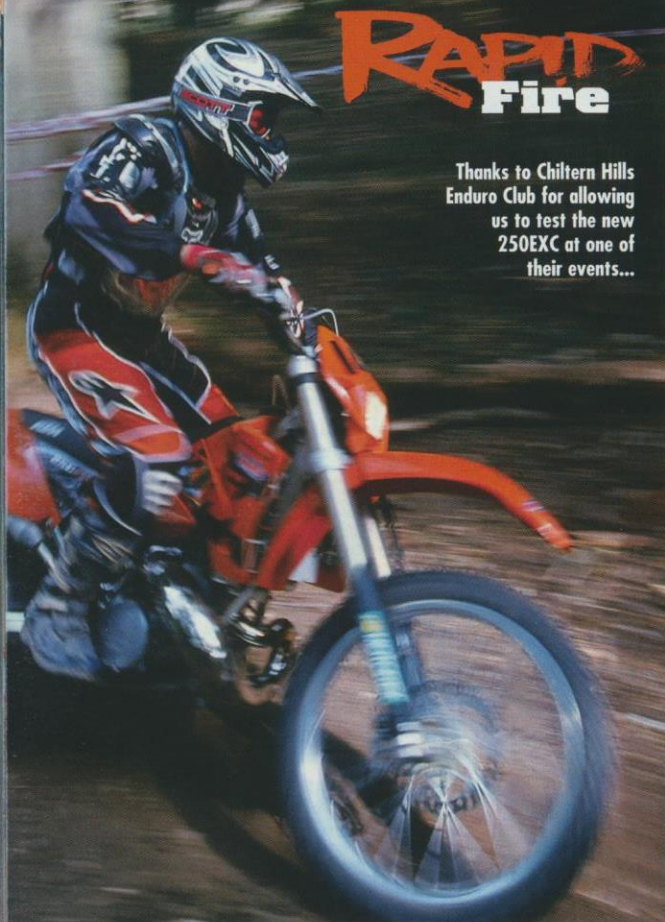


Top: Samuli has his bike set up with rather old fashioned ergos...
Above: Extra protection for the KTM's radiator cap...
Right: Provini powervalve adjuster helps tame the power delivery. Unfortunately for Jonty just not as much as he'd like...



But all in all Samuli's factory bike was very disappointing to ride, which really surprised me. The motor not only produced very punchy, aggressive power, it also felt very tired and vibrated a lot, which a bike of this calibre shouldn't do. Although it produced plenty of power, it was aggressive power the type of which only a few world-class riders can harness. And that just wasn't me. Mind you I can console myself with one small fact, Aro didn't win the WEC 250 class on this bike either!

Fortunately for the majority of enduro riders out there, KTM decided not to base their 2004 production bike on this machine - which remains nothing more than a footnote in enduro history. But as they say, you can't win 'em all...



Thanks to Chiltern Hills Enduro Club for allowing us to test the new 250EXC at one of their events...

edgy in its handling and pretty quiet to boot. But if you're coming off a four-stroke (WR or EXC etc) you'll be amazed at how quick (and light) this thing feels.

As a whole then, it's clear that KTM have succeeded in building a rapid-fire lightweight and strong 250 race bike which clearly improves on what's gone before. Even the sharp-suited new look (with one-piece rear fender and panels, dinky new rear light and restyled rad-guards are an improvement). Ready to race straight outta' the crate it really does want for nothing save a set of handguards perhaps. We turned up at a local hare & hounds enduro, filled the bike up with pre-mix, raced it and went home again. Nothing broke, nothing fell off and nothing caused us the slightest problem.

At £4545 it undercuts an equivalent KTM four-stroke by nearly a grand, but don't be fooled, this is not a bike for beginners or those of a nervous disposition. Yes, it's small light and powerful, and amazingly improves upon the 2003 model in both its performance and usability. But it's still a weapon and a devastating one at that. The face may be friendlier but the packaging should come with a public warning: Danger, contents explosive...

of that big fatty pipe slung out the right hand side of the motor: it sometimes gets in the way of your leg on right handers. It's not a big problem, nor one which most two-stroke owners will be unfamiliar with, but it does seem to be slightly more noticeable this year. Whether that's because the pipe is broader than before or just that the whole bike's slightly more slender I'm not sure, fortunately you only notice it occasionally.

But the biggest improvement you'll find on the '04 bike, is how much easier it is to ride - and ride fast. I suspect that this is not so much a result of one particular improvement as the interaction of a number of alterations: broader powerband, less weight, longer wheelbase, more supple suspension etc, which collectively add up to an even faster, yet less intimidating ride. But despite its broader appeal for 2004, as a race bike the new EXC still feels pretty sharply focussed. You could probably trail ride one if you felt so inclined - it's docile enough at low throttle openings, not at all

KTM 250EXC '04

| | |
|---------------------------|--|
| Price: | £4545 |
| Engine: | Liquid-cooled, two-stroke single with p/valve |
| Displacement: | 249cc |
| Bore & stroke: | 66.4 x 72mm |
| Transmission: | 5-speed |
| Frame: | Chrome-moly steel, semi double-cradle with aluminium sub-frame |
| Front susp: | 48mm USD WP forks, 300mm travel |
| Rear susp: | WP shock with PDS, 335mm travel |
| Front brake: | 260mm disc |
| Rear brake: | 220mm disc |
| Wheelbase: | 1475mm |
| Ground clear: | 385mm |
| Seat height: | 925mm |
| Race weight: | 114kg |
| Fuel capacity: | 9L |

ESCAPE LIFE: Pack your bags! and enjoy an 8 day (6 days riding) KTM 640 & LC4 motorcycle tour on southern Africa's remotest routes, gravel roads, 4x4 tracks, bushman rock paintings, breathtaking scenery and breakfast at the highest lodge in Africa. It's an experience of a lifetime.

2004 TOUR DATES FEB 1st-18th & 22nd-01/03. MAR 8th-16th & 22nd-30th. APR 25th-03/05. MAY 4th-12th. JUN 20th-28th. JUL 5th-13th. SEP 9th-17th. OCT 11th-19th. NOV 28th Oct-5th Nov



For information contact Hazel: alfie1@pixie.co.za
Tel: ++27-31-7821779 Fax: ++27-31-7823559

ALFIE COX DUAL SPORT TOURS

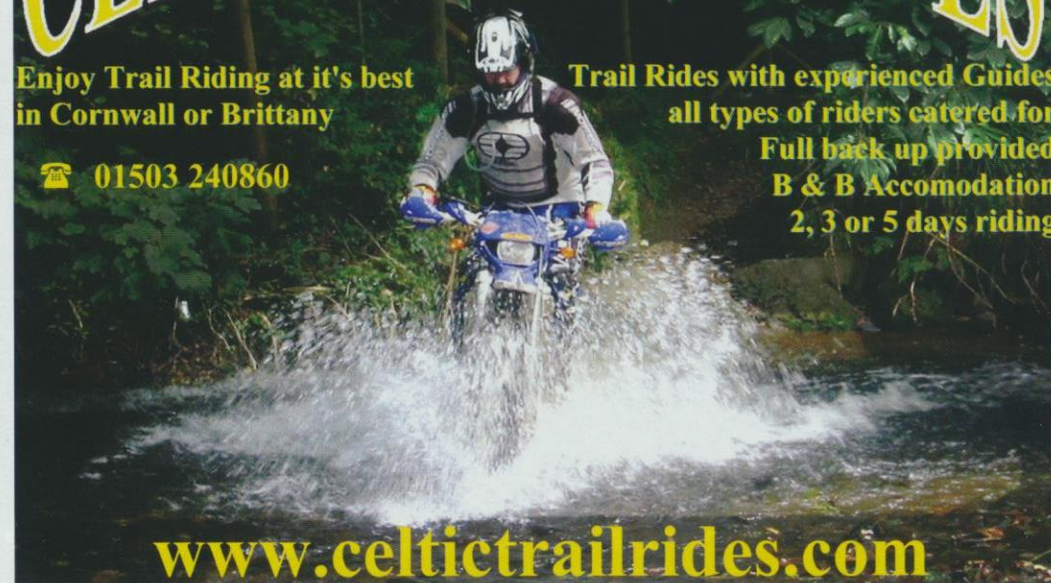
CELTIC TRAIL RIDES

Enjoy Trail Riding at it's best in Cornwall or Brittany

Trail Rides with experienced Guides all types of riders catered for

Full back up provided
B & B Accomodation
2, 3 or 5 days riding

☎ 01503 240860



www.celtictrailrides.com

BLACK DUST, White Knuckles!

STORY: DOT & JIM JONES; PICS: HEIKE LOWENSTEIN, JB, SM

With nearly 500 riders taking part, this year's Dawn to Dusk 12hr Enduro was another epic. This is the story of that day...

Everyone was awake before the sun came up and sipped their morning cuppa while watching the horizon for the first signs of daylight. The signs were good; it was going to be a warm, dry day. Awaiting the 489 riders who had entered the 2003 TBM Dawn to Dusk 12hr Enduro was an 18-mile course set in a four thousand-acre site of a former open-cast coalmine. Slowly the clock edged towards 7:00am and the riders left the parc ferme and formed up in the

starting area. There were experts, clubmen and sportsmen teams of two or three riders and a number of brave souls who had elected to enter the Ironman classes and ride the whole 12 hours alone. God help them.

At 7.12am the tape dropped and the first riders ran across the track to their machines. Despite the fact that 12 hours of solid riding lay ahead of them, no-one was pacing themselves, the race was on from the word go. Last year's winning



TBM DAWN TO DUSK 12HR

54 TBM

ENDURO, 24 AUGUST 2003

TBM 55

Ride on TIME

(Part 2)

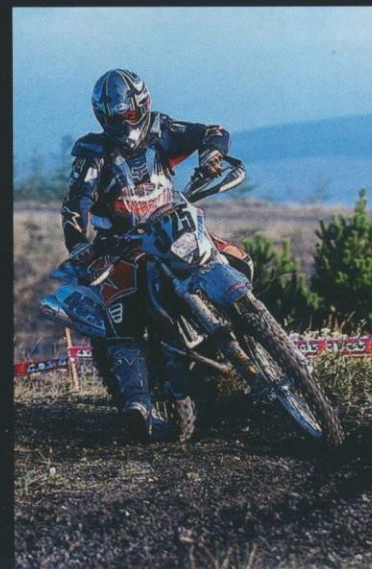
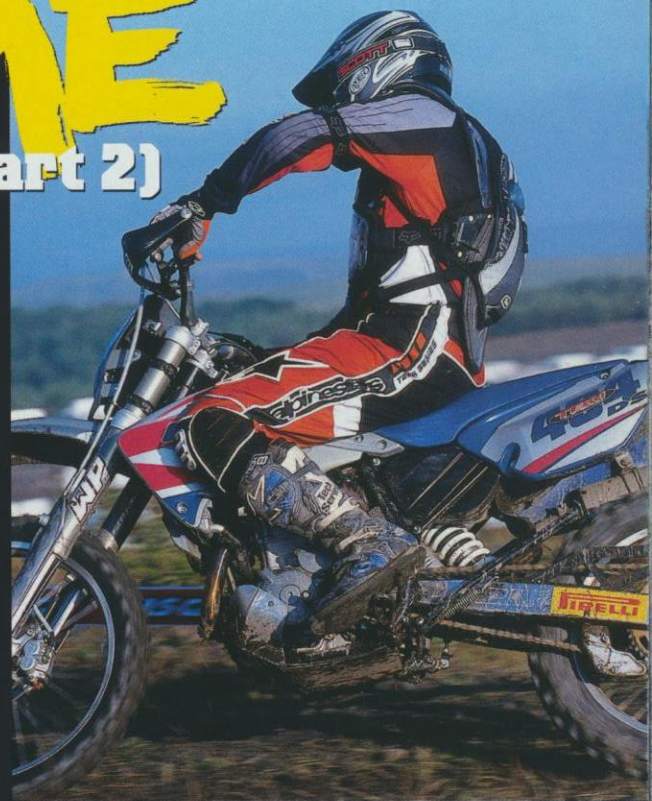
Team TBM/Dirt Junkies entered the D2D on a pre-production CCM 404DS. How did it fare..?

In the best TBM tradition, the story of our preparation for this year's Dawn to Dusk on a CCM 404 was nothing if not eventful. With the deadline for the next issue of TBM falling on the Friday before the race (scrutineering was the following day), the job of organising some race bikes, a team of riders, transport, accommodation and other essentials (enough jerry cans, food etc) was always going to be tricky. And we still had to find time to get down to Wales...

Originally I had no intention of entering a team. Columnist Chris Evans phoned me on the Monday of that week and begged me to reconsider. I told him straight: 'There's no way we can do it, Chris - there just isn't time.' By the Tuesday Chris's pleadings had turned into a steady whining, but I wasn't budging. Then finally on the Wednesday morning, Chris rang again and got the vital breakthrough he needed.

'You know for my column next month...?', he began in that mischievous way of his. 'I was thinking of writing about the time we were all at that party in France when you accidentally spilt your drink over that girl who turned out to be a pole-dancer and offered to...'

'Yes alright Chris, I get the picture.'



'I'll sort out our race entries straight away', I said.

'Great' he replied. 'I'll see you down there.' And promptly hung up.

So we were riding but what were we going to race? The obvious choice would be our long-term KTM 450EXC, but I hate doing the obvious. Besides, we'd just returned from a day's trail riding on the all-new CCM 404 and had been impressed enough to

The Pro class make the dash to their bikes...



BLACK DUST, White Knuckles!

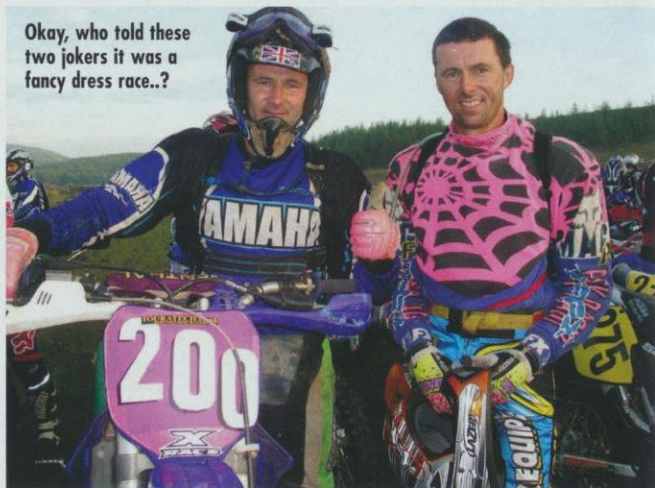
team, brothers Jonty and Gizza Edmunds, were in the thick of it with Jonty taking the first stint; determined to repeat their success. Your fave editorial team, the paparazzi known as Team TBM/Dirt Junkies in the form of Editor Si Melber, Deputy Ed James Barnicoat and irascible columnist Chris Evans drew straws and Si lost. He was the one who'd ride the opening laps.

Almost immediately, at the first bend, there was a faller - an Ironman on a KTM 640 bit the dust. He was still there as the last group of riders left the start, which meant that 283 bikes were on the course in front of him. Or on their way round to overtake him, depending on which way you looked at it.

The refuelling area, which had been a hive of activity prior to the start, settled down, it would be 40 minutes before the first riders reappeared. Plenty of time for a hungry pitcrew to get stuck into the bacon sarnies.

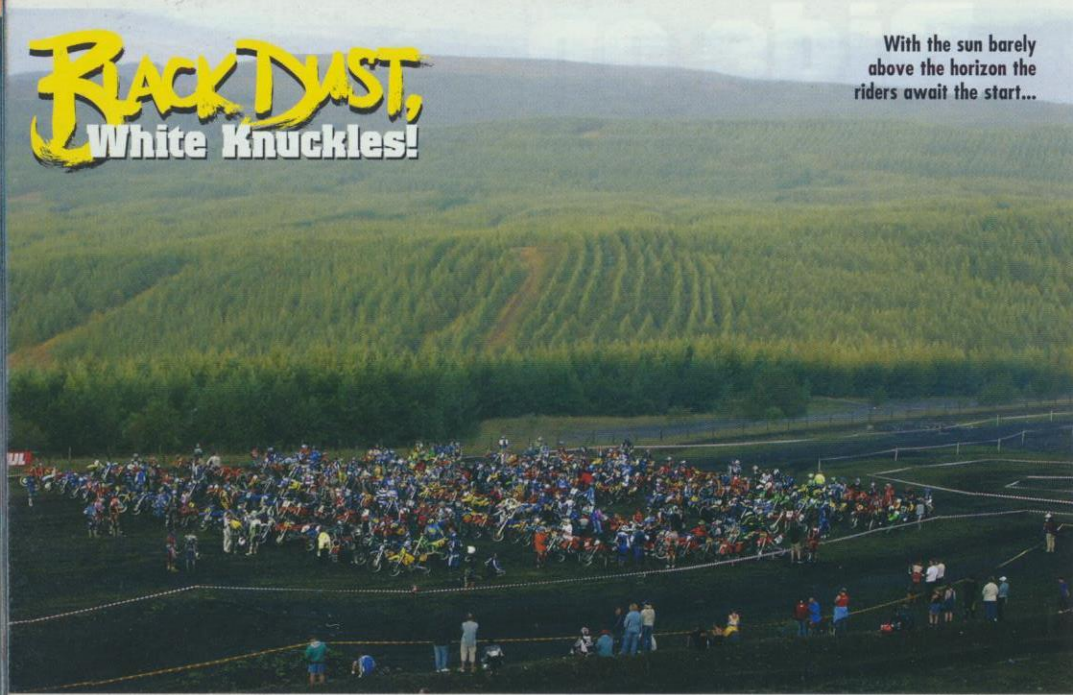
True to early predictions the weather was warm and dry but the dust which plagued last year's event was kept in check by a timely spell of rain the night before. The valley itself was

Okay, who told these two jokers it was a fancy dress race..?



ideal for the event. Situated at Glyn-Neath it is mainly wooded tracks bisected by countless rocky trails. There was a distinct air of nervousness as the service crews waited for their riders. An air that was disturbed as the fallen KTM 640 rider finally got underway. His relief was short-lived however when a little way past the working area his bike cut out. The rules didn't permit him to go back to where help was at hand so he tack-

BLACK DUST, White Knuckles!

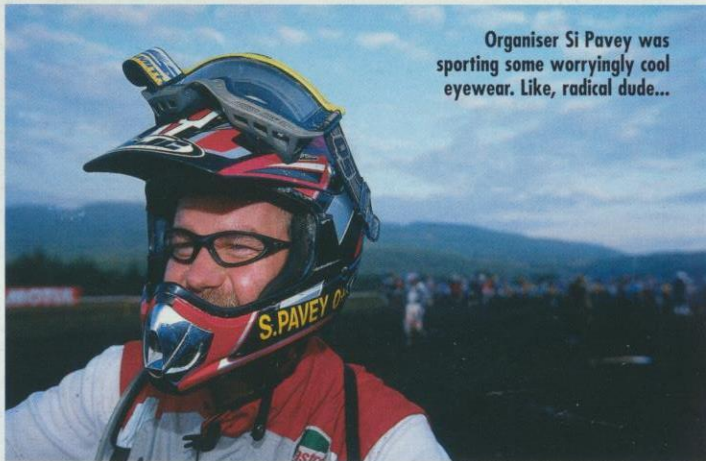


With the sun barely above the horizon the riders await the start...

led the problem himself. Eventually he located the problem; the carb had slipped out of the intake hose, by this time he had lost a couple of hours. Undaunted he fired up his bike and once again set off amongst the fast lads who were now on their fourth lap.

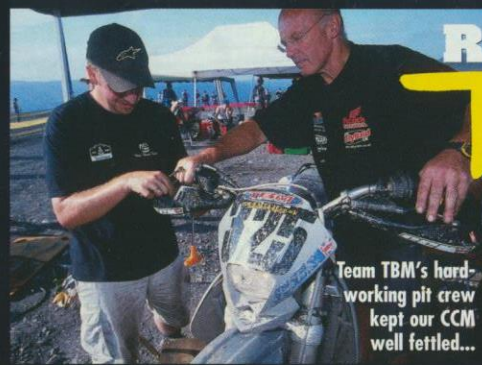
The hours went by very slowly for the service crews as most riders would complete two laps before another team member replaced them. Except of course for the competitors in the Ironman classes who took on fuel and a drink and went out again. The changeover process was straightforward as the incoming rider handed over the wristband transponder to his replacement. The wristbands, which were part of a system that was operated by the Chiltern Hills Enduro Club, worked faultlessly and relieved the organisers of the tedious task of lap scoring.

Within a few laps the orderly procession of riders became a melee. It seemed there was always somebody in the work area performing some urgent task. Looking around the pits it was hard to believe that the cacophony of loud voices,



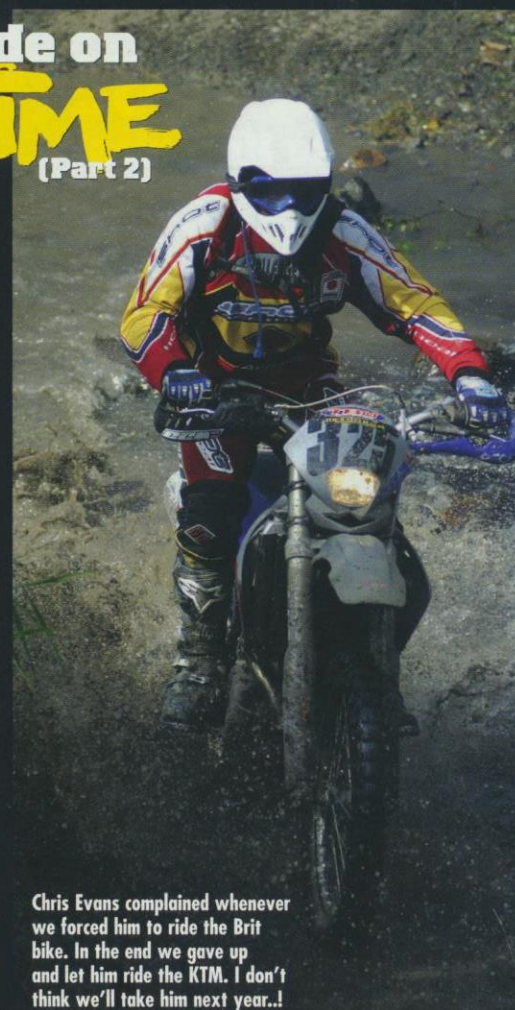
Organiser Si Pavey was sporting some worryingly cool eyewear. Like, radical dude...

engines and hammering wasn't going to continue until the finish. It didn't work out like that. Gradually the number of retirements grew and the work area quietened down. In fact it must have gone very quiet, sufficient for Team TBM's Chris Evans to nod off under the awning after a relentless two laps! Rumour had that his body wasn't up to the punishment, but anyone who knows Chris will know just how much he regularly pushes that body of his to the limit. Huge gastronomic French meals, excess nicotine,



Ride on TIME (Part 2)

Team TBM's hard-working pit crew kept our CCM well fettled...



consider racing one. And it would certainly make for a thorough test. Could CCM be persuaded to lend us one of their two test bikes at short notice for a 12hr enduro? I had to ask.

It was a hell of a request, given CCM's own punishing schedule. Apart from launching the new bikes to the press that particular week, CCM were also preparing them for a dealer conference and the bikes still had to be serviced in between. Not only that but come the end of the week they were due to be stripped down and flown out of the country for some homologation work.

Anyway, I rang up the factory and tentatively popped the question whether they'd consider letting us thrash one of their precious pre-production prototypes around a Welsh coalmine for 12hours. And can you believe it, they said 'Yes'!

And not only did they say yes, but they prepped the bike for us (removing the rack and rear lights and welding up a temporary rear fender loop), serviced it, set it up to our specifications (suspension, gearing, tyres etc) and then delivered it complete with a box full of spares (air filters, oil filters, bars, chain, levers that sort of thing) all the way down to south Wales on the August bank holiday. Guys, you really are stars. Finally they texted me a message saying: The bike's all ready - now all you have to do is win!

I wondered if they'd mistaken my phone number for someone else's. Obviously winning wasn't part of the TBM game-plan, but for our part we intended to showcase their product by thrashing it mercilessly around the course to see if it would hold together. Sure CCM had a lot to gain from the exercise - there were 500-odd dirt riders milling around, plenty of spectators and more than a few cynics. If the CCM could not only finish the event but also be competitive then we reckoned quite a few people would sit up and take notice. If, on the other hand, it went 'pop' before the finish, then the negative publicity could've been quite damaging. Good on CCM for putting their faith in their product. We, on

Chris Evans complained whenever we forced him to ride the Brit bike. In the end we gave up and let him ride the KTM. I don't think we'll take him next year..!

the other hand, played safe and stuck the KTM 450 in the van, just in case!

So that's how I came to be sitting on the start-line at just after 7:00am on the only CCM 404 Enduro in the race. Would it survive and make it to the finish? Well I was more confident about the bike than I was about Team TBM, put it that way. Now there are one or two competent riders who periodically work for TBM, but sadly these guys were mostly busy organising the event itself. And our fastest contributor (Jonty, who won last year's event), had already sorted himself a ride - for some reason he didn't take us up on our generous offer to join our team this year! So that just left the TBM B-team of myself (tired old hack), James Barnicoat (up-and-coming youngster), and Chris Evans (down-and-out oldster). It was kind of like

BLACK DUST, White Knuckles!



CONSPICUOUS CONSUMPTION

This year's D2D used the following:

- 15000 wooden stakes
- 11000m course tape
- 300m plastic mesh
- 2000L of free bottled water
- 20 toilets
- 2 skips
- 50 metal stakes
- 2000 course marking arrows
- 3 staple guns
- 6000 staples
- 300 zip ties
- 30 information signs
- 10 pairs of scissors
- 15 reams of A4 paper
- 4 printer cartridges
- 1 hospitality unit
- 5 tables
- 4 gazebos
- 6 cars fitted with radios
- 40 yellow marshals bibs
- 38 Banners
- 50 ID badges
- 290 Transponders
- 250 pens
- 600 TBM stickers
- 600 Touratech stickers
- Two marriages

It took a full seven days to put up the course. And it's still being taken down!

coolant - seeping into the Welsh substrate. Recovering his bike with the help of a friendly marshal, his pit-crew immediately set to work looking at ways to combine the two bikes into one. They are crazy. Then when this failed they started looking around for a spectator's

bike to borrow. They retired gracefully in the end, and Clive Dredge, Patsy's husband and mechanic, turned his attention to helping the other teams - Team TBM among them, together with ironman (or rather ironwoman) Donna Gray (who was also supported by her mechanic boyfriend Martin).

Out at the front of the competition the experts were having their own dramas. Gizza Edmunds fell heavily (albeit at slow speed) breaking a shoulder. Had this happened near the end of the event, brother Jonty might have completed the rest of the race on his own. But faced with

alcohol in abundance and much more besides!

Many teams were finding that their best-laid plans were coming apart at the seams. Patsy Quick was in trouble on her first lap. Riding a KTM 660 Rallye bike, she found the unforgiving rocks with the bike's fuel cell and holed the tank. With petrol pouring out she limped back into the work area where her team-mate was waiting. Eager to ride, Clive Town had the other bike, a KTM 640 Adventure already running. Are these two crazy? A lap later he lost all the coolant from a blown hose, but carried on regardless. Not long afterwards the bike's oil went the same way as its

Dad's Army does Enduro.

The flag dropped and I legged it to the CCM pushed the starter button and gunned it for all I was worth, up the big hill around the top and down the hill again. The CCM floated effortlessly over the first of the jumps and landed straight without troubling the suspension. Wow. I turned the next corner, opened the throttle and felt the back end drift wide in a great big lazy arc, as a plume of jet-black roost disappeared up the nose of the rider behind me. Blimey, I was going to enjoy myself after all.

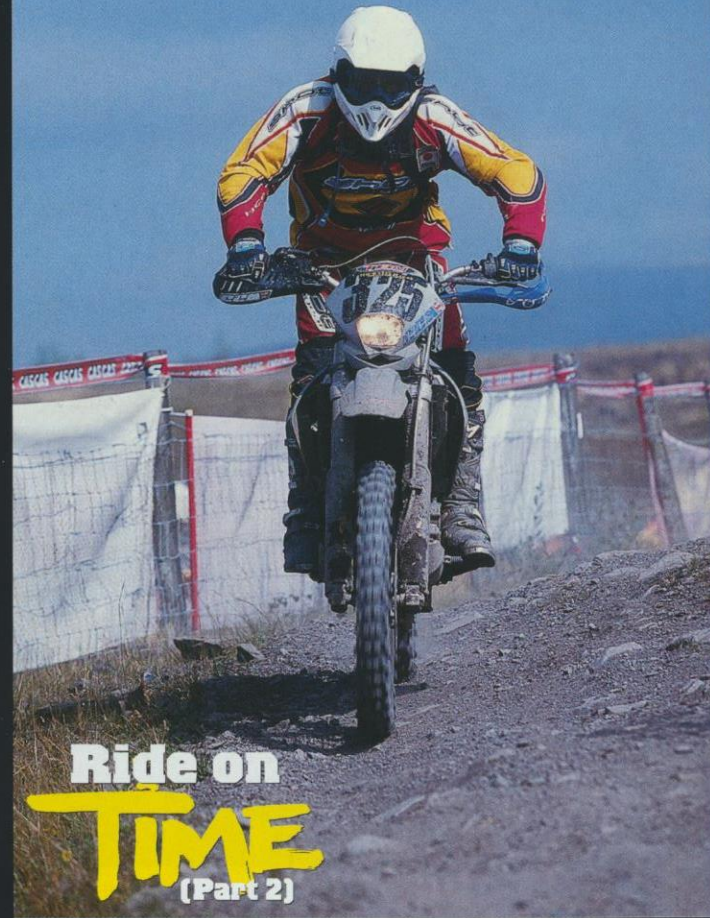
Two laps (and more than 1.5hrs) later, I pitted for the first of our pre-planned rider changes. The CCM was suffering from a bent front brake lever, a broken clutch-side handguard and a missing bolt from the exhaust mounting but I was grinning from ear to ear. There wasn't time to fix up the CCM immediately (we were sharing our hard-working pit crew of Martin Wittering and Clive Dredge with two other teams) so James headed out on the KTM while they set about repairing the damage.

On went a new front brake lever, off came the broken handguard and a replacement was ponced off another bike. The exhaust bolt was replaced, the air-filter checked (but found to be fine), a fuel filter was added and the bike was given the once-over for any other problems. Fuelled up it was readied for the next rider change.

And so it went on. For hour after hour. We lost a few bolts, changed a couple of air filters and replaced the odd lever, but the CCM seemed to be hanging in there. At least it did right up until the ninth hour of the race. But when James pitted on the Brit bike in the middle of the afternoon it was trailing a small but noticeable plume of blue smoke emanating from the exhaust. Uh-oh! We sent out Chris on the KTM and sat and wondered what to do next.

Was it the rings, the big end or was the motor just crying enough? For sure this bike had done

The CCM was supremely stable on the stoney Welsh tracks...



Ride on TIME (Part 2)

plenty of work during the past two weeks, nobody could've blamed it if the engine was feeling tired. But somehow I suspected it was something else. Those Suzuki lumps are good strong workhorses and I couldn't see that even our ham-fisted hammering could've destroyed one in such short order.

It's usually at times like this that you need to have a sit down, scratch your head, take a slug of water and try to figure things out. And so it was this time. By now the course was drying out and dust had started to figure in the proceedings - the air-filter was clogging up over the course of two laps. But that wasn't our only problem. We were

BLACK DUST, White Knuckles!



a damaged bike and little chance of repeating last year's win he sensibly called it a day.

Soon afterwards Team Gas Gas rider 'Woody' Hole, suffered a spectacular getoff on the way down the big hill and in full sight of the pits. Team-mate and Gas gas importer John Shirt quickly rode down to collect the transponder and continue the lap. But when he returned to the pits to find that Woody would not be able to take over again he decided that four hours in the saddle would serve no useful purpose and another top team was out.

This didn't make things much easier for the aspiring winners - 12 hours is a very long time to ride a dirt bike. Team Yamaha riders Rowan and Dylan Jones were pushing on hard. The Yamaha

Off Road Experience were one of the event's sponsors and a win would look good for them. But first of all they had to deal with the Husky mounted pairing of Wyn Hughes and Chris Hockey and the other Yamaha duo of Jason Fraser and Rob Wrayford. Time would tell.

By the mid point it was obvious that last year's Ironman winner Richard Hay was going all-out for an overall win. Richard always looks purposeful on a bike, but this year he was up against it. One man against two-man teams of good riders sounds impossible unless you are Richard Hay. Young TM rider Simon Watley was experiencing his first long distance event but was a little disappointed when his team mate (and championship rider) Tim Lewis aggravated an old injury

now just into our third jerrycan of fuel and in our haste to get ourselves ready for the event someone remembered we'd filled up a half-full jerry which already contained pre-mix fuel for two-strokes. It was the oil in that fuel which was causing the blue smoke!

Eureka. We swapped the air-filter, drained the CCM's tank and replaced it with fresh fuel, then everyone kept their fingers crossed as we thumbed the starter. Sure enough the CCM blatted into life and ran clean, without any hint of smoke. The KTM pitted and I jumped on the CCM for what was to be the fastest of my day's laps.

By now the teams were beginning to thin out, the course was flowing faster and the CCM was in its element. I'd had a spell on the KTM the session before and noticed how much 'flightier' it felt. By comparison the CCM was slightly heavier and wider and a bit less powerful, but felt smoother, more firmly suspended and considerably more stable. Though clearly not as powerful as the KTM, I felt that the CCM's rock-steady composure and stiff suspension gave me the confidence to push a little harder for more of the time. Sure, the bike's heavy throttle was starting to cramp my wrist and there was a bit more effort involved in getting the bike to turn, but I was seriously impressed with it. And this from someone who really rates the KTM 450.

I'll be honest and reveal that the team didn't all share my feelings. Chris felt the CCM was heavy and unwieldy, James liked 'em both. But you had to admire the CCM for its abilities - especially when considered alongside a bike as good as KTM's 450EXC.

The end of the race was a bit of a scramble. We'd worked out that providing Chris came around with more than three minutes to spare (before the race leader was due) we'd have time to pit and send James out for one final lap. We were all anxiously awaiting his arrival and as the seconds ticked away no-one was quite sure whether he'd make it in time. In the end we just made it, James headed out on the KTM for what was our fastest lap of the day, and Team TBM/Dirt Junkies finished a respectable 61st overall. Not too shabby for a B-team, on borrowed bikes and with a complete lack of sleep



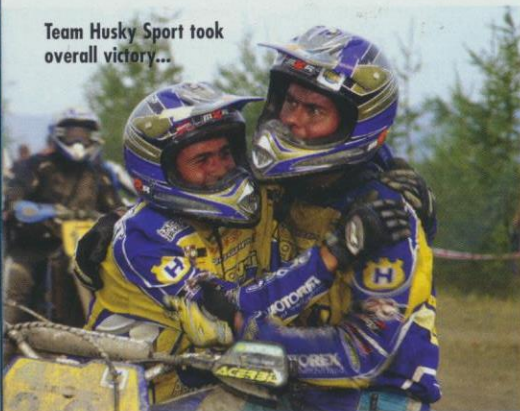
Ride on TIME (Part 2)

from the week before. Better still we just managed to pip Team MCN by a mere 141 places. Life was sweet.

So what did we discover about the CCM? Well we noted that the wide tank wasn't as big an issue as we'd previously thought but that the tall suspension did make the seat very high. We found that the exhaust bolt rattles out no matter how much loctite you put on it (it really wants bolting to the main frame rather than the sub-frame). We didn't like the routing of the rear brake hose, and noted that the rear brake wasn't as efficient as the excellent front stopper. We found that the air-filter works perfectly well (but you need to keep an eye on it in dusty conditions), and felt that the throttle was rather heavy. But on the plus side we discovered a new found respect for a bike made here in the UK. It's fast smooth, stable, competent and well-screwed together. And it finished the race in one piece. What more do you want from a dirt bike...

TBM would like to thank CCM, Clive Dredge, Martin Wittering and a whole heap of others too numerous to mention, without whom this test wouldn't have been possible...

Team Husky Sport took overall victory...



and decided to retire.

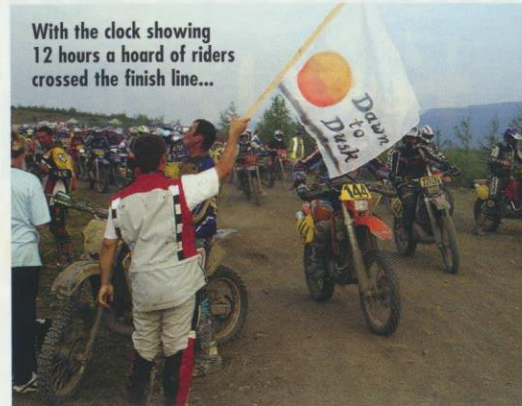
As the nine-hour mark was passed many riders were beginning to suffer. Gone were the slick change-overs, now teams found time to talk before setting off on their stint - on occasions both riders would sit down and rest. The really exhausted ones stayed in the work area, planning to cross the finishing line just after the winner. That way they would be classed as finishers.

As the final hour approached some accusations of course cutting were made but when investigated were found to be untrue. The problem lay with the myriad of paths that criss-crossed the area. When a rider retired he would try to find an easy way back to the finish and these riders had caused the confusion. The ones that were report-

ed by marshals for being in the wrong place had not benefited from the excursion. Throughout the event the marshals were controlled by radio links to 'sited' cars and everything seemed to work well. Amongst the hardest workers were the St John Ambulance crews who operated a regular shuttle service to the nearby hospital.

As the twelfth hour approached everybody was anxious to see if the leading team rider Chris Hockey would cross the line after the deadline or just before. If before he would have to do another lap and so would everybody else on the course. Chris had to come into the pits for a 'splash-and-dash' but the second-placed team of Rob Wrayford and Jason Fraser were only a few minutes behind and didn't need to refuel.

With the clock showing 12 hours a hoard of riders crossed the finish line...



The Young Ones

This year's Dawn to Dusk was followed by a youth enduro. Dot Jones reports...

The dust had hardly settled on the adult Dawn to Dusk enduro when the following day a group of youngsters gathered around organiser Si Pavey to hear the rider briefing. They listened intently as he explained the difference between MX and enduro, especially the important part about looking ahead for the big orange arrows. The course was a shorter version of the previous day's adult route and he didn't want anyone following the wrong track and getting lost in the forest. Most importantly he told them that if they came up behind a slower rider they should wait until it was safe to pass and not try to push past. 'Start slowly' he explained 'as you will be riding for an hour in the morning and after a lunch break, another full hour not just the usual ten minutes of an MX race. Drinking lots of water will be essential

so keep taking sips from your hydration packs.' The riders collected their machines, which varied from a Yamaha TY125 trials bike to the latest KTM 125SX, and rode down to the start line where they were organised into two groups. The Seniors aged from 14-15 years would start first followed a minute later by the Intermediates who were all aged between 12-13 years.

Once the all clear was given the flag dropped and ten riders roared off into the first bend ignoring all the advice. Up the hill towards the pit area and down the steep bank into the first real bend Jamie Paget on the KTM was in the lead hotly pursued by Michael Roberts-York riding a Kawasaki KX125. Everyone was away safely

and off onto the three mile course. The Intermediates anxiously waited for a very long minute before they too had their moment of glory in front of the watching spectators.

At the end of the first lap Jamie and Michael were leading and by the third lap were beginning to overtake some of the slower riders. On the climb through the trees leading to the start straight the competitors showed their skill and proved they all had good riding styles, standing up and attacking the course. Elliot Beken was following the advice of his father and treating the event as a long distance trial. Standing up all the way he was able to position the front wheel of the trials machine to miss the large rocks that were blocking parts of the track. The little four-stroke Yamaha TTR125s were finding grip everywhere and proving an ideal machine for the event. The riders had settled into the rhythm of the event and were circulating comfortably but were looking a bit hot at the lunch break rest.

Relaxing in the pits they were consuming chocolate bars and bottles of water while family members re-fueled the machines and checked all the vital parts. The Yamaha 50 of Adam Young had been down on power all morning and his father found the exhaust pipe was choked with carbon. The front brake of Michael's Kawasaki had failed on the last lap and unfortunately proved irreparable so he was forced to retire while in third place. In his native South Africa youth enduros are regularly held before adult events so he had been looking forward to this first ever UK youth enduro. The Senior class leader at lunch was Jamie Paget with eight laps completed closely followed by Lewis Woodford on seven and in the Intermediate class the top three riders Danny Wright, Daniel Morris and

Matthew Holcombe had all completed seven laps.

Once again they all set off at a cracking pace from the start line and quickly sorted themselves out around the course. After just two laps Martin Stevens rode into the pits with a front wheel puncture and urged his father to work faster so he could get back out without losing too much time. Then in came Lewis Woodford with a rear wheel puncture and had to watch while his pit crew tried to change the tube in record time. He was concerned that his second place was slipping away and as soon as the last nut was tight he roared off down the hill.

Daniel Copleston riding a hybrid machine comprising a Honda XR250 engine in a Kawasaki frame, collected a puncture during the morning session and after lunch he was unlucky enough to fall and bend the footrest. The kickstart could not swing fully and the marshals had to push start the machine in order to make sure that he completed the course.

All too soon the flag was raised and as riders finished the lap the waiting crowd cheered them home. Tired but happy they gathered to salute the winners and collect their finishers award and the question on everyone's lips was 'when's the next youth enduro - that was great fun?'

RESULTS: SENIORS

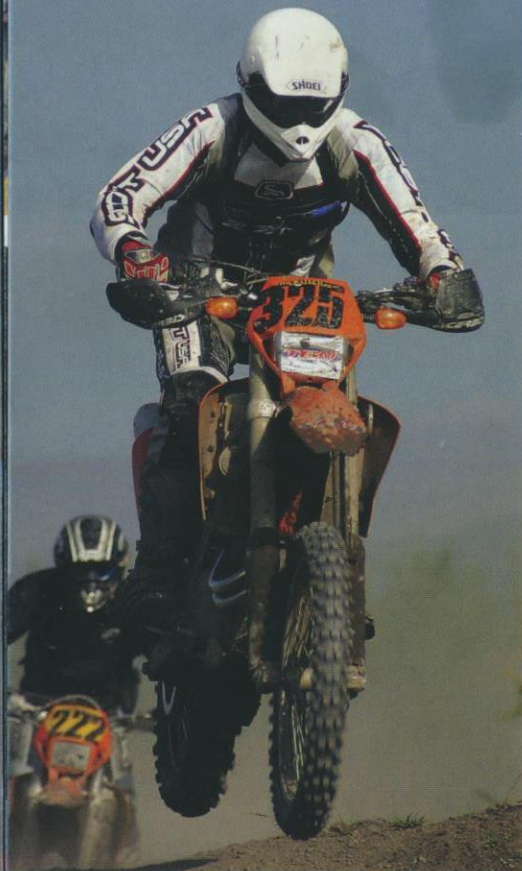
Jamie Paget KTM 125
Lewis Woodford Yamaha YZ80
Lewis Hillier Yamaha DT125

RESULTS: INTERMEDIATES

Matthew Holcombe Yamaha TTR125
Daniel Morris Kawasaki KX80
Danny Wright Honda 80



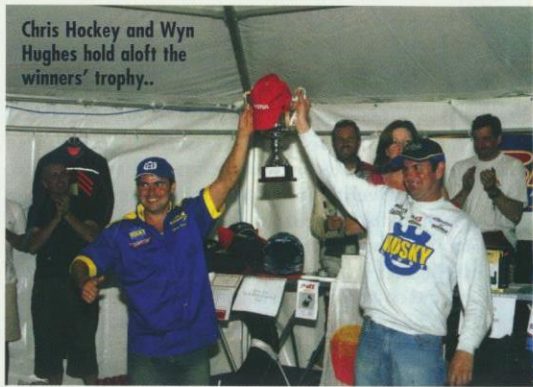
BLACK DUST, White Knuckles!



A big shout went up as Chris Hockey pitted on the Husky and jumped off to let team-mate Wyn Hughes ride the final lap. They exited the pits before the Yamaha team came into sight and as Wyn crossed the line just before the 12 hours were up they chalked up another lap which left Ironman Richard Hay one lap behind. Had Wyn not managed to get in that extra lap, Richard would have finished on the same number of laps as Wyn and Chris Hockey. An almost unbelievable feat of endurance.

As it was they did get in an extra lap covering almost 400 miles at racing speed and were delighted to receive the Motul trophy for their efforts. Jason Fraser and Rob Wrayford just eased

Chris Hockey and Wyn Hughes hold aloft the winners' trophy..



Rowan and Dylan Jones into third place with both teams sharing 22 laps. Once again it was Richard Hay who won the ironman class and collected a fine set of supermoto leathers for his troubles to take back home to Scotland.

Donna Gray was the only lady competitor to make it all the way to the finish and she also chalked up victory in the Clubman Ironman class (with 16 laps). An achievement which was soundly celebrated at the reception afterwards.

The final drama of the day was provided by the KTM 640 rider who had fallen off at the very first turn. With three bends to go before finishing he fell again - grand style this time. And didn't get up. One of the first marshals to go to his aid was organiser Si Pavey who took 15 minutes to get him up on his feet. Back on the bike he wobbled through those last three corners on his way to the finish line and straight into the ambulance. He'll remember the 2003 Dawn to Dusk Enduro for a very long time...

Thanks

The success of the D2D was made possible by 20 sponsoring companies and organisations, by more than 40 marshals and by a lot of hard working officials. The organisers would like to thank everyone who generously contributed to this year's event but especially extend their thanks to the Chiltern Hills Enduro Club (01628 485921) for providing the timing equipment and marshalling the event. And thanks also go to Global Marquee Hire (01458 259197) for their superb marquee complete with bar, food counter and presentation stage. Next year's event is planned to be even bigger and better - and since this year's entry was more than double the last one, you'd better get your entries in quick for the 2004 event. See next month's TBM for more details.

DAVE CLARKE RACING IMPORTER 2004 MODELS IN STOCK



TELEPHONE 01772 612 118

ABERDEEN

Dennis Irvine Superbikes
01224 590077

BERWICK ON TWEED

Border Bikes
01289 305768

CARNFORTH

Moto Supplies
01524 824723

DERBYSHIRE

SR Off Road
01629 820111

ESSEX

Jim Aim Motorcycles
01787 460671

LINCOLNSHIRE

Paddock Hill Racing
01427 717203

LONDON

Club Moto
020 7394 4381

NORTH WALES

S&S Racing
01743 246009

SOUTH ENGLAND

Gary Grover Racing
01488 658667

YORKSHIRE

NTB
01904 750101

GTR. MANCHESTER

Scorpion Motorsport
0161 7249518

BARNOLDSWICK

Factory Developed Parts
01282 853400

DONCASTER

Andy Mitchell
07771 906991

BIG DOWN UNDER



If you're an Aussie over here (and doubtless over-staying your Visa), you'll probably already have heard about Staintune exhaust systems. Aussie designed and built (from stainless steel - as if you hadn't worked that out already) the company has a reputation for good solid products and now they're available in the UK. Whilst not the

lightest exhausts on the market (stainless pipes never are) the build quality looks to be pretty good, the welds are nicely finished, and the whole pipe is polished to a mirror finish. What's more Staintune offer a twelve month guarantee on all their exhausts.

As it comes the system should be reasonably quiet as the silencer is fairly long and the outlet quite small. The internal baffling is made from stainless steel wool which, we're told, won't blow out and should never require repacking, whilst there's a removable baffle on the end can. This particular system is for Yamaha's powerhouse WR450F, and comes with a big-bore header pipe (cos a little more top-end is just what your 450 needs!). Staintune also produce exhausts for the more popular enduro/trail bikes (XR's, KLX's, EXC's, DR-Z etc). This particular pipe will set you back £360, and is available through the amusingly named 'Woody's Importarium'. Mike (not Woody) is the man to speak to, you'll find him on 01443 742421.

PIT BULL

Don't let the name of the Scott Pit Lane bag confuse you, we reckon this is an ideal bum-bag for trail riders - especially those who don't want the hassle of wearing a hydration pack. Apart from the large (and expandable) main pocket capable of swallowing a lightweight waterproof jacket, there's also a tool-roll holder, twin water bottles, two key/loose change pockets and a further top pocket designed to carry a spare pair of goggles or camera etc. With a broad strap, chunky buckle and plenty of padding where it matters, the Scott Pit Lane seems fairly well priced at £32.95. Call BHR on 01582 491076 for your nearest Scott stockist.



THE EYES HAVE IT

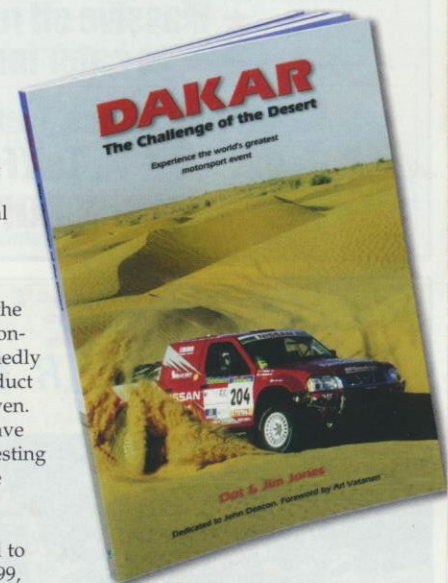
Alpina, a name more often associated with tuned Bavarian motor cars is also the moniker of a German goggles company, and their Proton goggles are new to the UK. Available with either a silver frame (shown here) or black frame, the well shaped goggles come with 'Turbo venting' and an anti-fog lens to prevent misting (which really works well). The face foam is good and soft, making these amongst the most comfortable goggles we've tried. Plus you also get a natty little goggles bag (designed to double up as a lens cleaning cloth) together with a handful of tear-offs. Top stuff. The price is right at £28.99, in fact the only downside is that replacement lenses are only available in clear. A shame really, as although the lenses are claimed to give a high contrast effect they're nowhere near as effective as coloured lenses. Tran Am are the UK importers and will be able to point you in the direction of an Alpina stockist. Give 'em a bell on 01425 620580.



THE GOOD BOOK

Motorsport enthusiasts (and TBM contributors) Dot and Jim Jones have recently launched a book entitled 'Dakar, The Challenge of the Desert' to act as a guide for potential competitors in the annual desert marathon. Dedicated to the late John Deacon and with a touching introduction by his father together with a foreword by another great Dakar hero, Ari Vatanen, the 10"x 7" 128 page book starts well with superb pictures helping to capture the flavour of the desert. However, the topics for each section then hop somewhat confusingly from subject to subject. Moreover as the book is unashamedly supportive of a particular rally company and advertises their product throughout, this detracts from the independence of any advice given.

Nevertheless the photography is captivating and even if you have no intention of entering the Dakar the book makes for some interesting reading. However, if you are a desert virgin planning to tackle the infamous race, gleaning relevant information is just one of the many daunting mountains you will have to scale, and this book will undoubtedly offer some guidance. Besides, if you're prepared to spend tens of thousands of pounds on a race, what's another £19.99, eh? 'Dakar' is available from Dinefwr Publishers on 01269 851989. Clive Garnham



FILLER UP

These sensuous billet alloy fuel caps and oil filler caps are just the first in a number of new off-road products you'll be seeing from REP (Race Engineered Products) over the coming few months. Designed and manufactured in the UK, the REP alloy caps are not only stronger and less likely to get damaged in a crash, they also help distinguish your bike in the parc ferme. The fuel caps (available in red, blue, black, gold and silver anodised) for most enduro and trials bikes (but not Gas Gas) cost £26.99, while the neat little oil filler caps (which come ready drilled for lockwiring if you ride supermoto) cost just £10.99. For more info call Braybrook Offroad on 07802 572023 or 01706 829917.



S&R motorcycles

Cornwall

N°1 OFFICIAL GAS GAS DEALER FOR THE SOUTH WEST

**NEW 2004 GAS GAS MODELS IN STOCK NOW
FSE450, THE ULTIMATE TRAIL BIKE**

★ Lower than Enduro V. with fuel injection & electric start, unbeatable suspension ★

★ Full workshop facilities available ★ Next day delivery ★

★ All credit cards welcomed ★ Finance available ★

★ Massive off road parts & clothing range ★

★ to cater for all your off road needs ★

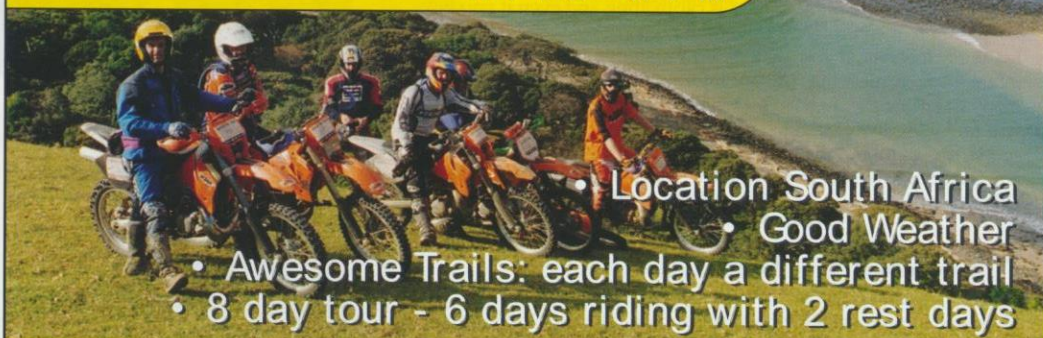
Trefoil Works, Trefoil, Bodmin, Cornwall PL30 5BA

Tel/Fax: 01208 831774

www.snrmotorcycles.com

ALFIE COX

ADVENTURE TOURS WITH KTM



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

2004 TOUR DATES FEB 1st-18th & 22nd-01/03. MAR 8th-16th & 22nd 30th.

APR 25th-03/05. MAY 4th-12th. JUN 20th-28th. JUL 5th-13th. SEP 9th -17th.

OCT 11th-19th. NOV 28th Oct -5th Nov

For more information contact ALFIE or HAZEL Cox:

e-mail: alfie1@pixie.co.za • Tel: +27-31-7821779 • Fax: +27-31-7823559

• Alfie Mobile: +27-823760260 • web: www.alfiecox.co.za

TUAREG RALLYE 2004 MOROCCO

10 day Moroccan off road desert & mountain race for Bikes, Quads, 4x4's and Trucks

Amateur and Pro Classes covering upto 220km per day of High Atlas Mountain Trails, river beds and high dunes.

The rally starts in the port of Almeria, Spain on the 12th March 2004. From the Moroccan port of Nador the course follows the valleys and high trails of the Atlas through the river beds to Missour. Then over the High Atlas on through the high valleys and passes to the dunes around Merzouga. Several stages take you through the high dunes of Erg Chebbi & the mountains of the Anti Atlas including some incredible days through 200-300m high monster dunes. Back through the High Atlas to Missour for an evening of prize giving & celebration and then back to Nador through the Atlas mountain pistes. The rally ends after breakfast in Almeria on the 22nd March.

Navigation is by roadbook, gps & compass. Thorough enjoyment is compulsory!

Entry prices - Bike/quad, upto 01/12/03, 990euro. upto 15/03/04, 1090euro.
4x4 vehicle upto 01/12/03, 1150euro, upto 15/03/04, 1250euro.

Price includes - Ferry, meals, water, medic, basic accommodation (hotels 100euro extra).

Price does NOT include - Event service & assistance. A VERY basic transport of spares ONLY service is offered by the organisers. This is 200euro extra. We can offer a comprehensive service, assistance, flight & bike transport package from the UK & France - phone/email for details.

DAVID LAMBETH RALLY & OVERLAND

0044(0)1892 853913 tuaregrallye_uk@hotmail.com

*** ** dedicated UK based website coming soon ** **

UK agents for the Tuareg Rallye and providers of machine prep, transport & service assistance packages throughout the rally / raid calendar.



Rallye-Raid Rallye-Raid Rallye-Raid Rallye-Raid Rallye-Raid Rallye-Raid
Good Luck El Chotters, Giles, Huw, Cyn, Reggie, John A, John R, Herman, Brian, Karim

TT XT XTZ TENERÉ TRANSALP AFRICA TWIN

ENGINE REPAIRS/REBUILDING
WHEEL BUILDING-EXCEL-TALON
SUSPENSION-SPRINGS-SHOCKS-FORKS
TYRES H/D-TUBES-MICH DESERTS - MOUSSES
STAINLESS EXHAUSTS & HEADERS
BASH PLATES-CRASH BARS-FRAME MODS
UPRATED ELECTRICAL / LIGHTING / IGNITION
GPR STEERING DAMPER / STABILISER
ORTLIEB 100% WATERPROOF SOFT LUGGAGE

HONDA / YAMAHA PARTS - GLOBAL DELIVERY
ACERBIS/IMS BIG TANKS & PLASTICS
ICO/IMO TRIPS-MD/RB ROADBOOKS
GPS - MOUNTS / CABLES / AERIALS / SOFTWARE
TOURATECH PRODUCTS STOCKED
RALLY & EXTENDED SCREENS
METAL MULE AND ZEGA H/D ALLOY PANNIERS
WATER & FUEL STORAGE SYSTEMS
HANDMADE H/D STEEL LUGGAGE RACKS

**RALLY/RAID PREPARATION & EVENT ASSISTANCE / TRANSPORT
OVERLAND / EXPEDITION / ROUND THE WORLD PREP - FULL BACK UP**

**DAVID LAMBETH
RALLY & OVERLAND**

TEL 01892 853913 FAX 01892 853912
bigbluecoach@hotmail.com

51°02.50N
00°13.80E

Chris Scott Books (Invaluable) Adventure Motorcycling £15 inc p+p, Sahara Overland £23 inc p+p.

DVD's and Videos - Call of the Wild - Outback Canada, VHS £15 inc p+p.

Desert Riders - Deep Sahara, VHS £15 inc p+p, DVD £20 inc p+p.

Must see websites: adventure-motorcycling.com, horizonsunlimited.com, rallyrider.com

* Always Wanted & for Sale - Tenere, TT, 600E, XR, XTZ750, rally and overland equipment

* Monday-Friday 10am-7pm Closed Sat & Sun 'weekends are for prepping for Tunisia'

FOR SALE Fully prepped twin lamp Tenere 100% ready for Round The World £4800

Fully prepped R/T/W bikes using NEW XT600E — ultimate overland single £5800

Various TENERE, all models £1,750-£4,500 (std & prepared)

leisure Trail UK

EVERYTHING FOR THE TRAIL
ENDURO & OFF-ROAD RIDER
KTM, CRM & DRZ SPECIALISTS



GOOD USED
TRAIL / ENDURO
BIKES ALWAYS
WANTED
£££

2004 KTM's HERE AUGUST - LIMITED AVAILABILITY PRE ORDERS AND DEPOSITS NOW!
BETA 4.0 ALP 350cc also in stock - Demo bike available - It's worth a ride!"

QUALITY USED CRM's AND NEW & USED BIKES CURRENTLY IN STOCK

| | | | | | |
|-----------------|-------------|-------------------|-------------|--------------------|-------------|
| CRM Mk1 | from £1,595 | SUZUKI DRZ 400S | new £3,995 | BETA 350 ALP | new £4,250 |
| CRM Mk2 | from £1,795 | SUZUKI DRZ 400E | new £3,995 | 03 KTM 520EXC | mint £4,595 |
| CRM Mk3 | from £2,395 | KTM 640 SiMoto | new £5,195 | 03 EXC only 300km | £3,550 |
| CRM AR | from £3,195 | 01/02 DRZ2400E x3 | from £3,295 | 01 DRZ400S 2900mls | £3,250 |
| 03 BETA 200 ALP | new £3,150 | EXC Mint | £4,495 | | |



OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM

- HONDA CRM250 — FULL RANGE OF ACCESSORIES, SPARES & GOODIES IN STOCK, PHONE OR EMAIL FOR FULL LIST
- CRD PIPES & GUARDS IN STOCK
- FINANCE ARRANGED — QUOTES AVAILABLE ON REQUEST
- ALL MAJOR CREDIT & DEBIT CARDS ACCEPTED

0115 973 2466



sales@leisuretrail.co.uk www.leisuretrail.co.uk

Redtread™



off road motorbiking
for novices/experts in the Andalusian mountains

- 7 Days all inclusive
- 'Lads' Long Weekends!

- Suzuki DRZ 400E Bikes (soon to be EC450 GasGas)
- All protective clothing provided
- Insurance/flights included*

Ring now for prices
& special offers!

Contact us at: www.redtread.com

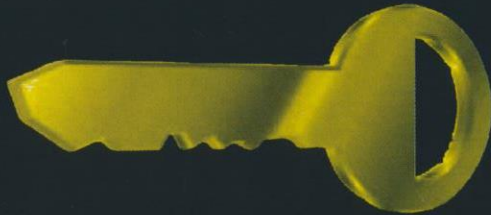
Tel (Spain): 0034 627 834 430 (English Speaking)

*flights available on certain tours only - check for availability

Redtread
Offroad Tours España

Mitchell & Partners

Your key to better bike insurance



0845.2304410
or online at mitch.co.uk

Mitchell and Partners is a member of the General Insurance Standards Council.
Registered Office 13-15 Archway Road, London N19 3TX.
For your protection and security calls are recorded.

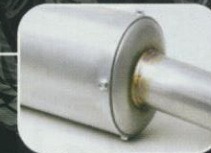
DEP PIPES

performance enhancing products

2003 FOUR-STROKE POWER

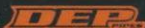
ALL NEW 2003 4-STROKE SYSTEMS COMPLY WITH
ACU & FIM NOISE REGULATIONS

WR250F, WR450F, DRZ400E, DRZ400S,
YZF250, YZF450, KTM450/525SX,
KTM450/525EXC & CRF450R



MANUFACTURER: DEP PIPES > TEL: 01622 765353
UK DISTRIBUTOR: CI SPORT > TEL: 01372 378000

www.deppipes.com





SON of a Gun

Husqvarna's awesome 360C (and the subsequent 360WR) are the stuff of dirt bike legends. Mark Williams tells the story of how they came about...

Torsten Hallman tests the 360 prototype during practice at the 1963 MX des Nations...

What is it about guns and motorcycles? Several of the world's legendary bike manufacturers started out building armaments - BSA and Royal Enfield being the two that most readily spring to mind in Britain - but the only marque still with us that has its origins in firepower is in fact, Husqvarna. And whilst these days Husqvarna is in essence just a brand name applied to a range of Italian-built off-roaders (not to mention power tools and washing machines), it has a noble lineage that goes back to 1689 and the foundation of the Swedish Royal Arms Company.

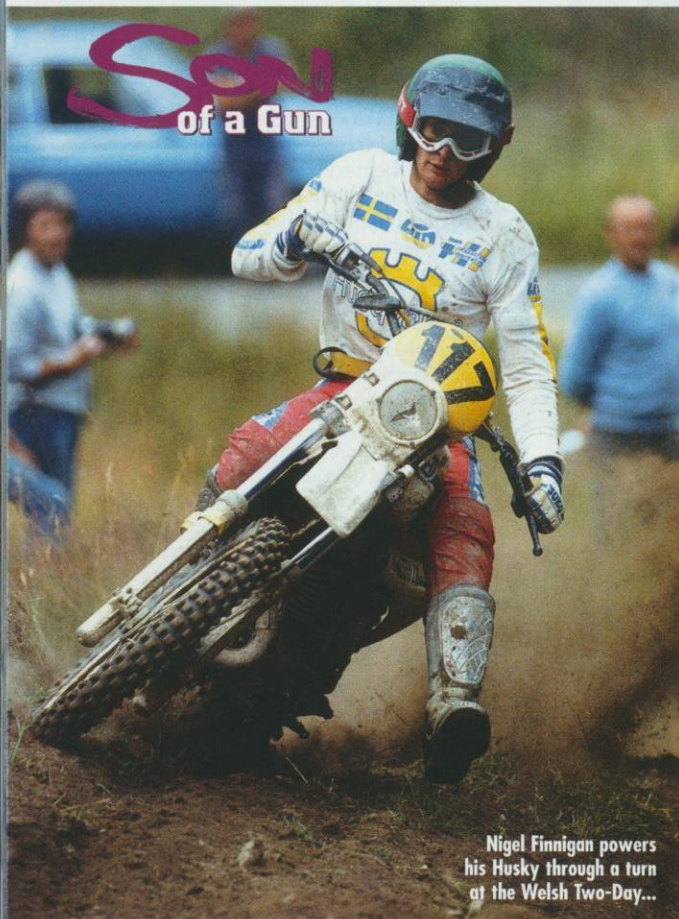
At the time Sweden was an aggressive little nation regularly picking fights with much larger

countries. And when King Carl XII decided to take an ill-advised pop at Russia, the fledgling company went into overdrive, only to hit a severe downturn when the Russians unsurprisingly won. In many respects this 'take on all comers' approach typified the company's activities for the next two and a half centuries. Certainly by the time it had changed its name to Husqvarna Vapenfabriks in the late 19th Century, and begun manufacturing motorcycles in 1903, it was already a world beater in sewing machines, forestry saws as well as small arms.

1903 - coincidentally the same year that that other durable world beater Harley Davidson, came into being - marked the launch of the company's first roadbike, powered, almost spookily, by a 1.5bhp side-valve engine produced by FN, a Belgian gun maker who also went on to make motorcycles. But here endeth a somewhat tedious lesson in ancient Scandinavian industrial history, save to say that the company were soon producing their own big four-stroke single and V-twin powered bikes, which by the 1930s were outperforming even the mighty works Nortons in international road racing.

But as far as our interests lie, the 500cc 'Specialracer Motorcykel' launched in 1930 was the forerunner of a range of motocross and enduro irons we know and revere. Built for a form of long distance cross-country event peculiar to Sweden, the Specialracer housed a powerful 33bhp four-stroke single in a light-weight rigid frame. For a few years the bike won everything it was entered in - at least on its home turf. But as early as 1936 the factory was realising that its future lay in two-strokes, and after the war a 175cc 'stroker was the mainstay of their output. Successfully modified for the emerging scrambles market, the engine was enlarged to 250cc and in the hands of factory rider Rolf Tibblin, took the FIM's Coupe d'Europe 250cc cup in 1959 - the forerunner of the European Motocross Championship.

At the time British four-strokes were dominating the 500cc series events, and when Husqvarna announced their intention to compete in that class, pundits thought they were barmy, for no-one had successfully built competitive and/or reliable two-strokes of such large capacity. But Husky, and not for the first time, did the unexpected and for the 1960 season Tibblin wheeled out a bike powered by an updated version of the 24 year-old push-rod Specialracer engine. Fitted in a light duplex



**SON
of a Gun**

Nigel Finnigan powers his Husky through a turn at the Welsh Two-Day...



frame, and appended by Ceriani forks, Girling shocks and driven via an AJS 7R (roadracing) gearbox, the Husky won the championship outright, although it was Tibblin's teammate, Gunnar Nilsson who topped the podium that year. In 1962, the little Swedish factory made history by winning both the 250 and 500cc titles with their two very different bikes, Tibblin himself becoming the first man ever to win both events. But even though it was some 40lbs lighter than the British opposition, the old four-stroke was reaching the end of its useful life and by the mid-sixties Husqvarna was competing in both classes with two-stroke machines.

In fact the 250 scrambler provided the basis for the company's first tentative steps into the trail/enduro market, the 250T ('T' for trail)

Commando. With its long, 57.5in wheelbase, 24bhp (as opposed to 31bhp) power output and 240lb dryweight, it was a machine rather too compromised towards the weekend trailrider, yet ironically it wasn't street legal in most of the American states it was aimed at. Consequently it wasn't much of a commercial success in America, where it was almost exclusively exported.

The bike that concerns us here of course is a proper enduro model, one that was highly successful in the early '70s, achieving iconic status as a star of the film *On Any Sunday*, in which multi-skilled yank ace Malcolm Smith campaigned one in motocross, desert races and took a gold at the 1971 ISDT in Estoril, Portugal. Just for good measure Steve McQueen rode one in the film too. No wonder Huskies sold by the boatload in the

States for years thereafter. But Husqvarna's 360C ('C' for competition) was perhaps, more than any of its rivals at the time, simply a scrambler with lights bolted on. In its first, 1968 incarnation it used the same scrambles chassis that housed its world-beating quarter-litre brother. And it shared the same over-square bore and stroke, 78.5 x 72mm, the same 32mm Bing carb and fly-wheel magneto ignition as the company's 360 scrambler. However with a milder 8.5:1 compression ratio (compared to the scambler's 10.5:1), it put out about 2-3bhp less than the peaky, 37bhp short circuit engine.

As a consequence, the first 360C was a fairly easy bike to ride, with a decent spread of torque available through its tough, if a tad notchy four-speed gearbox, and a chassis that enabled full use of that power, especially coming out of turns. The chassis itself was suspended by Girling gas/oil shocks and Norton-pattern forks (built by Husky), the Anglophile influences taken a little further with provision of Motoloy hubs which boasted over twice the swept area of the scrambler's brake shoes. Which in turn meant it stopped pretty well too. And with a fully-floating rear anchor, lock-up was kept to minimum especially over bumpy terrain.

Unlike the 250 Commando, the 360C was fitted with battery lighting, a VDO speedometer and a slightly quieter exhaust system designed, in trademark Husqvarna fashion, to rise up-and-over the bike's nearside. These concessions to Yankee road-legality made it all the more desirable, and it was considerably more wieldy than the Commando if thrown into competition. Which in the American market was primarily desert and hare 'n' hounds racing, where the strong, stiffly suspended chrome-moly chassis rendered determined riders impervious to harsh, rocky terrain that would, quite literally, destroy softer-sprung machines. The disadvantage here, of course, was that it had a distinct tendency to jump all over the place when trying to trickle

over bigger obstacles trail- or trials-bike style. Husqvarna having never produced anything other than scramblers before the Commando, this slow-speed harshness was perhaps understandable.

Sharing the same seven-port barrel and cylinder head as the scrambler, the 360C also benefited from an extremely strong bottom-end and a recently beefed-up gearbox. The latter featured a QD countershaft sprocket, which meant rapid gear ratio changes to suit racing conditions and avoided the need to go through the hassle of changing the rear sprocket. This rugged yet sophisticated powerplant did however have one peculiarity that stymied many riders - a nearside kickstart lever mounted high up, which offered little in the way of effective travel and perforce stopped short of a (non-folding) footrest. Getting used to this tested many owners' patience, but in fact the reliable Femsa ignition unit and the petroil-spraying capabilities of the Bing carb meant that the engine was usually a willing starter.

Although redolent of an era before oil-injection and reed-valve induction were the sophisticated norm, the big Husky might seem in hindsight a little crude. But like the ISDT Jawas that were then their obvious adversaries, they were rugged and highly effective. However whilst the four-speed gearbox offered ratios to transmit the relatively wide spread of torque to good effect on a scrambles circuit, it really needed an extra cog to make the most of long distance events, where the going could include fast fire-roads and even tarmac. And here Husqvarna had a problem. The commendably narrow engine cases would have to be completely reworked to accommodate a five or six-speed gearbox, and the main- and lay-shafts, to say nothing of the cogs themselves, would have to be designed and manufactured from scratch.

Determined to make an impact in the 1969 US National Enduro Championship, Husqvarna went about a quick fix of the gearbox problem. This essentially involved using the standard four-speed gearbox, but with two different countershaft drives, switchable in a 'derailleur' fashion via a handlebar lever. The final drive ratio was of course lowered a little, which elbowed bottom and even second gear into redundancy for most riders, but at the other end of the scale it offered a 90+mph top speed and lots of tractability in the upper ratios. And Husqvarna's ingenuity paid off when John

PHIL RYAN'S 360WR



Phil Ryan's 360WR is the earliest example of the breed that we could find in running condition, though on the day I arrived to take the pics, sadly it actually wasn't running due to gunged-up jets. His 1974/5 bike was built in the crossover year when the new radial-finned, 354cc (82 x 67mm) six-speed engine (that which helped Heikki Mikkola achieved third place in the 1973 World Motocross Championship) replaced the bulkier, round-case motor. A new frame also featured 'laid down' rear shocks (in this case the excellent US made Curnutts which were an option on later models, rather than the stock gas/oil Girlings), taper-roller headstock bearings, and a more angular purple painted tank, but still with the traditional chrome side panel. Phil, who regularly rides in hare 'n' hounds in his Lincolnshire homeland, has a number of older Huskies but reckons this is his favourite. And unlike several of the bikes we've featured in this series, his 'definitely isn't for sale.'

Son
of a Gun



Penton did indeed win the championship on the new 360-C8, as the model was fairly obviously tagged. Unfortunately its premium price and I guess an innate mistrust of gimmickry in the conservative world of off-road competition meant it was never a big seller.

The same applied in spades to Husqvarna's even more radical 360 A-models, the 'A' standing for Automatic. Automatic transmission is actually an attractive idea for dirtbike riders, who often need to ruinously ride the clutch to get traction, or shift gears in a hurry footing it round corners, through mud or deep ruts. But making it work is another matter. Until the early '70s only the small American manufacturer, Rokon, had made a stab at it, using a crude, constantly variable belt arrangement (CVT) similar to the one used by DAF cars in the early Eighties. Not only did this make for a bulky, heavy bike but of course the belts wore out quickly and slipped badly in off-road conditions.

Boyed by the prospect of a contract to produce a thousand 250cc automatics for the Swedish army, Husqvarna's head of R&D, Ruben Helmin, set about his task with relish and an open mind. Although starting with a 3-speed version for the smaller bike, Helmin was eventually working with the 354cc, 10.5:1 engine that powered the factory's 360CR motocrosser from 1975. So bearing in mind the particular problems of maintaining traction in a bigger, more fiery engine, his solution was a hybrid of a 4-speed car transmission which used three centrifugal clutches housed in a master clutch drum, effectively one clutch for each gear. The four gears are separated by a series of freewheeling devices - for practical purposes a series of pegs, or 'dogs', that lock in or out depending on the speed of the engine and the rear wheel, which respectively determine down and upshifts. The dogs simply engage or disengage the next gear and away you go... or rather the opposite if you so choose.

To start the engine you had to operate a short lever which disengaged first gear, and Helmin redesigned the kickstarter, giving it a longer throw so that it usually fired up first kick. Releasing the lever activated the transmission according to how much throttle you gave it, which actually made for very precise acceleration and control, and unlike the CVT there was no slack in the system (or belts to wear out). But because it obviated even the limited engine braking afforded by a two-stroke - well not so limited in the case of a 360 - it proved unnerving to many

riders who were not used to using the brakes properly. (At one stage Helmin considered putting an extra rear brake lever where the gearchange normally resided).

The other major drawback was that because rear wheel speed governed upshifts, absolutely spot-on carburetion was essential. Running over-rich, the engine wouldn't produce enough power to stay in the gear it'd engaged and would start downshifting to maintain a steady ground speed, which both increased fuel consumption and engine wear. And with just three needle positions, the 36mm Bing was not the most sophisticated instrument in this respect, and Husky just wouldn't opt for something better, like a Keihin or Mikuni.

Five years development and gawd knows how many krona went into the project, but it never really captured the public's imagination, and thus their custom. Development went on until 1984 and the 500A, but few of 'em ever saw British dirt, whereas the 250 and 360 and 430WR Enduros which superseded the 360C nobly kept Husky's reputation buoyant, helped not a little by reed-valve induction and six-speed transmissions. And to steal the motto of a long-dead British marque, they were still built like guns.

HUSQVARNA 360C

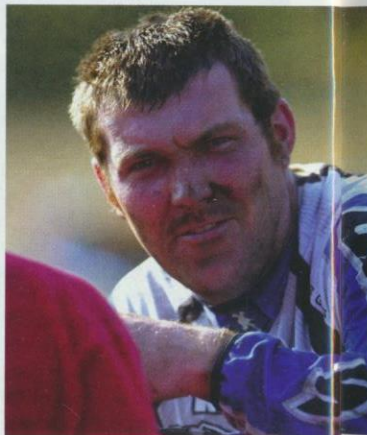
| | |
|---------------------------|--|
| Price (1974): | £480 (approx) |
| Value now: | £1000-2000 |
| Engine: | 7-port 2-stroke (with reed valve on post '74 models) |
| Bore & stroke: | 78.7 x 72mm |
| Displacement: | 360cc |
| Comp ratio: | 8.5:1 |
| Carburettor: | 32mm Bing |
| Transmission: | 4-speed, constant mesh, with chain final-drive |
| Chassis: | Duplex, chrome-moly steel. Hydraulic front forks, gas/oil rear shocks |
| Brakes: | SLS Drum, front and rear |
| Wheels/Tyres: | Front 3.00 x 21ins; Rear 4.75 x 18ins, Akront alloy rims, Trelleborg Cross tyres |
| Wheelbase: | 54.7ins |
| Seat height: | 32.3ins |
| Ground clear: | 10ins |
| Fuel capacity: | 3.9gal |
| Weight: | 253lbs (wet) |

BRITISH ENDURO CHAMPIONSHIP

2003

ROUND FOUR, NATTERJACK ENDURO, SEPTEMBER 20-21

80 TBM



The 2003 ACU British Enduro Championship came to a close in mid September when the four round series made its final stop at the REME-organised Natterjack Enduro. Marking the 25th running of the Army event, dry and dusty conditions made for a demanding end-of-season final round with the Championship, Expert and Clubman class riders all finding the rough, sandy conditions extremely challenging on both days.

With David Knight already crowned overall British Enduro Champion, and absent due to taking part in an event in Germany at Yamaha Europe's request, the battle to top the event was also one to see who would finish second in the championship. And with three riders in with a mathematical chance of the runner-up spot -

Husqvarna's Euan McConnell, KTM UK's Edward Jones and Gas Gas rider Juan Knight - not to mention the fact that the 250cc four-stroke title was still undecided, the outcome of the Natterjack enduro was a very important one to a handful of riders at the head of several different classes. Not least the Championship class.

Unfortunately the true result from the opening day's competition will never be known as the cancellation of day one's cross-country tests saw Saturday's results altered significantly from those originally released on Saturday evening.

With some riders benefiting from the changes, and some not, it was an unfortunate decision. One that saw Juan Knight very nearly pull his bike out of Parc Ferme and go home on Sunday morning having taken considerable risks on Saturday's final cross-country test to win the day.

The reason for the cancellation of the cross-country tests was due to Clerk of the Course Graham Gorse receiving a protest from a rider regarding course cutting. With a number of riders deemed to have 'misinterpreted the

course markings' (they cut out a loop of the test claiming that despite it being clear where the course was supposed to go, a lack of arrowed 'gates' meant that as far as they were concerned they were not breaking any rules). And with evidence that the course had been modified (by un-named teams) to make the 'new line' more accessible, the decision was taken to scrap the cross-country tests. But as is always the case with any sort of protest it leaves a bad taste in the mouth of all concerned. And with the focus unfairly shifted from what was otherwise a well run and organised event, REME were understandably disappointed in the actions of a few riders who should have known better.

With the all-important cross-country tests removed, the revised set of results for day one saw KTM UK's Edward Jones move ahead of Juan Knight to claim the win by just four seconds. And with Husqvarna rider Euan McConnell finishing third the battle for second in the championship would be decided on the very last test of the weekend.

Meantime, with the three riders all claiming victory on one of the three motocross tests on day one, it was mistakes as much as consistency or exceptional performances that would decide the class winners. Something Euan McConnell found out when he dropped over 12 seconds to Edward and Juan on the first day's second test.

With Ed, Juan and Euan placing pretty much where they were expected on day one, although not necessarily in the order expected, 125cc KTM mounted Chris Hay proved that in the sandy, whooped-out conditions he is knocking on the door of the Championship class's top three. Finishing just 11 seconds behind fellow Scot McConnell, and five seconds clear of his nearest class rival, Chris showed the type of form he has been producing in European championship events

Paddock Pointers

➔ The number of people who commented at how appalled they were that the ACU weren't sending a Trophy team to this year's ISDE was notable at the Natterjack enduro. With many expressing their anger at our governing body's decision, there was even talk that a possible breakaway AMCA governed British Enduro Championship may be formed!

➔ Modifications to the event's motocross test meant that there was no clear advantage to riding a 250cc two-stroke this year as there has been in years past. Slower and more technical than before, the sandy motocross and dusty cross-country test provided close racing throughout the whole weekend.

➔ Husky Sport rider Daryl Bolter posted a strong set of results with sixth and fifth overall in the Championship class, a result made even more impressive when you consider it was his first ever Championship class outing.

Chris Tett had already claimed the over-500cc Championship class and only rode day one...

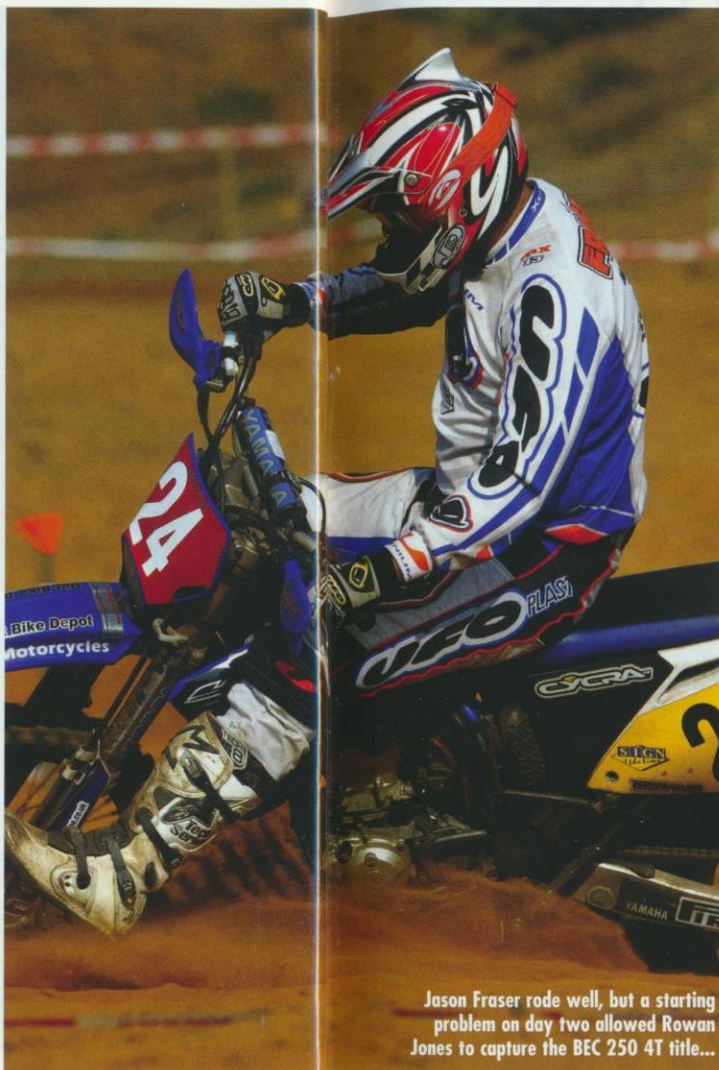


of late. Something that bodes well for Britain's junior Trophy team's hopes of a good result as he, along with Robert and Dylan Jones and Kevin Murray, heads to Brazil to compete in what many reckon will be similar conditions.

Behind Chris in the 125 Championship class, newcomer Daryl Bolter produced an equally impressive result in his first ever event in the 'big boys' class. With the Expert title already his, the Husqvarna mounted youngster decided to get a flavour of life among the Championship class regulars and showed, like Chris, that in conditions where he can be aggressive he can mix it with the best of them. Behind Daryl the Jones cousins Dylan and Robert were separated

by the narrowest of margins with Dylan getting the upper hand finishing third in class and ninth overall.

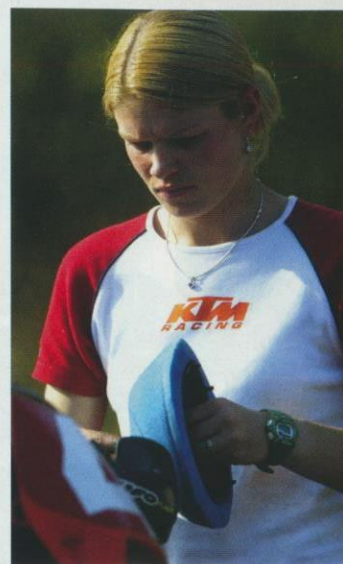
With two-strokes dominating the majority of the top places in the Championship class, Yamaha rider Rowan Jones managed to squeeze a four-stroke among the top 10 places in fifth overall. Splitting 125cc mounted rider Chris Hay and Daryl Bolter, Rowan placed comfortably ahead of the 250cc thumper class's second place rider Jason Fraser. With the scrapping of the cross-country tests making a big difference to the outcome of the smallest four-stroke class the battle to see if anyone could stop Tim Lewis claiming his third TM powered class title had to wait until day



Jason Fraser rode well, but a starting problem on day two allowed Rowan Jones to capture the BEC 250 4T title...

two to be decided although things were already going badly for the Cornishman.

With just two riders competing in the 450cc and Over-500cc four-stroke classes it was Army rider Kevin Murray aboard a 525 KTM that placed best, finishing 12th overall, but making little impression on the leading riders. Making a last minute decision to ride and retain his Over-500cc four-stroke title, Chris Tett was another rider who lost out due to the scrapping of the cross-country tests. Of the



two 450cc mounted riders Scot Richard Hay Placed 16th overall with Jonathan Williams six places further behind.

Day two

With the cross-country test reinstated and with both the course and tests run in the opposite direction to day one, the second day's competition would decide who would finish second to David Knight in the overall championship, who would top the Over-175cc two-stroke class and who would top the 250cc four-stroke class. If nothing else, day two was always going to generate extreme emotion, both good and bad.

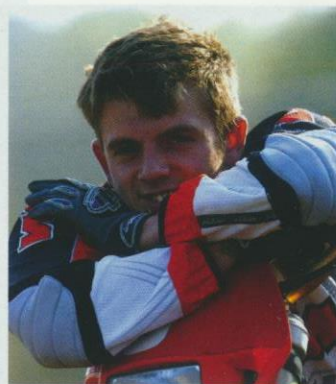
With Jason Fraser and Tim Lewis's 250cc thumpers failing to start within the allotted time, Rowan Jones had a 20 second advantage before even reaching the day's first test. By then riding consistently, Rowan did just enough to stay ahead of Fraser to top the class despite Jason being the faster of the two over the day's five special tests. With just five seconds separating Rowan and Jason at the end of the day, Rowan claimed the title after Tim Lewis had a day he'll want to forget. Knowing that a good result was of primary impor-

▶ The cancellation of day one's two cross-country tests angered riders from all classes - with 2002 British Enduro Champion Juan Knight arguably losing out most. With a number of riders 'misinterpreting the course marking' CofC Graham Gorse commented that the actions of a few had spoiled things for everyone.

▶ 125cc Clubman front runners Simon Wakely, Lee Edmondson and Jon Hinam had more than just the demanding Army terrain to worry about at this year's Natterjack, as Clubman started behind the Over-40s class. A decision which meant they had to fight their way past several of the events 'more experienced riders' on the weekend's tests.

▶ Due to the lack of rain during the months leading up to this year's event the Natterjack enduro was one of the dustiest ever. With less 'give' in the ground that normal, many riders commented that the whooped out terrain was harder on the body than ever before.

SPORT



positions from day one with Robert getting the upper hand on day two with Dylan a full six seconds behind.

Again failing to make any real impression at the sharp end of the Championship class, Kevin Murray finished as the first and only Over-500cc four-stroke rider on day two. Two places behind was 450cc four-stroke championship winner Richard Hay, also a lone class finisher after Jonathan Williams exited the event after three tests.

So that was that, the 25th running of the Natterjack Enduro and the end of the four-round '03 British Enduro Championship. A

series that has seen close and exciting racing, five different Championship class winners, has been one of the driest seasons in recent years with riders and organisers having their differences on more than one occasion.

But (now that we're not sending a Trophy team to Brazil for the ISDE), let's just hope that during the coming months riders and clubs can reflect on 2003 for the good of the sport. And by accepting that maybe, just maybe, somewhere along the line they didn't quite get it right and that by listening to 'the other side', all can learn from the issues that have dogged the second half of the season. After all, with both David Knight and Paul Edmondson returning to the series on a full time basis next year, '04 will hopefully see even closer and more exciting results. Just without the squabbling please gents!

RESULTS (OVERALL 2003 CHAMPIONSHIP)

- 1 DAVID KNIGHT (YAM)
- 2 JUAN KNIGHT (GAS)
- 3 EVAN MCCONNELL (HSQ)

tance, the TM rider crashed on both the opening and final test of the day, ending his chance of claiming a third consecutive title.

At the head of the Championship class Juan Knight, despite not really wanting to compete, topped the day by 10 seconds from Euan McConnell. With just a few seconds separating them going into the final test, McConnell found himself on the deck twice, ending his hopes of victory. For Juan the result went some way to make up for the disappointment of day one.

Claiming third in the Over-175cc class after topping day one, Edward Jones finished a little way off the pace set by Knight and McConnell having had a poor fourth test.

Again proving that he's was the man to beat in the 125cc class around both the sandy motocross and challenging cross-country test, Chris Hay repeated his day one result of fourth overall to top the 125cc class ahead of Daryl Bolter. With both riders signalling their intentions to run for the eighth litre title in '04 the Jones cousins of Robert and Dylan swapped

CCM MOTORCYCLES

With leading design & manufacture, the new CCM 404 has created a new standard for it's class.

We have 404E & 404DS demonstrators available so hurry down & test ride the most exciting machine from CCM yet!

www.ccmspares.com

For a knowledgeable & professional service, visit the South West's leading CCM dealer...

Haines & Co. FOREST OF DEAN
125 High Street, Cinderford, Glos. 01594 822202 www.hainesmco.co.uk

PRO-CLEAN
No.1 DIRT AND ROAD BIKE CLEANER

THE ORIGINAL...

...AND STILL THE BEST

GAR RACING BOOTS

TRAIL/ENDURO

Handcrafted in Italy. Specially developed for the UK market. Ultimate combination of grip, comfort and protection. Motorcross specification along with Goodyear Supergrip Trials Sole. This is the boot trail/enduro riders have been dreaming about.

Top quality hide throughout, rust proof one finger fasteners, double stitched sole, superstrong Cordura Topseal.

Available in Black or Nabuk (suede)
SIZES 38-47

As used by Edward Jones throughout 2002 and again in 2003

AVAILABLE DIRECT FROM BINGLEY LEISURE.

ALL MAJOR CREDIT CARDS ACCEPTED

£139.99 RRP

Contact Bingley Leisure direct on:
Tel: 01274 566122 Fax: 01274 510977 Email: sales@bingleyleisure.com
Now buy online at www.bingleyleisure.com
— the easy way to buy (allow 2 days for delivery)

GH Motorcycles

EXPERTS IN OFF ROAD

HUSQVARNA MAIN DEALER
All Models Available, ENDURO/SUPER MOTARD/MOTO-X KIDS BIKES

TE250 & TE450 '04 NOW IN STOCK

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

| | | | |
|---------------------|-------|------------------|-----------|
| 04 Husqvarna WR250 | £5499 | 03 YAMAHA WR450 | £4995 |
| 03 Husqvarna TE250 | £5399 | 03 YAMAHA WR250 | £4795 |
| 04 Husqvarna TE450 | £5699 | 04 HONDA CRF450 | £4650 |
| 03 Husqvarna TE610E | £5299 | 04 HONDA CRF250 | DUE JAN |
| 04 Husqvarna WR125 | £4299 | 04 HONDA CRE150 | DUE APRIL |
| 04 Husqvarna WR250 | £4699 | 03 YAMAHA TTR250 | £3945 |
| 04 KTM EXC450 | £5395 | 04 suzuki RMZ250 | £4500 |

PEX WELCOME, ANY 04 MODELS AVAILABLE, PLEASE CALL.

FULL RANGE OF ACERBIS AND 03 FOX CLOTHING including light weight water proof breathable KLIMA jackets and trousers. BERT HARKINS Gold Dealer. Mail Order Specialists.

ES for catalogue refundable on first order over £100. Deposits being taken now for TE450, TE250 etc

NEW SHOWROOM 1 challenge Way, Hythe Hill, Colchester, Essex, CO1 2LY
Tel: 01206 7911 55 / 793605 Fax: 01206 795 263
www.ghmotorcycles.com Email: ghmotorcycles@btinternet.com
Closed Sunday and Monday

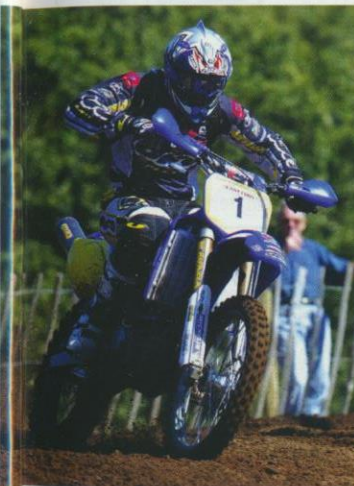
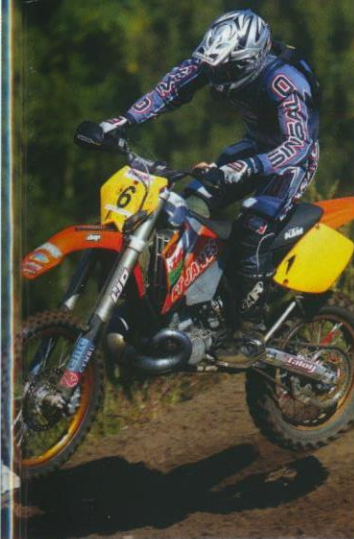
UK CROSS-COUNTRY CHAMPIONSHIP 2003

ROUND FOUR, HAWKSTONE PARK, SHROPSHIRE, SEPTEMBER 14



STORY & PICS: JONNY EDMUNDS

SPORT



The 2003 Fast Eddy organised UK cross-country championship came to a close in mid September when the four round series saw over 450 riders compete at the famous Hawkstone Park motocross circuit in Shropshire. With a Clubman race on Saturday, as well as the usual Clubman, Expert and Pro class races taking part on the Sunday, fine weather and a challenging course helped make for a memorable weekend's racing.

Winning both the main three-hour event and the UK XC Pro class championship in the process, Yamaha mounted David Knight dominated the near three-hour Pro class race to claim his third win from three starts this year. Needing less than half a lap to move past fast starting Kawasaki rider Ryan Voase, Knighter once again set about chasing down the tail end of the Pro class field before lapping all but eventual second place finisher Voase. Claiming third aboard his Husqvarna was Scot Euan McConnell.

With Knighter again stamping his mark on the Pro class field as he opened up an eventual 11-minute lead, former motocross rider Ryan Voase

claimed his highest ever finish after 'silly mistakes' cost him podium finishes at earlier rounds of the series.

Rounding off the podium positions, Husky Sport rider Euan McConnell spent the majority of the race in third after a strong start. Catching up and moving past Voase at one stage, the tall Scott was unable to match the Kawasaki rider for pace during the second half of the race, due partly to suffering a heavy cold.

But one of the most impressive performances of the race was that of 17-year-old motocross rider Jamie Lewis. Riding in a one-off appearance, the Yamaha-mounted Lewis maintained a solid pace from start to finish beating many of the 'established' cross-country front-runners into fourth place.

For KTM UK's Edward Jones the final round of the series was to be a frustrating one as he was forced to pit early on when he lost a shock mounting bolt. Playing a race-long game of catch-up, Ed eventually placed fifth, comfortably ahead of tiring Yamaha rider Rob Wrayford.

Rounding off the top ten Pro class riders was Jason Fraser in seventh, an out of retirement Rob Meek in eighth, Richard Hay in ninth and Martin Lear in tenth.

RESULTS

PRO CLASS — THREE HOURS

1. DAVID KNIGHT (YAM) 17 LAPS;
2. RYAN VOASE (KAW) 17 LAPS;
3. EUAN MCCONNELL (HVA) 16 LAPS;
4. JAMIE LEWIS (YAM) 16 LAPS;
5. EDWARD JONES (KTM) 16 LAPS;
6. ROB WRAYFORD (YAM) 16 LAPS;
7. JASON FRASER (YAM) 16 LAPS;
8. ROB MEEK (HON) 16 LAPS;
9. RICHARD HAY (YAM) 16 LAPS;
10. MARTIN LEAR (HON) 16 LAPS;
11. LEWIS GREGORY (SUZ) 16 LAPS;
12. ANDY CRIPPS (HON) 16 LAPS;
13. RICKY MAIR (KTM) 16 LAPS;
14. JUAN KNIGHT (GAS) 16 LAPS;
15. ROWAN JONES (YAM) 16 LAPS;
16. CHRIS TETT (HSB) 15 LAPS;
17. ROBERT JONES (YAM) 15 LAPS;
18. DAN HEMMINGWAY 15 LAPS;
19. PAUL TEASDALE (KTM) 15 LAPS;
20. BEN HEMMINGWAY 15 LAPS;
21. IAN ASHBY (KTM) 14 LAPS;
22. CONAN MAYMAN 14 LAPS;
23. SIMON EVANS (ALFER) 14 LAPS;
24. STEVE GUTTERIDGE (KAW) 14 LAPS;
25. ANDREW EDWARDS (KTM) 8 LAPS;
26. ANDY FROST (HON) 8 LAPS;
27. DARLY BOLTER (HVA) 7 LAPS;
28. PAUL BOLTON (KAW) 4 LAPS

FASTEST LAP: DAVID KNIGHT — 9.19.20

CHAMPIONSHIP RESULTS - WWW.FASTEDDYRACESERIES.CO.UK

Official
CASH
Dealer

- trail
- enduro
- supermoto
- trials
- mx
- new bikes
- workshop/mot
- used bikes

2004 bikes in stock now

- register at our website for exclusive offers
- accessories, parts, clothing shop
- everything for the beginner through to pro-rider
- anything taken in part exchange, finance arranged

www.behind-bars.co.uk



Behind bars is a new
Dirt Bike shop in
Warwickshire, run by
enthusiasts for enthusiasts.



Unit D Princes Drive, Coventry
Road, Kenilworth CV8 2FD
Tel: 01926 855541
Fax: 01926 855542
Email: enquiries@behind-bars.co.uk

AJP

Adly Moto Ltd, Unit 11, Rumer Hill
Business Estate, Cannock,
Staffs WS11 3ET

**VISIT OUR
WEBSITE!**



**Trade
Enquires
Welcome**

Motorcycles

**NEW TRAIL AND SUPER
MOTARD AVAILABLE
£2495 OTR**



Phone: 01543 466 789 Fax: 01543 574 561
Email: adlymoto@aol.com
www.adly.co.uk

MAIN AGENTS FOR

TAYLOR RACING
CHIPPENHAM

SUZUKI

ACE330

SHARK

CRD

VISA
MasterCard

SUZUKI THE OFF-ROAD SPECIALIST

**Full Range of 2004
Models Available Soon
RM, RMZ & DRZ**

DRZ'E' - Tailpipe 'Quiet' Insert

**DRZ - Lowering Links
- Handlebar Risers**

LTZ 400 Quad - Now in stock

Suzuki Mail Order Parts Specialists

TELEPHONE 01249 657575

Large selection of new and quality used machines
ON & OFF-ROAD MOTORCYCLES, SCOOTERS & QUADS

WWW.TAYLORRACING.CO.UK

RallyRaid UK

Rally Bike Rental & Assistance Packages for 2004



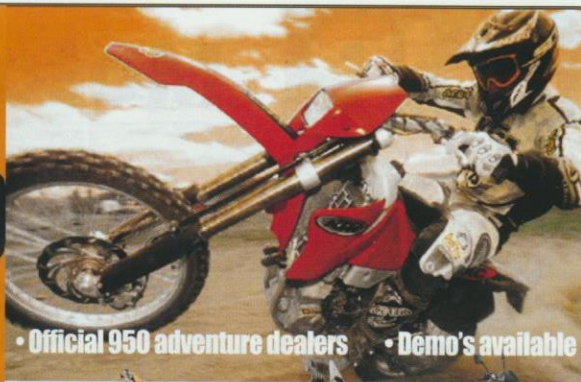
full details available on our website or
Tel: **Paul on +44(0)1484 861238**
Email: paul_round@msn.com



www.rallyraid.co.uk



get
tooled up
for winter
choose your
weapon



• Official 950 adventure dealers • Demo's available



colin collins

KTM bikes, clothing, power parts.
It's all at Colin Collins now!
nationwide delivery

98-108 Pinner Road, Harrow ☎020 8861 1666
Campus 5, Third Avenue, Letchworth ☎01462 483399



www.colincollins.co.uk

+67% CLIENT RETURNS / REFERRALS

MOTO AVENTURES

MOROCCO 2004

7 day Desert Tour - 1776 Euros

10 day Mountain and Desert Tour - 2160 Euros

SPAIN
New Tour
"The Beach Run"
- 5 days / 6 nights
1140 Euros
(£799) Starting
November

15th - 23rd Nov
Su will be on
stand L09 at
the NEC.

GROUP SIZE 6 + GUIDE

8 YEARS IN THE BUSINESS

Tel: 00376 32 50 99

Email: motoaventures@andorra.ad

www.motoaventures.com

2 GUIDE / MECHANICS

| | | | | | | | | | | | |
|----------------------|--|---------------------|--|-------------------------|--|---|--|-----------------------------------|--|--|--|
| ASV | | NO FEAR | | THOR | | CEET | | REGINA | | UFO | |
| FMF | | Factory 909 | | 909 | | 909 | | 909 | | 909 | |
| Gnarly from £175 | | Fatty from £159 | | Perch Kit £42 | | Brake Levers from £9.95 | | Bar Pad £9.95 | | 909 Handlebar £34.95 | |
| Power Core 2 £79 | | The Q £125 | | Roost Guards £22.95 | | BFB Bar Pad from £10.95 | | BFB Handlebar £89 | | 909 Grips from £4.95 | |
| Power Bomb from £145 | | Hi-Flow from £99 | | The Q £275 | | Mashers £78 | | Replacement Masher Plastic £28.50 | | 909 Grips from £4.95 | |
| TEL: 01404 549696 | | FAX: 01404 549697 | | RUSH RACING | | VISIT OUR NEW WEBSITE AT www.rushracing.co.uk | | PIRELLI | | SMITH POWERZOS | |
| Ignition Cover £99 | | Clutch Cover £59 | | Chain Guide Support £49 | | Frame Guards £79 | | Front Sharks Fin £49 | | Counter shaft Sprocket Guard from £31.50 | |
| Skid Plate £95 | | Moto Pipe Guard £79 | | Full Pipe Guard £95 | | Triple Clamp Set Aluminium £330, Anodized £350 | | Rear Caliper Guard £31.50 | | Rear Sharks Fin £45 | |
| ELINE | | SPY | | SIDI | | LAZER | | TALON | | NITRO | |
| | | | | | | TOPAR | | | | | |

BETA **ALPS**
HONDA **XR**
SUZUKI **DR**
YAMAHA **TTR**

WE'RE GOING OFF ROAD

★ TRAIL ★ ENDURO ★ SUPERMOTO ★ CLOTHING ★ ACCESSORIES ★ HELMETS
★ TYRES ★ SHELL OILS ★ SERVICE



www.knottsmotorcycles.co.uk

KNOTTS OF REDDITCH 189 EVESHAM RD Tel: 01527 404391

KNOTTS OF STRATFORD 15 WESTERN RD Tel: 01789 205149

GOOD KNIGHT

BRITAIN'S TOP ENDURO RIDER WRITES EXCLUSIVELY FOR TBM...

Where do I start? Having explained last month that there wasn't a great deal going on, that I was busy preparing for the ISDE and that I couldn't reveal too much about my plans for '04, it's a very different situation this month. Since then I've ridden in the final round of both the British Motocross Championship and the UK Cross-Country Series', been told that the past six weeks of preparation for the ISDE has been a complete waste of time because the team's now not going, and I'm able to confirm that I've agreed to race for KTM UK next year. It's certainly been a month of highs and lows.

Moving the event stuff to one side for a while, the fact that Britain isn't sending a Trophy team to Brazil is crazy as far as I'm concerned - especially as we were only told less than a week before our bikes were due to be shipped to South America. With a very real chance of repeating or even bettering our fourth place result from last year, to have no Trophy team while still sending a junior Trophy team, doesn't make much sense to me. It really makes me wonder if the powers that be at the ACU have any idea of the amount of time, effort and money - our money - which goes into getting ready for such an event?

With an event like the ISDE the race itself is almost the easy part. It's the days, weeks, and months of preparation beforehand that is the hard part if you want to do it properly. The other thing that pisses me off is that with the world championship having finished such a long time ago, there's not really been anything else other than the ISDE to focus on before the end of the year. I know we're all in different situations, but I'd have organised an end of season trip to the US GNCC championship had I known earlier.

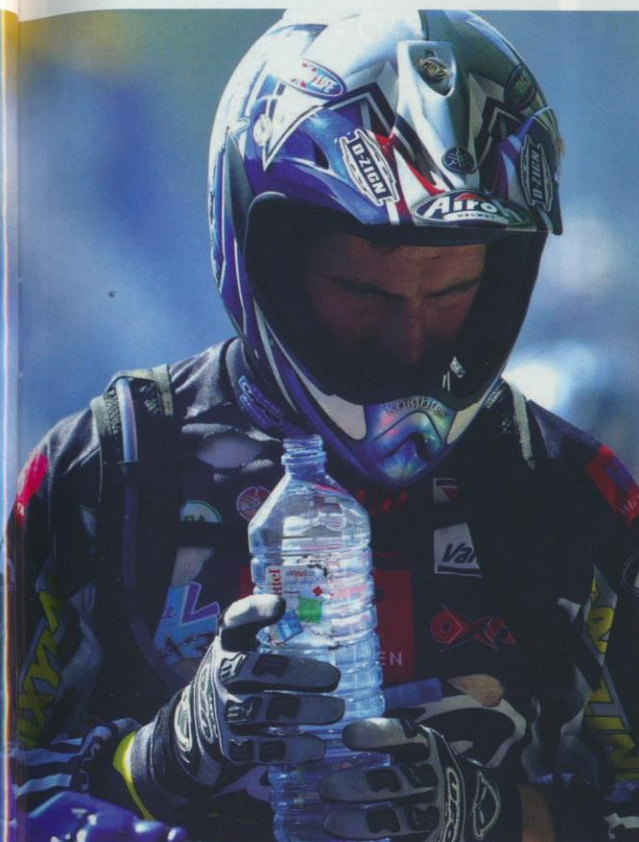
SPORT



The funny thing is that no one I speak to from abroad can understand the ACU's decision. They all think I'm joking. One guy even said to me, 'but wasn't it Britain that started the ISDE?' I guess the fact that the first ISDE was in Britain in 1913 doesn't mean too much to the suits in Rugby.

What's really annoying is the fact that although Finland are favourites to win, any one of about six teams could finish second - team GB most definitely included. Even more frustrating is knowing that the Finnish 'dream team' isn't going to be firing on all cylinders. Petteri Silvan isn't riding due to a broken collarbone and his replacement Mika Saarenkoski has had to have keyhole knee surgery since being named as his replacement. Juha Salminen is suffering with an injured thumb and Petri Pohjama also has an injured knee and may also need some minor corrective surgery. I guess now we'll never know if we ever stood a chance of beating them!

On a much more positive note I'm now signed and sealed for '04. Well signed at least, as I'm not sure yet what class I'll race at world champi-



onship level - probably the Over-500s. And there are still sponsors to be found and logistics to be sorted. Basically I'll be racing for KTM UK with the team being run by Julian Stevens of D3 KTM, a new KTM dealership in Cumbria. Julian will be in charge of preparing the bikes, which along with suspension will come directly from Austria. Farioli KTM will take care of my servicing during the WEC events.

While WEC events are going to be the priority I'll also be competing in the full British championship, so no more Italian trips for a year at least. I'll also be racing in three-hour events and probably some supermoto races as well. I know that this is going to sound like the usual 'just signed for a new team, therefore everything is better than ever before' spiel, but I am genuinely looking forward to racing the KTM four-strokes. The main reason? Rather than having to ride a bike that was good but never great, one that I had to try and develop and 'get right' pretty much single-handedly; I now have the one thing on my side that money can't buy - a factory behind me with a proven track record, a massive amount

of experience in designing, building and racing enduro four-strokes.

On the event side of things the final round of the British Motocross Championship has probably been the highlight of the past four weeks. With my last MX outing in N Ireland having been a real learning experience, the final round of the British series was a case of more of the same as the track was very much faster and completely different. This time however I took my own bikes and truck and again just tried to soak it all up and have some fun.

Finishing 20th in the first race wasn't a great result but rounding the first corner inside the top five was. Only problem was having never been so close to the front of such a competitive motocross field it didn't last long. The pace Gordon Crockard and company were running at the front of the field was pretty bloody fast. One thing that you don't realise until you're actually in amongst it all is how much flying debris there is. At times it's almost impossible to ride without shutting off to drop back from the stones that are being fired at you. The early laps of the race are so important. If you get the start, can stay with them, then you've got half a chance of a good result. Get a bad start and you've got little hope of getting back near to the front of the pack.

The second race was much better. I didn't get such a good start but with no arm pump like I had in the first race I was able to push harder and work my way up to fifteenth at the end of the race. If I could get out of the gate, get into a good rhythm and then keep up a good pace till the end I think I could perhaps get a top 10 finish. Like I said 'if'.

The other event that produced a noteworthy result was the final round of the UK cross-country championship. With a lengthened course, the best there's been at Hawkstone, the race went pretty much to plan. Wrapping up the championship as I did last year, I rode alone for all but half a lap, which I'm starting to get a little bored with. It would be great if we had a few foreign riders come over like we did a couple of seasons ago. Although it was great to get another win, I found myself trying to lap as many Pro class riders as possible to keep me pushing forwards.

While I'd like a little more competition in the UK XC events, something tells me I'll have more than enough competition come the start of the '04 WEC series...

ESSEX OFF-ROAD EXPERIENCE

HERE AT THE 'ESSEX OFF ROAD EXPERIENCE' WE OFFER THE NOVICE OFF ROAD RIDER THE BENEFIT OF A QUALITY DAYS RIDING ON EXCELLENT MODERN HONDA XR250, XR400 AND YAMAHA XT225 (OTHERS AVAILABLE FOR THE MORE EXPERIENCED RIDERS)



VISIT OUR WEBSITE FOR DETAILS AND BOOKING FORM

www.essexoffroadexperience.co.uk

YOUR DAY WILL INCLUDE YOUR BIKE FOR THE DAY, ALL YOUR RIDING KIT, THE INSTRUCTION, LIGHT LUNCH AND REFRESHMENTS. OVER AVERAGE INSTRUCTOR TO PUPIL RATIO IS 3.5 TO 1, AND SOME 1 TO 1 INSTRUCTION IN THE AFTERNOON SESSION. ALL OUR INSTRUCTORS ARE EXPERIENCED ENDURO RIDERS AND TRF MEMBERS. WE BELIEVE THAT AT £125 PER PERSON, PER DAY REPRESENTS OUTSTANDING VALUE FOR MONEY. NO MOTORCYCLE LICENCE REQUIRED. TELEPHONE 01440 707 585 OR 020 8502 0800 PHONE FOR SPECIAL DETAILS

OFFROAD - WORLDWIDE



★ NOW -OFFROAD HIKE IN USA

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

Tel: 01256 770775 Fax: 01256 771773

www.hctravel.com email: david@hctravel.com



16 High Street, Overton, Hants RG25 3HA
Fully insured for your financial and legal protection

MOTO-WARD

Worldwide mail order
YAMAHA

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

Victoria House, Church Street RUDWICK,
West Sussex RH12 3HJ

TEL: 01403 823222 FAX: 01403 824222

e-mail: motoward@aol.com

Specialist supplier of enduro & overland equipment

www.motoward.co.uk



ADVENTURE in store....



Come visit our show-room!

Suppliers of new and used trail, enduro and motocross bikes



New Beta
ALP 350
now in
stock



Comprehensive
parts, accessory
and clothing
department

Full workshop
facilities



Any make
of quad sup-
plied



01623 428777

www.theoffroadcentre.co.uk

come ride
our demos

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

KB RACING LIMITED

NEW North West HUSABERG Dealer

New & Second Hand Bikes
Spares
Accessories
Clothing
Service & Parts

2004 450 Enduro demonstrator available
2004 650 Super-Moto demonstrator also available

PUTOLINE OILS & MICHELIN STOCKISTS
TALON WHEELS & BRAKING DISCS



For all your Trail Bike Needs Contact Kenny Belfield on:

01772 901320 or 07970 220831
or kkennybel@aol.com

KB RACING LTD, Unit 4, Layprint Mill, Loyland Lane, Loyland PR25 1UT

Dirt Bike Depot

Off Road Hardware



Trail Tech

Endurance Computers
CR/CRFYZYF Sidestand

CRF 100W H/O Stator & CRF 9/11/3oz Flywheels

Free Pulse Vent Head with all Pulse Billet caps.

Pulse Racing Products

The Original Pulse Racing Billet Fuel Cap
KTM & Honda Offset Triple Clamps
The Genuine KTM Case Saver



GPR Steering Stabilizers

The UK's leading off road steering stabilizer supplied with a LIFETIME guarantee
GPR V2.0
The only stabilizer that fits under the bar

Cycra Racing

Cycra Pro Bend Bend Racer Packs

Supplied with fitting kit & classic enduro deflector, the pro's choice
New Low Profile deflectors for enduro, dual sport or supermoto

Cycra Racing are the official plastic sponsor and choice of Paul Cooper - Multitex Honda
Contact us on the web at www.dirtbikedepot.com

Telephone: 01642 554534
Fax: 01642 550996

Email: sales@dirtbikedepot.com



MOTORCYCLES

THE MOST COMPREHENSIVE STOCK OF SPARES & ACCESSORIES AVAILABLE IN THE UK

ALL 2004 GASGAS & KTM BIKES ARE NOW IN STOCK

TRY OUR MAIL ORDER SERVICE

OPEN MON-FRI 9AM-530PM
SAT 9AM-4PM

OVER 100 NEW & USED BIKES IN STOCK

VERY LOW FINANCE DEALS — RING FOR DETAILS

TELEPHONE 01909 567125

Unit 1, Monksbridge Park, Monksbridge Road

Dinnington, Sheffield S25 3QS



GADGET

HONDA SUZUKI KAWASAKI KTM YAMAHA

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



Bash Plates £55

Available for DRZ400 XR250 & 400 YZF250 & 426 KTM 400/520
NEW BASH PLATE FOR KTM 125/200 & 250/380
Frame Guards £35 & Skid Plates £39.50 for WR 200 & 250 and most KTM-SX, YZ, YZF, CR, RM & IX Ranges



Radiador Braces now available for 2003 WRF250 & 450 £39.50



2003 MODELS IN STOCK

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

Tenerife Trail Holidays

Ride the Teide volcano - highest mountain in Spain

Off road 40 km stretches no tourists!
Have fun mastering different volcanic surfaces.

- ★ 20km off road hill climbs up to 8,500 ft
- ★ Total isolation days.
- ★ On route barbies.
- ★ Off road coastal rides
- ★ All year round warm weather

Airport pickup, insured Honda XR250, guide 5 days. Fully inclusive package available. Return night rides for adventurous novices and beginners by special request only. Accommodation in newly-restored mountain village cottages. Tenerife offers hundreds of off road km of forest and open volcanic areas. Riders can be accompanied by families...

www.offroadbiketrailholidays.com Tel: 00346-27821000

Weekends in Italy

Off road riding in Tuscany & Umbria

Phone: 0039 0758522436
Mobile: 0039 3489291449
Email: lilyinger@libero.it
www.umbria-enduro.it

Ktm 250 EXC 03 Ktm 450 EXC 03 Yamaha WR 450 F 03

BIKE SALES, PARTS & ACCESSORIES

KIR TRAILSPORT

Tyres & Accessories by Mail Order

Bridgestone & IRC Trail & Enduro Tyres

| | | | |
|-------|--------------------|-----------|--------|
| ED060 | Enduro Rear Tyre | 120-18 | £47.50 |
| ED061 | Enduro Front Tyre | 80/90-21 | £35.95 |
| ED04 | Small Enduro Rear | 410-18 | £30.95 |
| ED03 | Enduro Hard Front | 300-21 | £34.95 |
| TR8 | IRC Trail Tyre F/R | £33.50 Pz | £30.95 |

Mitux (Barum) Off-Road Tyres

| | | | |
|-----|---------------------------|--------|--------|
| 002 | All terrain off-road Tyre | 120-18 | £38.80 |
| 004 | Soft terrain MX Tyre | 120-18 | £38.80 |

Trail / Enduro 'O' Ring Chain/Sprocket Kits

Quality 520 chain & Steel Front and Rear sprockets
PMX250, DR350, KDX200, XR250 - £84.50
XR400, XT600, KLR650 - £95.95
All prices include VAT

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

Shock Repairs

All Shocks and Forks Serviced or Replaced

Import Bikes
No Problem

Trail Bikes
Enduro, Motox, Road

Prices from £35.00 + VAT

24 hour turnaround
K&S Racing

18U Tower Road, St Leonards-on-Sea, East Sussex, TN37 6JE
Phone: 01424 439 767
Fax: 01424 715096

COTSWOLD TRAILRIDES

Bring your bike for a weekends trailriding in Gloucestershire

Guided green laning tours covering varied terrain with the minimum of roadwork.

All abilities catered for.

Telephone 01242 58 40 60
Mobile 07973 637 867
allanwhittington@blueyonder.co.uk

CHAMPION MOTORCYCLES

NEW PREMISES SAME QUALITY SERVICE

BIKES FOR SALE

SERV FROM £1,695
KDX 200SR FROM £1,595
CRM 250 FROM £1,595

SPARES IN STOCK

LARGE QUANTITY OF TYRES AND TUBES
FATTY BAR KITS FROM £69.95
BRAKE PADS FROM £10.50
BARK BUSTERS FROM £17.50
CLOTHING, HELMETS & BOOTS IN STOCK

BIKES WANTED, GOOD, BAD OR UGLY!

Tel: 01803 762 782 Mob: 07775 624008
www.championmotorcycles.co.uk

FOR ALL MAKES + MODELS OF ENDURO - MOTO-X - TRAIL NEEDS + MORE

GAS GAS / HUSQVARNA

HOTLINE

GAS GAS BIKE TECH 01225 765765 Husqvarna

ALL UK MODELS - BEST PRICES INC. SPARES PACKAGE + FULL SPARES & WORKSHOP BACK UP. FULL WORKSHOP FACILITIES - SERVICE & REPAIRS OR ALL BIKES

FIND US AT UNIT 5 SHAALS LANE TROWBRIDGE, WILTSHIRE BA14 8NS

MAIL ORDER AVAILABLE

HONDA UK PARTS SUPPLIER APPROVED DEALER FOR OVER 20 YEARS

TRM RACING Results Not Excuses

2004 TAKING ORDERS NOW

THOR MAIN STOCKIST SUPERMOTO SPECIALISTS

HONDA CR • CRM • XR PARTS

TERRY RUDD M/C 01406 422 430

NEXT DAY PARTS SERVICE AVAILABLE

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

WILTSHIRE TRAIL RIDES LTD
07789 345 566

OFF ROAD TRAIL RIDING MONDAY-SUNDAY IN THE WILTSHIRE COUNTRYSIDE NOVICE TO ADVANCED AVAILABLE WITH HIRE BIKES, OR YOUR OWN

www.wiltshiretrailrides.co.uk

XR Stuff

We now sell Xr's (UK bikes or imports)

Mikuni performance carburettor kits for XR400, XR600 & XR650 (adds up to 3 BHP) Down in price £260.

Digital performance ignitions for your XR (Adds up to 3 BHP and is programmable)

Aloop seat and tank kit for XR400, XR250 (XR600 coming soon)

Big Bore kits for XR250, XR400 and XR650

White Brothers Power up kits XR250, XR400, XR600 and XR650

- FMF, CRD Exhausts
- Hand / frame guards
- Acerbis products
- Trailtec Computers
- Apico products
- Magura Hydraulic Clutch conversions
- Bash plates

Supermoto your XR (call us) Phone 0161 406 8856
Email: sales@xrstuff.co.uk Web: www.xrstuff.co.uk

Eurotek **KTM RACING**

THE NORTHS N° 1 KTM DEALER

IMMEDIATE DELIVERY AND GREAT PRICES

FULL RANGE OF 04 KTM'S MODELS DUE AUG

950 ADVENTURE BIKE

- * Full Range of KTM Spares
- * Billet Triple Clamps
- * KTM Soft Seats
- * Lazer & Arai Helmets
- * Michelin & Dunlop Tyres
- * KTM 03 / MSR Clothing
- * Enduro Accessories
- * MSR Rad Guard £35
- * KTM Exhausts, Big Tanks, 540 Kits & Silencers,
- * Stainless Steel Removable Oil Filters - All Makes
- * Alpinestars Tech 6 Boots £169, Tech 8 Boots £209.
- * ProCarbon Fibre Products
- * MSR Gortex Clothing

Tel: 01765 608209
Email: mark@eurotekktm.com
16 Camphill Close, Dallamares Lane, Ripon HG4 10Y

FULL RANGE MOTO-X ENDURO, SUPER MOTARD & ROAD

AMA Supercross & MX Race Winner Grant Langston & current British Champion Gordon Crockard.

Also used by British Enduro Champion and Fast Eddie race series winner David Knight in 2001, Under 21 British Champion Wayne Smith

All exhaust systems are hand made in Belgium

DOMA RACING EXHAUST SYSTEMS

01786 817456

OTI OVERLANDER TRAIL TOURS LTD

PENNINE TRAIL TOURS IN CHESHIRE & DERBYSHIRE

2003 HONDA XR400's FOR HIRE BIKE, PETROL, INSURANCE, GUIDE & RIDING GEAR FROM £170!

01625 425953

RIVERS * ROCKS * MUD * IT'S ALL HERE

NEW OVERLAND TRAINING ON XR400 RALLY

www.overlandertrailtours.co.uk

GET DIRTY THIS WEEKEND!!

| | | | | | |
|----------|-----------------|-------|-------------------------|-----------------|-------|
| APRILIA | RX125 | £2195 | SUZUKI | DR650 | £1995 |
| HONDA | CR250 | £2995 | SUZUKI | DR800 | £1895 |
| HONDA | XR250 | £1795 | YAMAHA | XT350 | £1295 |
| HONDA | XR250 | £1995 | YAMAHA | XT260 | £1995 |
| HONDA | XR250 | £1695 | YAMAHA | DT125 | £1495 |
| HONDA | XR250 | £1995 | YAMAHA | DT175 | £795 |
| HONDA | XR400 BRAND NEW | £3995 | YAMAHA | TY175 | £695 |
| HONDA | XR600 X3 FROM | £1595 | YAMAHA | XT225 | £1595 |
| HONDA | DOMINATOR X3 | £1795 | YAMAHA | WR250 BRAND NEW | £4995 |
| HONDA | XL350 | £1295 | YAMAHA | XT500 | £995 |
| HONDA | AFRICA TWIN | £1995 | YAMAHA | TT350 | £1495 |
| HUSQV | TE350 X3 FROM | £1895 | YAMAHA | | |
| KAWASAKI | KLX650 | £2495 | | | |
| KTM | LC4620 | £1895 | KIDS QUADS | | |
| KTM | EXC 300 | £1895 | APACHE TOMAHAWK MINI 50 | | £799 |
| SUZUKI | DR350 | £1895 | APACHE 50 | | £399 |
| SUZUKI | DR200 ES | £1795 | APACHE 100 | | £1175 |
| SUZUKI | DR600 | £1195 | SUZUKI | LT50 | £495 |

NEW STOCK CONSTANTLY ARRIVING
PHONE FOR DETAILS TEL: 01202 820009 FAX: 01202 820009
Email: sales@conquest.uk.com Web: www.conquest.uk.com
CONQUEST UNIT 1, VICTORY CLOSE, WOOLSBURGH IND. EST., THREE LEGGS CROSS, WIMBORNE, DORSET BH21 6SX

DARK NIGHTS

LEGAL LIGHTS?

DO YOU HAVE

CRAS F LIGHTING KIT AVAILABLE

LEGAL LIGHTS ?

PRO RACING

15 GRESLEY CLOSE, DRAYTON FIELDS, DAVENTRY, NORTHANTS
01327-301322

Sussex Sportmotorcycles

Unit 8 Sheddingdean Business Centre, Burgess Hill, West Sussex RH15 8QY
Tel 01444 871553 Fax 01444 871554 Email sussexsportmc@btconnect.com

Mail Order Service
1.5 miles from A23
Plenty of parking
Moto-X Supermoto
Enduro Trail Road

KTM

GET RESULTS

To advertise here
call
Natalie Watson



(01225) 7868715

LAKE DISTRICT TRAILS

£50 GIVES YOU THE ULTIMATE OFF ROAD EXPERIENCE IN THE BEAUTIFUL LAKE DISTRICT — BRING YOUR OWN BIKE FOR AN EXCELLENT DAYS TRAIL RIDING WITH OUR VERY EXPERIENCED GUIDES.

→ SINGLE & GROUP BOOKINGS
→ ALL ABILITIES CATERED FOR

Ladies Welcome
015395 33890 CALL FOR MORE INFORMATION

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

2004 Orders Now Being Taken

in chains

OFF ROAD MOTORCYCLE SPECIALISTS

DEALERS FOR:
PRO-GRIP SHARK, SINISALO, ACERBIS, DIADORA, APICO, UFO, ARAI, OXTAR, SCOTT, SMITH AND MANY MORE.

Tel: 01425 474800
Fax: 01425 461962 Email: mail@inchains.co.uk
Unit 9 Hightown Industrial Estate, Crow Arch Lane, Ringwood, BH24 1NZ
Visit our online shop at: www.inchains.co.uk

100% waterproof waist-pack
for more info. call or visit our new website
01524 793535
www.kriega.com

ALLENS PERFORMANCE R & D

IMPORTER OF KEIHIN & MIKUNI CARBURETTORS AKTIVE REEDS

WHITE BROS Catalogue £11.75 inc vat
BIG BORE STAINLESS FRONT PIPES - SUPER TRAP EXHAUSTS
POWER UP KITS XR250, XR400, XR600, XR650, DR350, KLX250 PLUS HUSABERG KLX650,
KTM CARBURETTORS FROM 22mm - 45mm
AIR FILTERS: WHITE BROS., K&N, RAM AIR

www.allensperformance.co.uk

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

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

KTM 675cc BORE KIT ALSO WR/YZ445/455cc
DRZ400 Performance parts now in stock
XR650 2001 Pistons, Cams, Carbs Kit Available

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

SOMERSET BIKE TOURS

Guided trail rides across Exmoor and West Somerset. Green laning at its best! Ladies & Novices welcome.

email jonbahi@aol.com
www.geocities.com/somersetbiketours

01823 432230
01823 433984

ACCOMMODATION LIST AVAILABLE

DAVE COOPER TRAILERS

CLIP-ON ADJUSTABLE BIKE RACKS
Car Racks £52.95 inc P&P Van/Motorhome Racks £82.95 inc P&P 4x4 Racks £73.95 inc. P&P
Junior Racks 50cc - 80cc Senior Racks 100cc - 600cc

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

PRICE INCLUDES LIGHTBOARD AND RAMP

DELIVERY AVAILABLE
Spare Wheel £21.50 extra. Trailers come with independent suspension, clip-on loading ramp, tie-down straps, wheel support cleats, security locking facility, removable light board and 6 enamel colours. NEW wheel mount, tie brackets, to hang your trailer off your garage wall - £15.00 per

TRAILERS
Single Bike.....£ 19.9
Double Bike.....£ 24.9
Trible Bike.....£ 30.9
Quad Trailers.....£ 34.6

ALL PRICES INCLUDE VAT

DAVE COOPER
DEPT TB, UNIT 7, ERITH BUSINESS CENTRE, HIGH ST, ERITH KENT DA8 1RT
TEL 01322 358933 (DAY OR EVE) & 07860 702112 (MOBILE)

Off-Road Bike Tours in Andorra & The Spanish Pyrenees

Fully inclusive week and weekend tours on our fleet of Suzuki DR-Z400Es, from 818E inc. flights, connections, hotel, gear, fuel, guide and a great time.....

www.trailbiketours.com
admin@trailbiketours.com
(00376) 839723 Andorra
07976 747609 UK

Kawasaki NEWCASTLE

CCM tm
DEMO'S AVAILABLE

For all your Trail Bike Requirements in the North East

- PUTOLINE OIL • TALON • ACERBIS • MAXXIS • VEMAR • OXTAR • MICHELIN
- AXO LEATHERS & CLOTHING • SIDI • OAKLEY • RENTHAL • DEP • DOMA

TELEPHONE 0191 272 3335 WWW.KAWASAKI-NEWCASTLE.CO.UK
ONLINE SHOPPING AVAILABLE

CORE

Complete Off Road & Enduro Dirt Bike Essentials

SRC
SUMMERS RACING COMPONENTS
WER Steering Dampers
REP billet fuel caps
TALON HUBS & SPROCKETS
XC-TING CLOTHING

tel 07776 132 144 fax 01296 687 141
email sales@coreuk.co.uk
www.coreuk.co.uk

Riders Motorcycles

For the Best and Cleanest selection of Japanese imports in the UK

| | | | | | |
|----------------|-------|-------|----------------|--------|-------|
| XR400R | NEW | £3995 | XT225 Serow | 02(51) | £2895 |
| DR200SE Djebel | 1993 | £1350 | KLX250 Anhello | 1994L | £1950 |
| DRZ400S | NEW | £3850 | XLX250 | 1993K | £1650 |
| DR250 Dohc | 1995M | £1950 | XT225 Serow | 1992J | £1450 |
| XT225 Serow | 1995M | £2100 | XT225 Serow | 1993K | £1950 |
| TT250 Raid | 1994L | £1950 | XT225 Serow | 1992J | £1800 |
| XT225 Serow | 1990G | £1650 | DR200 Djebel | 1997P | £1550 |
| XT225 Serow | 1991H | £1495 | XT225 Serow | 1994L | £1950 |

Over 40 Trail bikes in stock. Please ring for details and prices
Machines obtained to order. Full spares backup.
Mention this advertisement & receive 5% discount on spares.
Riders Yeovil Ltd, 26 Oxford Road, Pen Mill Trading Estate, Yeovil
Tel: 01935 421681/420508 Fax: 01935 477154

Totton Trailbikes

Regular Shipments of Clean Used Japanese Trail Bikes

New shipment to be ordered in October

Most of the bikes will only ever have seen road use. See them all on the website or call for details.

www.tottontrailbikes.co.uk
Phone 02380 861303 or 07989 703553
calls welcomed up to 9pm

B J C TRAIL TOURS

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

Come and trail ride the green lanes of Wiltshire & Berkshire

choice of:
DR 250/DR 350/DRZ 400-Suzuki
XL 250-Honda TT 250R/XT 225-Yamaha

Experienced and novices welcome. Packages to suit all.
Insurance, Fuel, Equipment, Guidance, Lunch included.
Contact Bryan Carter

Talon

FOR SUPERMOTO USE
Complete Front and Rear Wheels
with Excel or Morad rims in gold, black or silver

320mm Oversize Front Discs
available in round and wavy designs

O.E.M. Caliper Brackets
4 Piston Billett Calipers
Front & Rear Sprockets
in various sizes to change gearing for Supermoto use

TALON ENGINEERING LTD
Telephone (01935) 471508 Email sales@talon-eng.co.uk
44 Lynx Trading Estate Yeovil Somerset BA20 2NZ

NORWEST TRAILS

TEL & FAX: 01599 577314

Test your off road riding skills to the limit on our exclusive Scottish highland mountain trails, or just enjoy a laid back ride in the most stunning scenery the UK has to offer.

FULL PACKAGE INCLUDES:

- 2 DAYS GUIDED TRAIL RIDING
- 3 NIGHTS ACCOMMODATION
- BIKE HIRE, MEALS, FUEL ETC

FOR MORE DETAILS CALL 01599 577 314
OR EMAIL gordon@norwesttrails.co.uk

Bikes of Brighton

30 PRESTON ROAD (A23) BRIGHTON
01273 607635

2004 ENDURO - MX - SUPERMOTO

- NEW MODELS IN STOCK
- HUGE RANGE OF PARTS
- CLOTHING AND ACCESSORIES
- MAIL ORDER
- ALL PARTS FOR KTM & JAP MODELS

AXO • SIDI • LAZER • ARAI • NO FEAR • SINISALO • ALPINE STAR • RENTHAL
DIADORA • FLY • G-FORCE • PRO-GRIP • HEBE • OAKLEY • ACERBIS

rallyrider

the definitive online resource: www.rallyrider.com

MOTO MERLIN

www.motomerlin.co.uk
GAS GAS UK + BETA UK DEALER

| | | |
|---|----------|-------|
| HONDA XR 400R / XR600R | NEW FROM | £3599 |
| HONDA XR 650R | NEW FROM | £3889 |
| SUZUKI DRZ 250 K3 | NEW | £3999 |
| SUZUKI DRZ 400K3 | NEW | £3750 |
| YAMAHA TT 600R | FROM | £3799 |
| YAMAHA WR 450F | FROM | £4999 |
| YAMAHA TT600 RE ELECTRIC START | FROM | £3999 |
| YAMAHA TT 250R | NEW | £3750 |
| GAS GAS EC 450 FSE 2004 | NEW | £3750 |
| GAS GAS PAMPERA 2004 | NEW | £CALL |
| GAS GAS ENDURO 2004 EC 125 / 250 / 300 | FROM | £CALL |
| GAS GAS 250 / 400 SUPERMOTO 250 / 450 | FROM | £CALL |
| NEW BETA ALP4 350cc TRAIL OR SUPERMOTO | FROM | £3999 |
| GAS GAS PAMPERA 2001 USED | FROM | £1750 |
| GAS GAS BETA, SHERCO & MONTESA TRIALS '04 | FROM | £CALL |

SUPERMOTO WHEELS + BRAKES SUPPLIED

PHONE or CHECK WEBSITE FOR LATEST DETAILS
NEW BIKES E&OE

MERLIN MOTORCYCLES FREE CATALOGUE PHONE/FAX: 01 403 257 626



Once the UK's Moto Gori importer, Jim Jones tells the story of the sadly departed Italian marque...

Florence is always a great place to visit, in the summer sunshine it is even better. It was in 1979 that we, my wife Dorothy and myself, found ourselves strolling amongst the tourists with Giancarlo Gori, an Italian motorcycle designer. A slightly-built, humorous man in his forties, he had dealt up two surprises while at lunch an hour or so earlier. We had dined at one of the swankiest restaurants in the city and upon entering I had been taken aback by the huge painting that covered one long wall of the bar. It depicted the Ponte Vecchio, the bridge spanning the River Arno in the city centre, which is lined with shops where goldsmiths sell their wares.

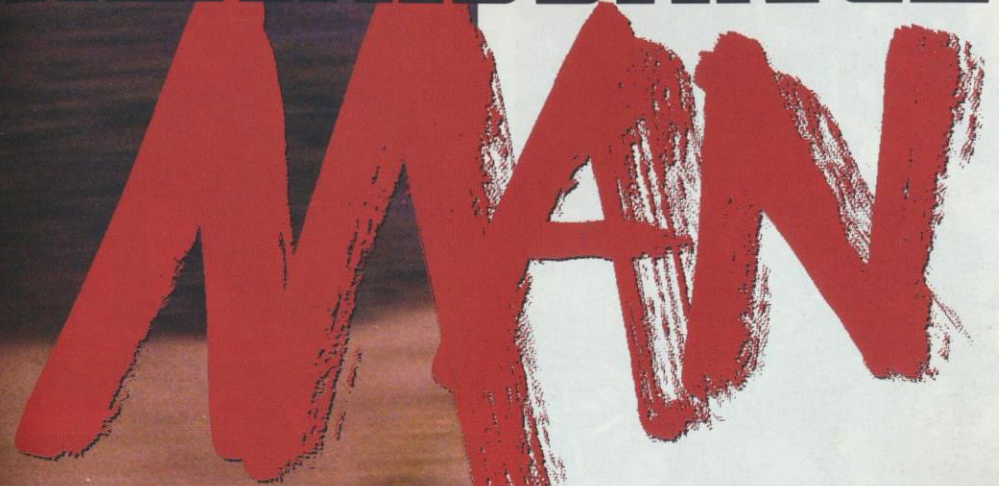
'I painted that a couple of years ago,' commented Giancarlo. We both looked at him with

new respect. An engineer who could paint like that, surely he was unusual? Putting his head to one side and smiling he added, 'everybody in Florence paints like that.'

The second surprise was just as startling. We studied the menu and ordered. Minutes later the head chef appeared, making straight for our table.

'Your mother rang as usual and I told her you had ordered four courses,' he said. Giancarlo managed to look both embarrassed and relieved at the same time. Thanking the chef he turned to us and explained. Apparently his mother felt that he didn't eat properly and when he went out to lunch or dinner she phoned all his favourite restaurants until she located him. Obviously he

RENAISSANCE



the business founded by his father more than 40 years earlier. In Italy companies in the north are classed as 'pure business' while those further south, which included Florence, are classed as 'passionate business'. It was obvious that he didn't like the 'bean-counters' of Milan too much. Moto Gori had originally been involved in road racing and the production of small commuter motorcycles and mopeds. Like many others they had 'grown' into the off-road market with a succession of small engined models that sold well in Italy.

At that time there was a culture of motorcycle design in Italy that was totally different to elsewhere, and will probably never be repeated. A motorcycle designer could sit down with a pile of catalogues from Italian parts and component producers, and design a new model. He would make sketches of his ideas and then produce a prototype frame and a wooden mock-up tank, and the latest machine was half way to production. In an amazingly short time, frames, tanks, and every other component would appear.

The main problem hinged around the choice of engine. In the same way as British designers of the time only had one maker left (Villiers), to rely on, the Italian choice was similarly limited. There was only one source of 'proprietary' engines. Everybody relied upon Sachs, who produced a range of motors from 50cc to 250cc. Several of the larger motorcycle companies made their own engines but rarely sold them to other producers. So when Sachs announced that they were ceasing engine production, dozens of motorcycle manu-

had the headwaiters well briefed, they told her what she wanted to know. And judging from his lunch he didn't starve himself anyway. Apparently Italian 'mommies' like to mother their sons even when they are 40 years old.

Over lunch we learned the story of how Moto Gori had survived the economic highs and lows which had afflicted the Italian motorcycle industry in the Seventies. Most of their troubles had been financial and the company's fortunes seemed to go hand in hand with Italy's own.

'The company was rescued at the very last moment', he told us. Giancarlo didn't look happy with the thought, but he was telling the truth. SWM, a relatively new Italian company from north of Milan, had stepped in and taken over



facturers - Moto Gori included - found themselves in severe problems.

Several Italian companies responded to the crisis by designing engines 'in house' as they recognised that there was a huge market waiting to be tapped. But only time would tell if any of these new generation engines would be any good. And time was a commodity that Moto Gori didn't have. Worse still they had a large stock of Sachs engines, frames, straight axle forks, Corte Cosso shocks and other components that the 'punters' no longer wanted. They were heading for bankruptcy with little prospect of saving themselves. They weren't on their own. Their former competitors, all household names in Italy, were dropping like flies.

There was one quality engine producer that could help. Rotax had a good track record and they had modern designs. There were however two problems. Firstly they were serious about money and Moto Gori didn't have the resources



Prototype Gori MT325 trials bike was actually just a re-badged SWM

RENAISSANCE

MAN



Military Gori had the 250 Sachs motor but without an expansion chamber in order to tame it down for Italian squaddies!

to convince them of their credibility. Secondly Rotax tended to supply one manufacturer in each country, which made economic sense. In Italy SWM already had this arrangement with the Austrian factory and owned the Rotax trials engine design. They had paid for its development



Prototype MX500 was actually a 399cc



trolling interest in Moto Gori and provided them with a guaranteed supply of Rotax engines. Even SWM benefited from the arrangement by predicting increased engine orders resulting in lower purchase prices. They too had stocks of older components in the form of a previous trials bike model and Moto Gori were able to launch their first trials model immediately. At this point 'lead time' became an important factor. It was going to take six months to produce the new range of 'Green Goris of Florence'. The designs were already on the drawing board in the design office and the sketches clearly had an artistic flair, but during the development period the company had to generate some turnover.

And so it was, that I stood in front of a wall of boxed Sachs engines having a conversation with Giancarlo about their short-term future.

'So which models were these for?' I enquired, pointing at the motors. He explained they were for motocross and enduro 125s and 250s, and for a 250 military design. I persuaded him that he should forget about motocross and turn out

and would not allow other manufacturers to use that range of engines. The trials market presented obvious growth potential and Giancarlo Gori was anxious to find a way into it.

Suddenly it all came together to the satisfaction of SWM and Moto Gori. SWM purchased a con-



RENAISSANCE
MAN

budget-priced enduro, military-style trail, and a new 125 trail bike using mostly existing components. As it turned out they had nearly everything in stock for almost 100 bikes. The second part was more difficult. The idea that this exercise would convert stock into money but not necessarily into profit didn't go down too well with him. But what we wanted was to be able to import very cheap introductory bikes to sell while we were waiting for the Rotax-engined models. And what he needed right now was turnover. A deal was struck and they set to work.

Many British enduro riders (TBM's Crasher Cornish included), benefited from this cheap and cheerful policy. The 250cc enduro model for example had a recommended retail price of £1049 back in 1979/80, which meant in practice many riders got started with a new bike for less than a grand. That was half the price of anything else. A delightful little 125 trail bike called the Cruiser was introduced and the former military model

The prototype 250 at the 1980 Milan show actually had a wooden tank...



(albeit without its rifle rack), was produced.

Meanwhile the development of the new range of enduro and motocross machines was progressing nicely. The new bikes were beautifully styled. The front down-tube, the exhaust, the rear down-tube and the shock absorber followed the same angle. This gave the bike a coherent style not seen before. They looked right just standing still. The old adage, 'if it looks right then it will be right' came to mind at first sight. Giancarlo Gori, as an accomplished artist, obviously had an eye for these things. His attention to detail went further than that however. Many of his ideas that were new at the time are now common on today's dirt

But by the following year (1981) the prototype had evolved into the production bike. The tank and plastics had changed shape (slightly), and the suspension was different but otherwise it was the same as the early prototype. Austrian Rotax motor was excellent. And this bike went onto become one of the best-selling enduro bikes of the early '80s...



Left: The GTS trailbike dated from 1982...

His most notable innovation though is still used on almost all off-roaders today and many road bikes. He was keen to make the conversion from a motocross model to an enduro bike a very simple process. With this in mind

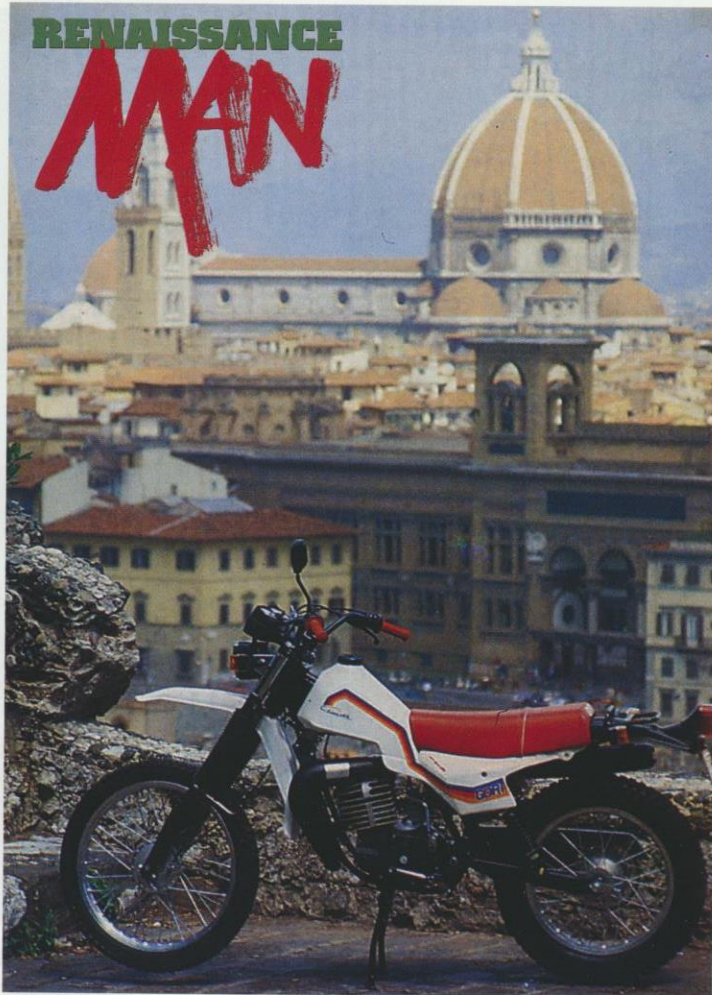
bikes. He wanted a frame that flexed slightly so he introduced an 'engine plate' system of mounting the engines. This also made assembly easier and allowed different size engines to be used in the same frame. He had his eye on the new four-stroke designs that Rotax were offering, and the bikes were designed from the outset with this in mind. In the Seventies this was radical thinking. Nowadays firms like KTM and Gas Gas slot two- and four-stroke power-plants into virtually identical frames.

all bikes were built as motocross models and a kit supplied which included a stand and wiring harness. To avoid changing the rear mudguard he designed the black plastic attachment on which the number plate and rear light were mounted, and this idea has now been universally adopted.

At the 1980 Bristol Dirt Bike Show we were approached by Honda to supply these items in order that their XR's could be made road legal. Like other manufacturers they eventually got around to designing their own version.

RENAISSANCE

MAN



The first new models appeared at the 1979 Milan Motorcycle Exhibition. At that stage they still had wooden tanks, Simons forks (one of the best brands available), and Sachs Hydracross shocks that didn't use coil springs. We tested several bikes in England with this specification and felt that they couldn't be bettered. Unfortunately money intervened again along with the influence of nationalism, and Italian suspension manufacturers prevailed.

The production bikes were supplied with Samfis forks and Bitubo shocks, and our initial disappointment was soon forgotten when we realised how good the package was. The Samfis forks were based on a Ceriani design and worked well, being supplied in different sizes to suit all the models. The Bitubo shocks (the name means 'two tubes') were different from anything else on

The 1979 Sachs powered Gori Clubman was introduced into the UK as a budget enduro racer. Costing around £1000, even TBM's Crasher Cornish could afford to buy one...



"Green Gori of Florence" 🏁

the market, and proved to be reliable and worked well. Gradually as fork tube diameters increased and disc brakes were introduced, a switch was made to Forcella Italiana forks, even better than the previous ones.

A new problem was now emerging. The green Gori enduro models were simply much better than the offering from the mother company SWM and they didn't like it. Originally the SWM models were called TF1s. Quickly the TF2, TF3 and the TF4 were introduced, but the Gori MRs were still better - even with few changes. Two years into production and we, in England, were feeling the benefits, with a high proportion of enduro competitors riding the Goris.

Moto Gori UK had their fair share of competi-

tion success and started the trend of running an advert every week in TMX listing the success of Gori riders. This was known as the 'Gori Details' and was always popular with trials, enduro and motocross Gori competitors. In the trials world Lancastrian Ian Wetherill, Davy Hooke from Cheshire and

Welshman Mike Leddy produced a local win or a good national result every week. Bruce Melville won the sidecar class in almost every National Trial and the British Sidecar Trials championship.

Meanwhile at the Scottish Six Days Trial, held at Fort William each May, a full service was provided for all Gori competitors. Two Welshmen, Elwyn Price and Aled Williams, successfully campaigned enduro MR500s, while Alex Shennan did his best to destroy MR250s and 125s. An ACU British Clubman Championship was the prize for my 18yr old son Mike on his MR175. Throughout the whole period that Moto Gori UK was active, northerner Steve Bircher rode our MX250s in

motocross, as did Richard May from Middlewich in the schoolboy events. One of the most entertaining Gori riders was Liverpool funeral director Steve O'Brien, who frightened everybody whenever he climbed onto his MX500 in the British Sand Racing Championships. One of his party pieces was to measure other riders for a coffin prior to racing, which always managed to slow them down in the races! In the five years from 1981, Gori riders won hundreds of awards, a testament to the excellent design work that Giancarlo Gori invested in his bikes.

One benefit of the SWM link was the access to another company within the group. GVS clothing was based at Bergamo, and produced enduro riding and leisurewear that had that indefinable 'Italian' styling. The British Trophy and Silver Vase teams in the 1981 ISDE used this brand, which proved to be comfortable and practical.

As with all things in life, nothing stays constant and two events, which happened very quickly, conspired against the Gori marque. First of all Kawasaki introduced a very good enduro bike - the KDX - which became the clubman's choice. And then SWM encountered financial difficulties. A huge purpose-built factory at Rivolta d'Adda was swish and impressive but the company had been over-trading for some time. Appointing ever-more distributors world wide (including several in South America) proved a huge drain on resources and when they finally closed the doors in 1986, Moto Gori had to do likewise. They had been trading for almost 50 years.

Our response was to look for other makes that had not been previously sold in the UK and to 'badge' them as Goris. The excellent Italian TM 80s and 125s gave us very competitive bikes in the classes that the SWM and Gori models had failed to dominate. In the same way the Puch-Friggerio range, also made in Italy just down the road from Milan, had machines that included four stroke models which both SWM and Moto Gori had not got around to producing. So in a very short time we had models from 125cc to 498cc, with mono-shock rear suspension and water-cooled engines. In new colours and Gori labelling we were optimistic about capitalising on the reputation and customer interest that we'd built up. Unfortunately the tide had turned much quicker than we realised and enduro riders were demanding Japanese products. It was time to move on...

Rebuilding a Moto Gori? Bob Room has a large selection of spare parts.
Telephone: 01483 898980

BIKES

Honda CRM250 mkII, 1992, T&T, fully rebuilt engine, new graphics/plastics, Gnarly pipe, too many extras to list, best mkII available, emigration forces sale, £1795. Tel 01793 488307 (Wilts)

Gilera Nordwest, 1993, black/orange, only 17000km. Tel Paul (after 5pm) on 01522 889079 (Lincs)

Gas Gas EC450, Renthal Fatbars, Acerbis handguards, frameguards, little use, £4250 Talon SM wheels extra. Tel 07973 395288 (Dorset)

Kawasaki KDX220SR, 1994, trail bike, MoT, very reliable, vgc for year, £1450 ono. Tel 01997 421911 (Scotland)

Honda CRM250 mkIII, 1995, 10000 miles, Renthals, Pro Circuit pipe, one UK owner since 1999, no off-road use, vgc, £2200. Tel 01322 665660 (Kent)

Honda CRM250 AR, 1997, T&T, 13000km, handguards, Renthals, mint cond, must be seen, genuine reason for sale, £2750 ono. Tel (mobile) 07713 216250 or 01604 882950 (Northants)

Yamaha WR400F, 2000, W-reg, CRD exhaust, sump-guard, new tyres/brakes/One Ind graphics, some spares. Tel 07791 671680 (S Yorks)

Honda TLR250, H-reg, 1100 road miles, T&T, never trialled, workshop manual, as new, £1600. Tel 01200 445248 (Lancs)

Yamaha XT350, 1987, black, T&T, £795. Tel 07799 857833 (Gloucs)

Kawasaki KDX200, 2003 reg'd, 250 miles, lighting and speedo kit, virtually as new, £2995. Tel 01420 590223 (Hants)

Husaberg FE400, 2002 model, road reg'd, light green lane use, well maintained, £3000 ono. Tel (mobile) 07733 208329 or 01709 818242 (S Yorks)

Honda MTX125R, 1988, red/white, T&T, new exhaust/clutch/c+s/brakes, very reliable, vgc, can email photos, £750. Tel (mobile) 07720 189049 or 020 8669 3426 (Surrey)

Honda XR250, 1995, taxed, elec start, Renthals, bashplate, well maintained, £1350 ono. Tel 01420 487444 (Hants)

Suzuki DR-Z400E, 2002 reg'd, CRD system, sump/frameguards, Fatbars, Trailtech lighting kit, stainless output shaft spacer, new enduro tyres, £3300. Tel 07812 716146 (Bucks)

Suzuki DR-Z400S, 2001, Y-reg, Renthals, rally brushguards, frameguards, Technosel graphics/seat cover, black/yellow UFO plastics and lights plus originals, £2700 ono. Tel (mobile) 07720 845758 or 0161 339 5343 (Lancs)

BMW R1150GS, 2000, W-reg, black, 3000 miles, one owner, fsh, full Remus race exhaust plus original, luggage, as new, £6695. Tel 01580 761003 (Kent)

Kawasaki KLX250R, 1994, L-reg, green, T&T, 8000 miles, Acerbis handguards/headlight, CRD bashplate/frameguards. Tel 020 8540 5232 (London)

Yamaha Serow, 1996, N-reg, T&T, 9500km, exc cond, £1700. Tel 01229 811552 (Cumbria)

Gas Gas EC300, 2003, less than 1000km, sump/frame/hand/exhaustguard, trail use only, £3250 or swap for DR-ZE/XR400R. Tel 01388 819091 (Durham)

Gas Gas EC300, Y-reg, only 37km from new, immacu-

late cond, £2999. Tel (mobile) 07788 565383 or 01623 478782 (Notts)

Suzuki DR-Z400E, road reg'd 2003, only 400 miles, CRD exhaust, bashplate, frame/handguards, plus all the gear, £3695. Tel 01942 521426 (Lancs)

Yamaha WR426F, reg'd 2002, Renthals, hand/disc/frameguards, spare plastics, new tyres, hardly used, £3800. Tel 01722 506572 (Wilts)

KTM 200EXC (GS), 2002, autolube, 11L tank, sump/handguards, fully maintained, superb cond, £3295 or p/x four-stroke. Tel (mobile) 07710 204956 or 0161 427 6427 (Cheshire)

Honda XR250R, 1992, T&T, 21000km, Renthals, Acerbis brushguards, DEP silencer, good trail tyres, good cond, £1200. Tel 01491 838651 (Oxon)

Suzuki DR350, 2000, W-reg, T&T, Renthals, CRD bashplate, barkbusters, vgc, £2300 ono. Tel 07986 094954 (Somerset)

Kawasaki KMX125, 2000, MoT, new tyres/front disc/pads, recent c+s/rebore, new bike forces sale. Tel 01752 337487 (Devon)

Honda XR400R, 1996, P-reg, T&T, 11000km, well maintained, good cond, £2100. Tel 01458 850459 (Somerset)

Honda XR400R, twelve months old, taxed, green lane use only, a gift at £3000 no offers/tyre kickers. Tel 07884 010274 (Lancs)

Honda XR250, 2000, W-reg, T&T, 4400km, Renthals, frameguards, recent c+s, green lane use only, vgc, £2250. Tel 01865 730571 (Oxon)

Husqvarna 350 four-stroke enduro, 1996, twin pipe model, Ohlins shock, stainless exhaust, great bike, no time to ride, bargain at £1500. Tel 01942 262524 (Lancs)

CCM 604, 2002, yellow, 3900 miles, taxed, exc cond, £3300 ono or may p/x DR-ZE. Tel 01743 367452 (Shrops)

Yamaha WR426F, 2001, Y-reg, taxed, standard spec, Renthals, Acerbis brushguards, exc cond, £3300. Tel (mobile) 07966 989688 or 01609 781605 (N Yorks)

KTM 250EXC, 2001, light use, exc cond, must be seen, £2595. Tel (mobile) 07973 239430 or 01684 541904 (Worcs)

KTM 400EXC, 2002, 3500 miles, new c+s/bearings, handguards, bashplate, exc cond, £3900 ono. Tel 07966 416937 (Derbys)

Suzuki PE175Z, 1984, twin-shock conversion, T&T, spares, good runner, £675 ovno. Tel 01509 829454 (Leics)

Honda XR250, 1995, 280cc conversion, T&T, fully rebuilt eight months ago, gripper seat, exc cond, reluctant sale, £1600 ono. Tel 07949 230075 (W Yorks)

Honda XR400R, S-reg, T&T, Gadget bashplate/frameguards, barkbusters, good standard clean bike, new bike forces sale, £2250 ono. Tel 01793 876296 (Wilts)

Honda Transalp, 1999, 3500 miles, heated grips, centre stand, crash bars, Touratech panniers, tank cover, touring spares, new tyres, immaculate, £3600. Tel 01209 890390 (Cornwall)

Suzuki RMX250, 1999, MoT, all ready to go, recent clutch/wheel bearings, £1795. Tel 01489 780609 (Hants)

Honda XR400R, 2001, 2000km, taxed, Werx graphics/seat, new pads, CRD 'guards, exc cond, bad back forces sale, £3200 ono. Tel (mobile) 07796 955148 or 01454 414964 (Gloucs)

Yamaha YZ125, 2000, black, Danger UK graphics, V-Force, FMF pipe, powder-coated frame, gripper seat, Renthals, frameguards, exc cond, £1900 ono. Tel (mobile) 07713 518307 or 01235 862933 (Oxon)

Yamaha DT200R, 1991, white/red, T&T, only 4500km, new c+s, Renthals, very tidy, £1295. Tel 07879 471034 (Kent)

TM 300, 1996, T&T, Endurance computer, new Michelins/pads/discs/c+s/graphics, Renthals, exc cond, £1450. Tel (mobile) 07763 681062 or 01207 544602 (Tyne & Wear)

Gas Gas EC300, 2002, hand/sumpguards, new c+s, new rings, good tyres/mousses, religiously maintained, vgc, £2650. Tel 01639 767995 (S Wales)

Honda XR400R3, 2002 reg'd, 3800km, road use only, £3200 ono. Tel 01204 594620 (Lancs)

Honda CRF450R, 2003, road reg'd, taxed, lights, CRD pipe, sump/frameguards, Acerbis handguards, spares, only 12 hours green lane use, exc cond, £4600 ono. Tel 01634 327287 (Kent)

Suzuki RMX250, P-reg, T&T, new powervalve/piston rings, Pro Circuit pipe, green lane use only, £1600. Tel 01625 268437 (Cheshire)

Honda MTX125, 1985, stainless exhaust, new air filter/chain, steering lock, starts first time, exc cond, bargain at £500. Tel 01252 313546 (Surrey)

Honda XR250, 2001, Y-reg, superb clean bike, little use, £2595 ono or poss p/x TLR T/S 250. Tel 01724 872640 (Lincs)

Honda XR400R, 2000, V-reg, T&T, 2500 miles, Renthals, barkbusters, twin headlight, frameguards, serviced, light use only, mint original cond, £2795. Tel (mobile) 07971 284856 or 01746 861841 (Shrops)

Suzuki DR-Z400S, 2000 model, W-reg, T&T, 13000 miles, Renthals, barkbusters, new tyres, mainly commuter use, vgc, £2600 ono. Tel 01924 235294 (W Yorks)

Yamaha WR400F, 2002, road reg'd, 600 miles, road use only, speedo, as new, new bike forces sale, £3000 for quick sale. Tel 01382 731578 (Dundee)

Kawasaki KL250, 1993, elec start, exc runner, good cond, £1500 ono. Tel (mobile) 07890 937686 or 01782 329773 (Staffs)

Gas Gas TXT125, 1999, vgc, £1550 ono. Also Beta Rev3 250, 2000, new plastics/rear tyre, as new, vgc, £1650 ono. Tel 01726 890075 (Cornwall)

Yamaha WR426F, 2002, road reg'd, taxed, 200 miles, lighting kit, speedo, trail/road use only, £3500. Tel 01453 826828 (Gloucs)

Gas Gas EC300, 2003, 2000km, bashplate, fender bag, green lane use only, mature owner, perfect cond, priced to sell, £3000. Tel 02380 402315 (Hants)

CCM 604E, 2002, yellow, 2900 miles, race can, handguards, Renthals, plus supermoto wheels, exc cond, £4200 ono. Tel 01373 303882 (Wilts)

Husqvarna WR125, 1996 model, too many parts to list, mint cond, first to see will buy, £1250. Tel 01706 872617 (Lancs)

Yamaha WR400F, 1998, new camchain/piston rings/tyres, vgc, £2400 ono. Tel 01287 650420 (Cleveland)

KTM 520EXC, 2002, only 700 miles, one owner, bashplate, never used off-road, perfect cond, £4300. Tel 01209 717149 (Cornwall)

Honda XL185S, restored, new forks, stove enamelled, alloy rims, stainless spokes etc, beautiful cond, £999. Also XL200R, elec start, £650. Tel 01502 575700 (Suffolk)

Honda XR250R, 1991, J-reg, T&T, good tyres, lots of work done, lost interest in off-road riding, £1400. Tel

Andy on 01189 815216 (Hants)

Honda XR650R, X-reg, 2001, taxed, new tyres, serviced, One Ind graphics/seat, £3000. Gold Talons/Morads also available. Tel 01376 323082 (Essex)

Honda CRM250, 1989, red, MoT, only 9500km, good original cond, £1100. Tel 01580 819377 (E Sussex)

Suzuki RL250 Beamish, road reg'd, 1980, polished frame, vgc, £895 or may p/x Yamaha TW200 plus cash your way. Tel 01702 520357 (Essex)

Yamaha YZ426F supermoto, 2002, gold Talons/black Excels, full Ti Akrapovic system, oversize Braking discs, Renthals, vgc, £3700 ono or poss p/x WR450F. Tel (mobile) 07776 248468 or 01507 527832 (Lincs)

Honda XL125E, 1976, used last year off-road, still runs well, suit beginner or collector, £450 ono. Tel Mike on 01432 371411 (Hereford)

Yamaha DT250 enduro, 1977, MoT, just been rebuilt, still running-in, excellent original cond, useable classic, must be seen, £1295 ono. Tel 01993 882013 (Oxon)

TM 400ES, 2003, Ohlins suspension, blue rims, mint cond, £4500 or may p/x Yamaha WR250F or Husqvarna TE250. Tel (mobile) 07958 345352 or 01283 222997 (Staffs)

Honda CRM250 mkII, T&T, recent rebuild, DEP pipe, good cond, £1550 ono. Tel (mobile) 07808 779551 or 01482 353452 (E Yorks)

Gas Gas EC250, 2000, V-reg, recent engine rebuild, trail use only, exc cond, £2000 ono. Tel 01484 685381 (W Yorks)

Honda XR400R, 1999, T&T, enduro prepped, owned from new, £1850. Tel Steve on (mobile) 07802 946331 or (eves) 01822 860446 (Devon)

KTM 400EXC, 2002, bashplate, handguards, good Michelins, mousses, well maintained, mainly trail use, good cond, £3900 ono. Tel (mobile) 07774 700643 or 0121 358 0603 (W Mids)

KTM 520EXC, 2002, handguards, bashplate, maintained to highest standard, little use, £3995. Tel Michael on 07798 930546 (Wilts)

Honda XL500S, 1987, runner but requires some work, spare engine/tank etc, £500 ono. Tel 01892 730640 (Kent)

Yamaha WR426F, 2003 reg'd, ten miles since February, too much for old git, as new cond, £4150. Tel 01246 476353 (Derbys)

Gas Gas EC300, 2001, Y-reg, less than 1000km, new tyres, full FMF system, Renthals, frame/handguards, green laned only, immaculate, £2400. Tel 0191 385 5065 (Co Durham)

KTM 250EXC 4-T, 2003, road reg'd, taxed, well maintained, exc cond, £3650 ono. Tel 07968 696228 (Wrexham)

Honda XR250R, 1998, T&T, 3000 miles, one previous owner, well maintained, garaged since new, exc cond, £1950 ono. Tel 07773 653166 (Lancs)

KTM 450EXC, 2004, taxed, hardly used, alarmed, with all new parts and books, mint cond, new house forces sale, £5100 ono. Tel 01446 760233 (Cardiff)

KTM 200EXC, 1998 model, T&T, lots of new bits, exc cond, £1995 ono. Tel 07717 416210 (Cornwall)

Kawasaki KMX200, 1990, H-reg, green, 10000 miles, full DEP pipe, braided hose, o-ring chain, exc trail bike, vgc, reluctant sale, £1200. Tel (eves) 01287 630829 (Cleveland)

Honda XR400R, 2002, Renthals, CRD frameguards,

sumpguard, little off-road use, lots of spares inc supermoto wheels, exc cond, £3395. Tel (after 5pm) 01257 233335 (Lancs)

KTM Rallye, 1996, silver/orange, IMO computer, roadbook reader, lots of spares, £2500 ono. Tel (mobile) 07946 587661 or 01784 253765 (Midx)

Honda XR600, 1997, T&T, full CRD exhaust, large and standard tanks, lots of money spent, too many extras to list, £2000. Tel 01255 221083 (Essex)

Yamaha WR250, 1995 model, Renthals, handguards, little use, exc cond for year, £1200. Tel (mobile) 07817 601752 or 01564 739353 (Warks)

Honda XR400R, 1998, MoT, 4700km, green laned use only, standard bike except for Talons/Excels, also spare wheels, £2100 ono. Tel (mobile) 07719 745399 or 01768 483182 (Cumbria)

Yamaha WR400F, 1999, road reg'd, Renthall Twin Walls, hand/frameguards, wide pegs, White Bros exhaust, religiously serviced, £2350. Tel (mobile) 07885 193278 or 01925 768897 (Cheshire)

KTM 125EXC, 2003, road reg'd, Six Day special, new sprockets/pads/plastics/front tyre, exc cond, £2850 ovno. Tel 01234 824230 (Beds)

Suzuki DR350S, 1993, 19000 miles, new camchain/rings/battery/pads, recent clutch/c+s/tyres, clean and tidy bike, £1300 ono. Tel 01325 257270 (Co Durham)

Gas Gas Pampera, 1996, T&T, spares inc tyres/chain/sprockets/pads etc, £800. Tel 020 8422 6357 (Midx)

Suzuki DR350S, 1991, MoT, 2000 miles, serviced, totally standard immaculate bike, never trailed, £1650 ono. Tel (mobile) 07813 462144 or 01737 817943 (Surrey)

Kawasaki KDX200 E2, road reg'd, barkbusters, manual, spares, good all round cond, £900 ono. Tel 07810 057462 (Bucks)

KTM 525EXC, 2003, new c+s, dealer serviced, vgc, save £1000 on new price, £4595 for quick sale. Tel 01287 630445 (Yorks)

Fantic 250 trials bike, monoshock, disc brakes, needs piston and head to run, otherwise, £120. Tel 01235 817712 (Oxon)

CCM 604E, V-reg, grey/silver, 1400 miles, vgc, extra set of supermoto wheels, £3500. Tel 01234 307343 (Beds)

KTM 525MXC, 2003, 22 hours green lane use only, exc cond, £4500 ono. Tel 01522 811310 (Lincs)

Yamaha TTR250, 1994, white/purple, T&T, Renthals, CRD exhaust plus standard system, lots of spares, £1350. Tel 020 8776 2461 (Kent)

KTM 400EXC, 2001, low miles, sumpguard, barkbusters, one owner, good cond, £3795 ono. Tel 07798 872029 (Cheshire)

Honda Africa Twin, 1998, white, 9000 miles, high screen, Yoshimura carbon can, full Givi luggage, exc cond, £3150 ono. Tel (mobile) 07940 979557 or 0116 210 6708 (Leics)

KTM 200EGS, 2000, only 1000 miles, autolube, spares, immaculate cond, £2400. Also Husqvarna WRE125, 2002, 4700 miles road use only, autolube, handguards, Renthals, vgc, £2000. Tel 01329 232815 (Hants)

Armstrong MT500, 1987, MoT, 8000 miles, lots of new bits, bought direct from army, owned for last six years, good cond, £1000. Tel 01308 423330 (Dorset)

Yamaha TTR250, 1996, N-reg, elec start, 12000km, good green lane machine, vgc, first to see will buy, £1450 ono.

Tel (mobile) 07778 983292 or 01254 876931 (Lancs)

Yamaha WR250Z, 1999, wide ratio box, one owner, manual, new c+s/pads/tyres/sticker kit etc, frame/handguards, wave discs, vgc, £1850. Tel (mobile) 07932 766169 or 01202 682601 (Dorset)

Kawasaki KDX200, 1996, road reg'd, recent engine overhaul, well maintained. Tel 01535 645607 (W Yorks)

Yamaha DT230 Lanza, T&T, 4400km, Renthals, Acerbis 'guards, three sets of tyres, reliable, exc cond, £2100 ono. Tel (mobile) 07748 595125 or 01722 744239 (Wilts)

Suzuki DR-Z400SY, 2000, W-reg, yellow/white, T&T, 5600 miles, elec start, Renthals, vgc, £2750. Tel 01482 890346 (E Yorks)

Honda CRM250 AR, 1998, S-reg, black/red, T&T, 3500km, DEP system, handguards, Renthals, exc cond, £2595. Tel 01429 881540 (Co Durham)

Moto Guzzi NTX650, Italian import, MoT, Paris Dakar styling, recent service, vgc, can email photos, £1295 ono. Tel 0115 938 9895 (Notts)

Honda CRM250 mkII, T&T, DEP system, 'guards, spare wheels/cables etc, recon suspension, light trail use, good cond, £1900. Tel 07974 804371 (Cheshire)

Honda XLR250, D-reg, 1987, 13300km, great cond, little use last four years, £1050 ono. Tel (mobile) 07985 136251 or 01772 611332 (Lancs)

KTM 400EXC, 2002, taxed, all usual extras, no expense spared, mint cond, first to see will buy, £3995. Tel 07811 334317 (Lancs)

Kawasaki KX250, 2000 model, clean bike, ready to ride, only £1750 or consider p/x for KTM 525EXC/Suzuki DR-Z400. Tel (mobile) 07810 810578 or 01332 833107 (Derbys)

Yamaha XT600, 1988, white/red, low miles, reliable runner, £950 ono or consider p/x. Tel 01208 816914 (Cornwall)

Yamaha WR450F, 2003 reg'd, full road kit, many extras, immaculate cond, £4500 ono. Tel (mobile) 07944 077981 or 01928 563801 (Cheshire)

Gas Gas EC300, 2000 model, good cond, c/w single bike trailer and lots of spares, £2700 ono. Tel (mobile) 07818 415466 or 01278 455634 (Somerset)

Yamaha Serow, 1996, T&T, 4700 miles, Renthals, handguards, light green lane use only, exc cond, £1795. Tel 07966 015155 (W Yorks)

KTM 450EXC, 2003 model, Bracken maintained, very light use, superb cond, emigration forces sale, £4400 ono. Tel Nick on 020 8691 8733 (London)

Husqvarna SMR570, 2002 model, UK bike, 1650 miles, never raced, superb cond, £4500 ono. Tel Phillip on (mobile) 07970 059745 or 020 8330 0089 (Surrey)

CCM 604E, 1999, T-reg, 2900 miles, new MT90s, exc cond, must sell due to lack of use, £2595. Tel 01488 638357 (Berks)

Gas Gas EC300, 2002, Fatbars, frameguards, bashplate, recent piston/rings, new tyres, lovingly looked after, some spares, £2900 ono. Tel 01458 210413 (Somerset)

Honda CRM250 mkII, T&T, new tyres, extras, tidy cond, £995. Tel 0191 413 2767 (Northumberland)

KTM 400EXC, 2002, taxed, handguards, green lane use only, good cond, bargain at £3200 ono. Tel (mobile) 07980 818714 or 01785 660728 (Staffs)

Kawasaki KLX300R, T&T, Renthals, Ceet graphics, White Bros E-series exhaust, Z-one gripper seat, spares, £2495. Tel 01473 832856 (Suffolk)

Two Honda XR200Rs, 1982/83 models, loads of spares

inc frames, swingarms, seats and plastics, all original, £6000 the lot. Tel Clint on 01344 428098 (Berks)

Honda XR250R, 1998, T&T, Wex graphics, FMF Q-pipe, lots of new parts, well maintained, exc cond, £2195 ono. Tel (mobile) 07742 137320 or 01983 241557 (IoW)

Yamaha XT350, 1995, black, T&T, 16000 miles, road use only, two owners, handguards, vgc, £1400 ono. Tel 01234 708343 (Beds)

Kawasaki KDX200, 1989, T&T, exc runner, mint cond, £1000. Tel Sam on 0191 371 8117 (Tyne & Wear)

Suzuki DR350 enduro, 1999, T-reg, MoT, 1200 miles, CRD bashplate, Renthals, handguards, light green lane use, vgc, £2250. Tel (mobile) 07929 930740 or 01530 834536 (Leics)

Honda XL200, F-reg, T&T, elec start, 18000km, spare set of tyres, rare example, good cond, £1250 ono. Tel 01634 221087 (Kent)

Suzuki DR250 Djebel, 1997, P-reg, T&T, very little use, showroom cond, £1900 ono. Tel 01348 875188 (Pembrokeshire)

Honda CRM 250AR, 1997, DEP system, hand/frameguards, Renthals, new bearings/fork seals, exc cond, £2700 ono. Tel 07899 807880 (Chester)

Yamaha XT500, 1976, T&T, engine reconditioned in 1999, reliable machine, £1200 ono. Tel 01935 427638 (Somerset)

Honda XR400R, 2002, Renthals, handguards, Trailtech speedo, exc cond, £2975 ono. Tel 01904 400469 (Yorks)

Yamaha DT125R, F-reg, road legal, dark blue/white, derestricted, very smart, £650. Tel 01223 207556 (Camps)

Suzuki DR-Z400E, 2002, road reg'd, Fatbars, seat cover, bashplate, barkbusters etc, c/w spare 16L tank and panels, great bike, well maintained, £3250. Tel John on 01474 709889 (Kent)

Suzuki DR350, 1999, black, UK bike, elec start, T&T, just 2200 miles, totally standard, exc cond, reluctant sale, £2400 ono. Tel (mobile) 07980 718040 or 0117 910 9098 (Bristol)

Praga 610 enduro, 2001 model, hand built factory bike, huge spec, rebuilt engine, SM parts available, £2900. Tel 01454 227226 (Bristol)

KTM 525EXC, 2003 model, road reg'd, used once, comes with spares package, clothing, boots, armour, helmet, goggles, stand, £5000 or poss p/x sports bike. Tel 07870 209988 (Herts)

Gas Gas EC300, 2002, taxed, handguards, CRD bashplate, very little use, mint cond, £2950. Tel 01376 323082 (Essex)

KTM Duke 620E, R-reg, front-end conversion, one-off bike, loads spent, mint cond, £3000 ono. Tel (mobile) 07970 534802 or 01795 430851 (Kent)

KTM 250EXC 4-T, 2002, hand/sumpguards, other extras, well maintained, good cond, musr go, £2950 no offers. Tel 01825 764148 (Sussex)

KTM 450EXC, 2003, road reg'd, well maintained, eight events, handles superbly, awaiting new bike, £3999 no offers. Tel 01285 821677 (Gloucs)

Suzuki DR-Z400E, 2000, X-reg, MoT, new tyres/sprockets etc, fully maintained, vgc, £2850 ono. Tel 07810 548930 (Hants)

Honda XR400R, 2002, 700km, light use only, Renthals, handguards, new rear tyre, well maintained, fantastic bike, exc cond, £3195 ono. Tel (mobile) 07966 914641 or 01604 757019 (Northants)

KTM 400EXC, 2002, taxed, all new plastics and graph-

ics, bashplate, handguards, maintained regardless of cost, £3850. Tel 01460 62548 (Somerset)

Husqvarna TE410, 1997, T&T, new c+s, green lane use only, great bike, good cond, priced to sell at £1395. Tel 01270 626627 (Cheshire)

Yamaha RT100, 1999, five speed, recent rear tyre, very reliable, good cond, ideal first bike, £900 ono. Tel 01942 723128 (Lancs)

Yamaha XT600 2KF, 1988, unfinished project, lots spent, many new parts, won't start - though nearly does, some spares, looks nice, £750. Tel (mobile) 07950 110036 or 0151 513 1476 (Wirral)

Kawasaki KX250, 1997, road reg'd, lighting kit, FMF Fatty exhaust, £1850 ono. Tel 07773 067110 (Devon)

Yamaha TTR250, blue, T&T, new clutch/c+s, dual sport tyres, superb bike, exc all round cond, £2100. Tel (mobile) 07970 317122 or 0121 351 7522 (W Mids)

Yamaha YZ426F, 2003, road reg'd, full lighting kit, taxed, three hours use from new, full spares kit, as new cond, £3595 or may p/x. Tel (mobile) 07930 430260 or 01472 320720 (Lincs)

Honda XR250, 2002, red, road reg'd, elec start, 1500 miles, digital clock, new bars, extras, £3000. Tel 01206 571423 (Essex)

Honda XR400R, 2003, brand new, never used, only 1km, broken ankle forces sale, £3750 ono. Tel 01280 817047 (Bucks)

KTM 520EXC, 2002, road reg'd, hand/sump/silencer-guard, spare sidepanels, all lights working, regular oil changes, little use, great bike, £3800 ono. Tel 01686 630436 (Powys)

Honda XR250, 2000, T&T, graphics and seat kit, looks tatty but mechanically sound hence £1800. Tel 07740 823996 (Lincs)

Honda CR250, 1985, new tyres/fork seals/sprockets, just serviced, must be seen, £1495 ono. Tel 01279 320717 (Essex)

Suzuki DR350, M-reg, T&T, 8000 road miles only, good cond, £1350. Tel 01778 426897 (Lincs)

Suzuki DR-Z400E, 2002, Renthals, CRD exhaust, bashplate, frameguards, FMF graphics, new c+s, very clean, £3100. Tel 07876 510407 (Gloucs)

KTM 300EXC, 2003, 35 hours green lane use only, very reliable, full spares kit, immaculate, £3875 ono. Tel 01452 720531 (Gloucs)

Honda XR280, 1995, N-reg, JE conversion, T&T, all new bearings, shock re-gassed, good tyres, DEP pipe, ready to trail, £1700. Tel (mobile) 07949 230075 or 01924 873173 (W Yorks)

Honda XL250S, 1976, twin-shock, recent rebore, new shocks, powder-coated frame, little work needed for MoT, classic trail bike, £799 ono. Tel 01744 893464 (Lancs)

Honda CRM250 mkI, 1989, MoT, USD forks, braided hoses, DEP system, new c+s/decals etc, reliable, £1299 ono. Tel 01204 395556 (Manchester)

KTM 300EXC, 2002, only used twice, 300km, many extras inc spares kit, mint cond, £3750 ono no time-wasters. Tel 07967 303226 (Notts)

Husaberg FE400E, 2002 model, well maintained, new c+s/tyres, spare plastics, immaculate cond, injury forces reluctant sale, £3300. Tel (mobile) 07773 812043 or 01642 488758 (Cleveland)

KTM 450EXC, road reg'd, taxed, UK bike, standard trim, oil and filters after every ride, very tidy, £4500

FREE CLASSIFIEDS

ono. Tel 07967 809764 (Surrey)

Yamaha WR400F, 2000, 3000 mainly road miles, aftermarket pipe, sump/frameguards, full road kit, exc cond, £2850. Tel 01543 275876 (Staffs)

Yamaha Serow, 1995, T&T, vgc, £1500. Tel (eves and w/e) 01299 829817 (Worcs)

KTM 450EXC, 2003, £3950. Tel +(353) 87 259 5552 (Ireland)

Yamaha XT225 Serow, 1992, T&T, good cond, £1200. Tel 0121 743 3220 (W Mids)

Yamaha WR426F, 2001, fully road legal, Bud Light graphics, frame/handguards, Renthals, recent c+s, green lane use only, well maintained, vgc. Tel 01797 367166 (Kent)

Gas Gas EC400FSE, 2002, little use, virtually scratch free, never raced, £3400. Tel 07879 044891 (Derbys)

Kawasaki KDX220, W-reg, T&T, 1400 miles, Renthals, handguards, spares kit, exc cond, £2200. Tel 01535 646980 (W Yorcs)

CCM 604E Sport, 2001, X-reg, yellow, taxed, 1400 miles, fsh, light trail use, exc cond, £2950 ono with trail wheels only. Tel 01483 567207 (Surrey)

KTM 450EXC, 2003, 60 hours use, spares inc full road kit, never raced, very nice bike, genuine reason for sale, £4850. Tel Rob on (mobile) 07759 216523 or 020 8287 8493 (Surrey)

Suzuki DR250C Djebel, 1996, T&T, spares, FMF Q-pipe, no expense spared, superb elec start trailie, £1900. Tel 07710 115001 (Surrey)

Yamaha TTR250 Raid, M-reg, MoT, elec start, low seat height, Renthals, sumpguard, Supertrapp, rack, exc cond, £1750. Tel 01663 741191 (Derbys)

Honda XR250R, 2000 model, red, T&T, 2500 miles, new rear tyre, exc green laner, good cond, £1995 ono. Tel (mobile) 07748 931070 or 01202 529651 (Dorset)

Gas Gas EC300, 1999, T-reg, loads of extras, exc cond, £1950 or may p/x. Tel 01946 696400 (Cumbria)

KTM 380EXC, 1999, T-reg, MoT, KTM rebuild last winter, handguards, some spares, vgc, £2100 ono. Tel (mobile) 07884 295808 or 01663 747651 (Derbys)

Honda CRM250 mkII, 1991 reg'd, T&T, Renthals, handguards, enduro tyres, good clean cond, exc green laner or commuter, £1450. Tel 01597 824800 (Wales)

Suzuki DR-Z400E, 2000, CRD exhaust system, frame/sumpguards, £2800 can email pics. Tel (mobile) 07765 390946 or 01453 835592 (Gloucs)

CCM 604E supermoto, 2002, Rotax motor, yellow, 2900 miles, inc trail wheels, vgc, £3800 ono. Tel Steve on 01373 303882 (Wilts)

Suzuki DR350SEX, 1999, T-reg, 6300 miles, Acerbis and standard tanks, CRD stainless exhaust, handguards, rack, spare front wheel, £1900 or swap for Serow. Tel 020 8239 9074 (London)

Honda XR600RE, mid-'90s, not reg'd but ready for MoT, sumpguard, barkbusters, new pads/bearings, £1300ono or may swap WHY. Tel 07779 011197 (Ceredigion)

Suzuki DR-Z400E, 2003, elec start enduro model, 1000 miles, Renthals, exc bike, £2950 ono. Tel 01782 642235 (Staffs)

Kawasaki KLX300R, 1999, V-reg, full white Bros exhaust, pumper carb, c/w standard parts, supermoto wheels and extras, well maintained, exc cond, £2500. Tel 02920 488562 (S Wales)

KTM 620EGS, 1997, T&T, 4000 miles, WRP exhaust, Renthals, bashplate, handguards, well maintained,

road/trail use, some spares, exc cond, £2700 ono.

Tel (mobile) 07710 236639 or 01444 416253 (W Sussex)

BMW F650, 1997, MoT, two owners, 6500 miles, new tyres, Scottoiler, topbox, £2750. Also Suzuki DR400S,

1982, classic four-stroke trailie, MoT, two owners, original cond, £895. Tel (eves) 01453 882687 (Gloucs)

KTM 640 LC4 enduro, 2001, only 1300km, mainly road use, one owner, some spares, as new, £4250. Tel 01386 710263 (Worcs)

KTM 640 LC4E, 2000, W-reg, taxed, 1200 miles, immaculate, £3500. Tel 01772 774571 (Lancs)

Suzuki DR200 Djebel, 1997, V-reg, elec start, T&T, 15500km, Renthals, recent tyres/c+s/pads, ideal green laner, £1600. Tel 07980 858652 (Lancs)

Suzuki DR-Z400S, 2003, 400 dry road miles, genuine reluctant sale, phone for details, £4500 no test pilots. Tel 07855 492068 (Hereford)

WANTED

Wanted Yamaha DT200WR, in good cond, ideally with MoT and in the south east. Tel 07759 631684 (Herts)

Wanted Suzuki DR370 (enduro version of SP370), must be a genuine DR not a converted SP. Also any SP370 parts, inc genuine shocks and black plastic rear fender liner, preferably NOS. Tel 01506 834503 (W Lothian)

Wanted Kawasaki KMX200 engine/top-end, good cond only. Tel 07960 397458 (Gloucs)

Wanted enduro wheels to fit 1994 KLX250, plus any other spares considered. Tel (mobile) 07890 93786 (?) or 01782 329773 (Staffs)

Wanted XR400R engine, any age, any cond, or bottom casings. Tel Mike on (mobile) 07831 790688 or 01343 544855 (Moray)

Wanted Kawasaki KLX650, two to five years old, low miles and in vgc. Tel (mobile) 07776 171321 or 01332 551850 (Derbys)

Wanted DR-Z400E bashplate, frame/radguards. Any other useful bits considered. Tel Simon on 01373 822750 (Wilts)

Wanted for 1998 Honda XR600R, lowering link, large disc/caliper/bracket for SM wheels, rear pegs, rear rack, WHY. Tel 0114 284 6936 (Yorks)

Wanted tank sidepanels for 1985 Yamaha XTZ600. Or frame speedo for 1987 Yamaha XT600. Also headlight for XT600. Tel 01530 813214 (Leics)

Wanted enduro wheels to fit 2002 KTM Supercomp. Tel 020 8374 0611 (London)

Wanted rear wheel to fit 1988 Yamaha YZ250, must be in good cond. El 01865 272880 (Oxon)

Wanted any off-roader to suit 14 year old, must be 75-200cc, £500 to spend, anything considered. Tel 01964 630343 (E Yorcs)

Wanted supermoto wheels to fit WR400F, 2000 model. Tel (mobile) 07940 979557 or 0116 210 6708 (Leics)

Wanted original Yamaha tailpipe to fit WR250F. Tel Andy on (mobile) 07787 328691 or 01983 617232 (IoW)

Wanted Yamaha Serow, drum or disc model, condition not important, must be a runner with electric start, would consider engine and starter only. Tel 01527 876364 (Worcs)

Wanted engine manual for 1997 Gas Gas EC250. Tel (mobile) 07919 612944 or 01942 512078 (Manchester)

Wanted XR650 rear subframe, left-side radiator and

side panels. Tel 07801 677329 (Herts)

Wanted CDI for XT600Z, racks and Michelin desert tyre to fit same. Also maps of north and west Africa. Tel 07796 365630 (Warks)

Wanted CR500 engine or bottom-end, 1990-onwards, really just need the cases. Tel 01476 861711 (Leics)

Wanted Beat Alp 200, prefer low mileage well maintained example, may consider similar 200cc four-stroke. Tel 01453 836575 (Gloucs)

Wanted big trailie, anything considered, swap for MG Midget, T&T, lovely cond, value £3500 cash either way. Tel 07748 407686 (Yorks)

Wanted Mikuni 36mm pumper carb for XR400R. Also aftermarket exhaust system and any goodies to fit 2002 model. Tel (mobile) 07702 651209 or 01246 854565 (Derbys)

Wanted rear pillion pegs for 1991 CRM250 mkII. Tel (mobile) 07973 626866 or 01225 882637 (Gloucs)

SPARES

Complete set of wheels for Honda CR500, road tyres. Plus large fuel tank, £325 ono the lot or will split. Tel 0115 946 9426 (Notts)

Husqvarna 610E battery, YTX18-BS, as new, buyer collects, £15. Tel 07802 432681 (Cheshire)

Honda XR650 IMS 13L tank, rad shrouds and graphics, used once, £125. Tel 01388 819091 (Durham)

SM wheel to fit Gas Gas EC450, nickel Talons/black Excels, wave disc, tyres. Tel 07973 395288 (Dorset)

Suzuki SP370 parts, brand new speedo, £30. Workshop manual, vgc, £15. Seat plastic side strips, red, brand new, £30 the pair. Black plastic chainguard, used, £10. Tel 01506 834503 (W Lothian)

Single-bike trailer, complete with ramp and electrics, £190 ono. Tel 01482 891412 (E Yorcs)

Yamaha XT600E brand new forks and yokes, £125.

New silencer, unused, £75. Used bodywork, £25.

MX forks, new, £75. Tel 07973 666194 (Bucks)

Arrow exhaust for DR-ZS, £200. Tel (mobile) 07970 519206 or 01256 703300 (Hants)

Supermoto wheels to fit Suzuki DR-Z400, gold Talons, black Morads, good tyres, hardly used, £475. Tel Neil on (mobile) 07866 555157 or 02380 284837 (Hants)

CRM250 mkII/III EBC disc, front and rear pads, one USD fork seal, headlight bulb, set of used tyres, £75 the lot. Tel 01484 861608 (W Yorcs)

Yamaha TY250 parts book, TY50-175 Haynes manual, XT/TT500 Haynes manual, Honda CR250-500 Pro-Link Clymer manual, £6 each. Also SP370/400 engine parts, can post at cost. Tel 01245 353297 (Essex)

Yamaha WR supermoto wheels, gold Talons/Excels, 320mm disc, rear disc, tyres, gold sprocket, £600 ono. Tel 01983 883320 (Hants)

Yamaha XT600 breaking for spares. Also KLR250, YZ250 forks and wheels. Alpinestar Tech 8s, size 9, brand new, £200. Kids M2R helmets, new, sizes medium and large, £100 each. Tel 07989 103220 (W Yorcs)

Gadget bashplate for DR-Z400, new, boxed, cost £55, accept £25 inc postage. Tel 01892 730640 (Kent)

Airoh Jamie Dobb replica helmet, size large, unused, light weight, removable lining, cost £180, bargain at £130. Tel 07855 492068 (Hereford)

DR350 tank, £25. Switches, £20. XT500 yokes, £30.

XR350RE frame with VIN, swingarm, rear wheel, tank, forks, yokes, brake hose/reservoir, £70. XT600 large tank, £60. Tel 01246 435297 (Derbys)

Complete FMF Q-pipe to fit DR-ZS, stainless steel, 200 miles use, £250. Tel (mobile) 07899 834510 or 01702 555339 (Essex)

CR125 complete chassis, 2002/03 model, £450. Tel 01535 634122 (Yorks)

Bridgestone enduro tyres, MSR boots size 11, AGV helmet size large, Oakley goggles, Sinisalo gloves size large, all little used, offers. Tel 07989 532636 (Yorks)

Corbin seat to fit Africa Twin, £60. 56T rear sprocket to fit TDM, £10. Tel 0191 413 2767 (Tyne & Wear)

Honda XR250 Aorok tank and seat, £90. Acerbis 20L tank, £60. SRC floor brace, £90. FMF Q-pipe, £95. Tel 07980 589196 (Hants)

FMF Powerbomb header and Q-pipe silencer for Yamaha WR/YZ426, exc cond, cost £386, sell for £250 inc p&p. Also Gas Gas enduro spares, gear lever, nylon chain roller, two front sprockets 12T and 14T, £25 inc p&p. Tel 01330 825197 (Scotland)

Honda XR650R wheels, Talon hubs, stainless spokes, Morad rims, discs, sprocket, £350. Tel 01376 323082 (Essex)

KTM parts, CRD sump/frameguards, alloy throttle tube, case-saver, steel rear sprocket, for EXC250/300, phone for prices. Tel 01380 729982 (Wilts)

Suzuki TS250ER complete bike dismantled, plus another complete apart from frame and sidepanel, extra front pipe, bottom end, electrics, £500 the lot. Tel (mobile) 07950 110036 or 0151 513 1467 (Wirral)

WR/YZ supermoto wheels, gold, discs, c+s, brake adapter, inter and wet tyres, as new, £650. Tel 07836 554752 (Essex)

Michelin T63 rear tyre, 130/80-18, used twice for rallies, c/w new HD tube, £30. Tel 07742 060316 (Lancs)

Three-bike trailer, c/w ramp and electrics, £225. Tel 01782 642235 (Staffs)

Akrapovic Ti exhaust system to fit KTM 400/450/520EXC, nearly new, £220. Plus other performance parts available for same. Tel 07956 806006 (Kent)

Supermoto wheels to fit KTM 640LC4E, Talons/morads, stainless spokes, sprocket, sidestand, Avon Azaro tyres, all as new, £650. Tel 01772 774571 (Lancs)

Supermoto wheels to fit DR-Z400, Talons/Excels, discs, Bridgestone BT56 tyres, £550 ono. Also FMF Powercore IV exhaust to fit 2001 YZ250F, noisy, £100 ono. Tel (mobile) 07765 390946 or 01453 835592 (Gloucs)

Suzuki DR-Z400SY rolling chassis, 2001, blue/white, vgc, broken engine reason for sale, £1200. Tel (mobile) 07970 519206 or 01256 703300 (Hants)

Stolen KTM LC4 supermoto, orange, reg no. CX03 CXL, frame no. 763900, engine no. 0358440858, standard trim, stolen from Merseyside on 10/09/03. Tel 0151 639 0171 (Merseyside)

Stolen KTM LC4 supermoto, orange, reg no. YC51 GOA, chassis no. (on r/h fork tube) VBKGLSH002M747340, handguards, taken from Leeds on 12/09/03, £500 reward for information leading to conviction. Tel 07973 721671 (Yorks)

FREE CLASSIFIED ADVERTISEMENTS

SELL YOUR TRAILBIKE ABSOLUTELY FREE

HERE'S WHAT YOU DO

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

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

| | | | | | |
|---------------|--------|--------|--|--|--|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| TEL NO (CODE) | TEL NO | COUNTY | | | |

THIS SERVICE IS NOT AVAILABLE TO TRADERS

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

BIKES

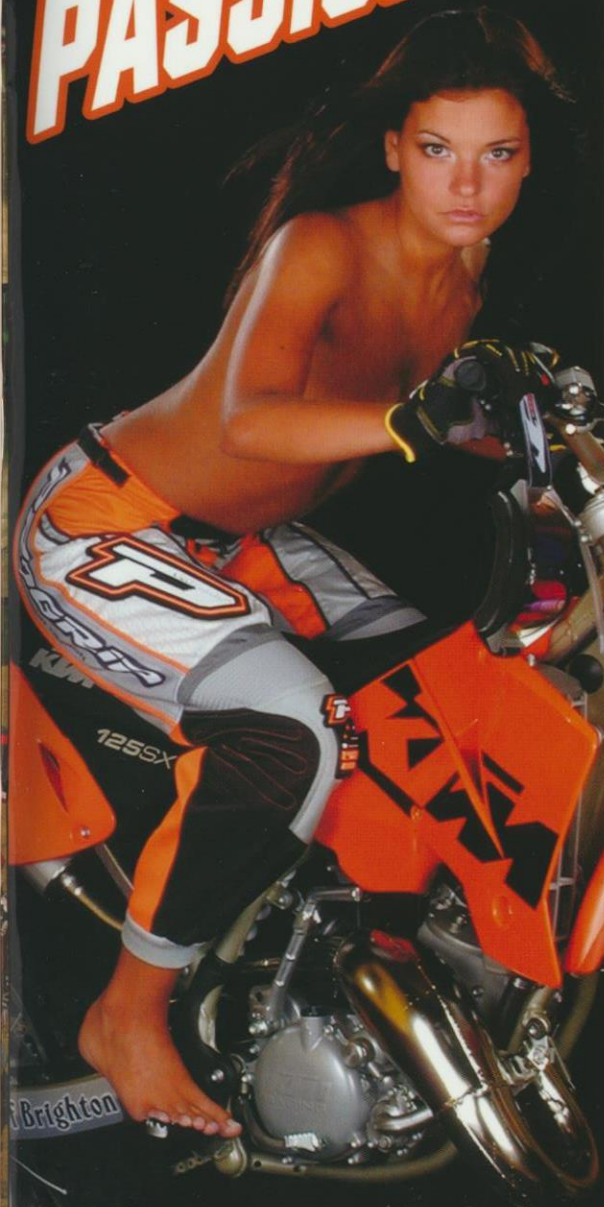
WANTED

SPARES

NAME
ADDRESS

POSTCODE

RACE PASSION



LIGHT SENSITIVE TECHNOLOGY

3400 MXGOGGLES



- No-Fog
- Double density foam
- Anti UV and 1 mm. lens
- Anti scratch resistant lens
- Lightweight velvet coating



DUAL COMPOUND GRIPS

FIRM INSIDE SOFT OUTSIDE



PROGRIP

WWW.PROGRIP.COM

MITO UK

Distributor/Sole Importer

01202 741580