

team
Kawasaki
green

ENDURO!

KDX220



KLX300



KX250



Team Green rider and British Enduro Championship contender Joel Mitson.

To locate your nearest Team Green dealer, or to obtain a brochure, call the hotline on 01628 856600

Just to prove it ain't no "squirt in the dirt", a virtually standard 1999 KX125L1 is being campaigned by Joel Mitson in this year's ACU British Enduro Championship.

The Tortelli inspired KX125 with its sexy, smooth section wheel rims and powerful motor is smaller brother to the mighty KX250L1 – surely the winningest bike in the paddock, or parc fermé for that matter!

Dedicated clubmen and trail riders alike can't resist the torquey charms of the new-for-'99 KDX220 and the four stroke fans favourite, the KLX300R. Kawasaki and Team Green – the right tools for the job.



KAWASAKI MOTORS (UK) LTD., 1 DUKES MEADOW, MILLBOARD ROAD, BOURNE END, BUCKS. SL8 5XF



B I R T J U N K I E S

TBM
TRAIL BIKE MAGAZINE

JUNE 1999

ISSUE 47 £2.20

Oh No Not Again!

FRENCH MADE
Riding the Morvan Trails

Different Strokes
Testing the Lalay-winning CR250

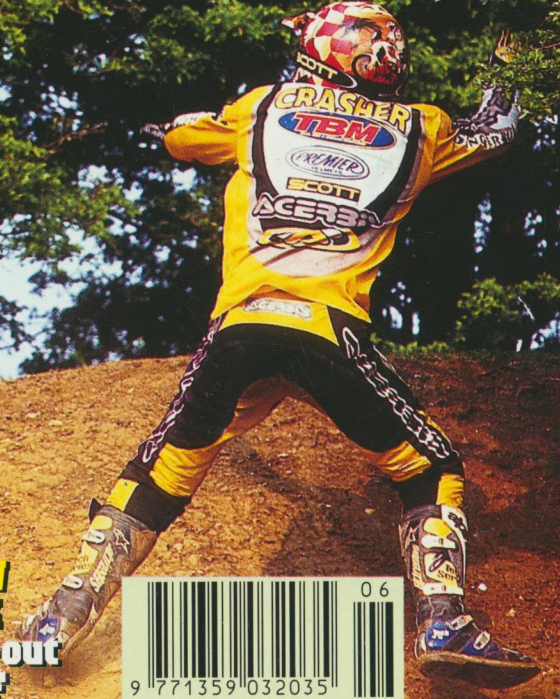


**XR
v
WR
v
SXC**

400 SHOOTOUT



YELLOW STREAK
Tricked-out WR400F



• ISCA & World Enduros • Rallye Tunisie •

...What impressed us most about the CCM was not the bike's excellent handling, its grunty motor, fluid suspension nor the tireless reliability of the electric start. It was the fact that the CCM factory felt comfortable enough... to take us to the gnarliest terrain and let us loose on their bikes...

...the 604E sport is quite probably the best of the big dual sporters on the market - you'd be foolish not to try one...

...well built, extremely well equipped and seriously strong, it's also a lot of fun and, by Jove it's British.

Si Melber, Editor TBM - March 1999



CCM Motorcycles Limited

Edgenook Road, Shadsworth Industrial Estate, Blackburn, BB1 2QB Tel: 01254 691500 Fax: 01254 691605
e-mail: info@ccm-motorcycles.com Website: www.ccm-motorcycles.com



Rideout FACTORY
For the ultimate experience
call the factory for details

Doug Hacking Motorcycles (Bolton) 01204 491511 • Marcol Motorcycles (Nottingham) 0115 950 7912 •
Marcol Motorcycles (Leicester) 0116 262 3554 • Woods Motorcycles (Abergele) 01745 822 922 •
M&S Motorcycles (Newcastle) 0191 261 0121 • The Container Co Eastern (Norfolk) 01362 698147 •
Rafferty Newman (Portsmouth) 01705 665000 • Jack Lilley (Middlesex) 01932 224 574 •
Dirt World On/Off Road Motorcycle Centre (Barnsley) 01226 244770 • CCM Racing (Dublin - 00353) 1452 5866 •



here's been a certain amount of feedback

(mostly from within the sport) about some of our editorial in the past couple of months where we've tried to encourage diversification and cross-pollination within the sport, by suggesting that here in Britain we could attract more riders to the sport by 'inventing' and organising unusual off road events that they would like to have a crack at - along the lines of the French Gilles Lalay enduro, the No Fear Cross Country, the Austrian Erzberg Rodeo or even the Spanish Baja.

And while some appear to have been very encouraged by our attitude, others have taken a different viewpoint, accusing us of belittling or at best underestimating all the hard work that goes into organising an off road event.

Let's make it clear here and now that we not only admire and respect all those involved in running events, but we wish them all the very best in the future. We will however continue to harp on about encouraging innovative and exciting new events to take place in the UK which we hope will attract even more interest in this sport.

And surely the best example of that kind of thinking must be Paul Edmondson's forthcoming event - the Fast Eddy Cross Country - full details of which you will find below.

• Get your entries in now for the first ever Fast Eddy Cross Country race which takes place at Hawkestone Park on Sunday 15 August. Organised by multi-world champ Paul Edmondson, the Fast Eddy Cross Country should be a blast, with two distinct races planned for the day. In the morning there'll be a two hour clubman hare & hounds event taking-in parts of the main Hawkestone MX track, the practise track and the surrounding woodlands. The 4-5 mile course will all be rideable (they're not using the big Hawkestone hill), there's no restrictions on bikes, or tyres and anyone can enter on any type of dirt bike from trailbikes through to enduros or MX-ers.

In the afternoon it's the turn of the experts and pros to line up for a three hour race with much tougher challenges to overcome. The entry is expected to number 250 riders (in each race), there's £2500 of prize money up for grabs for the pros, and thousands of pounds worth of product prizes for all the other classes of riders with loads of companies donating everything from tyres to handlebars to goggles etc.

Each class will be split into 125s, 250/open and four-strokes and an entry costs £40. However spectating is completely free, with just a £5 charge for car parking (£2.50 to bikes), and the idea is to attract as many people to come and watch a fun day's sport as possible. For the clubman there's the added incentive of being able to take part in a race in the morning, then watch how the pros ride a similar course in the afternoon.

Next year Eddy's planning on making the event even bigger with a two day programme which includes a floodlit hillclimb on the Saturday night. If you want to take part in this year's FECC contact Gary Ford on 01743 235329, or if you just want to come and watch, then turn up on the day.

For the record, this is an ACU affiliated event, and Paul has done it all off his own back. Not only are we encouraged by this new event, we intend to be there riding it and reporting about it in the mag. See you there, we hope...



Edited and produced by:

Si Melber.

Contributors:

Paul Blezard, Dave Cornish, Chris Evans,

Clive Garnham,

Ted Melber,

Si Pavey

Designed by:

Andy Riley

Editorial address:

PO Box 9845,

London W13 9WP.

Tel (office hours only)

0181 840 4760.

Advertising enquiries:

Call: Paula

Merricks Media

01225 426600

Distributed by:

USM Magazine

Distribution Ltd,

0171 396 8000,

Printed in England by:

ROWE THE PRINTERS

TrailBike Magazine

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

Company No:

3051747.

All rights reserved.

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

ISSN 1359-0324

6 NEWS

Gossip and lots of other interesting stuff...

10 LETTERS

Your views in print, tell us what you think...

14 TALES FROM THE OUTBACK

In Oz, trophies are awarded for many reasons...

16 TRAIL TIPS

This month: oil stains, tow-ropes and tax discs...

18 TALKING DIRTY

Chris Evans explains why his humour is forever locked in the toilet...

20 NEW STUFF...

Lots of shiny new things for you to buy...

22 RUBBER NEWS

We are talking tyres...

24 400 SHOOTOUT

XR400 V WR400 V 400SXC, locked in mortal combat, but who will emerge victorious...

38 FRENCH MADE

Sounds more like an episode of 'ello 'ello...

44 ENDURO TECHNIQUE PART2

This month Ady talks you round the bends...

48 YELLOW STREAK

A reader's tricked-out WR400F...

52 ENDURO ROUND-UP

Reports from the World Enduro and the ISCA...

58 SOFTLY SOFTLY

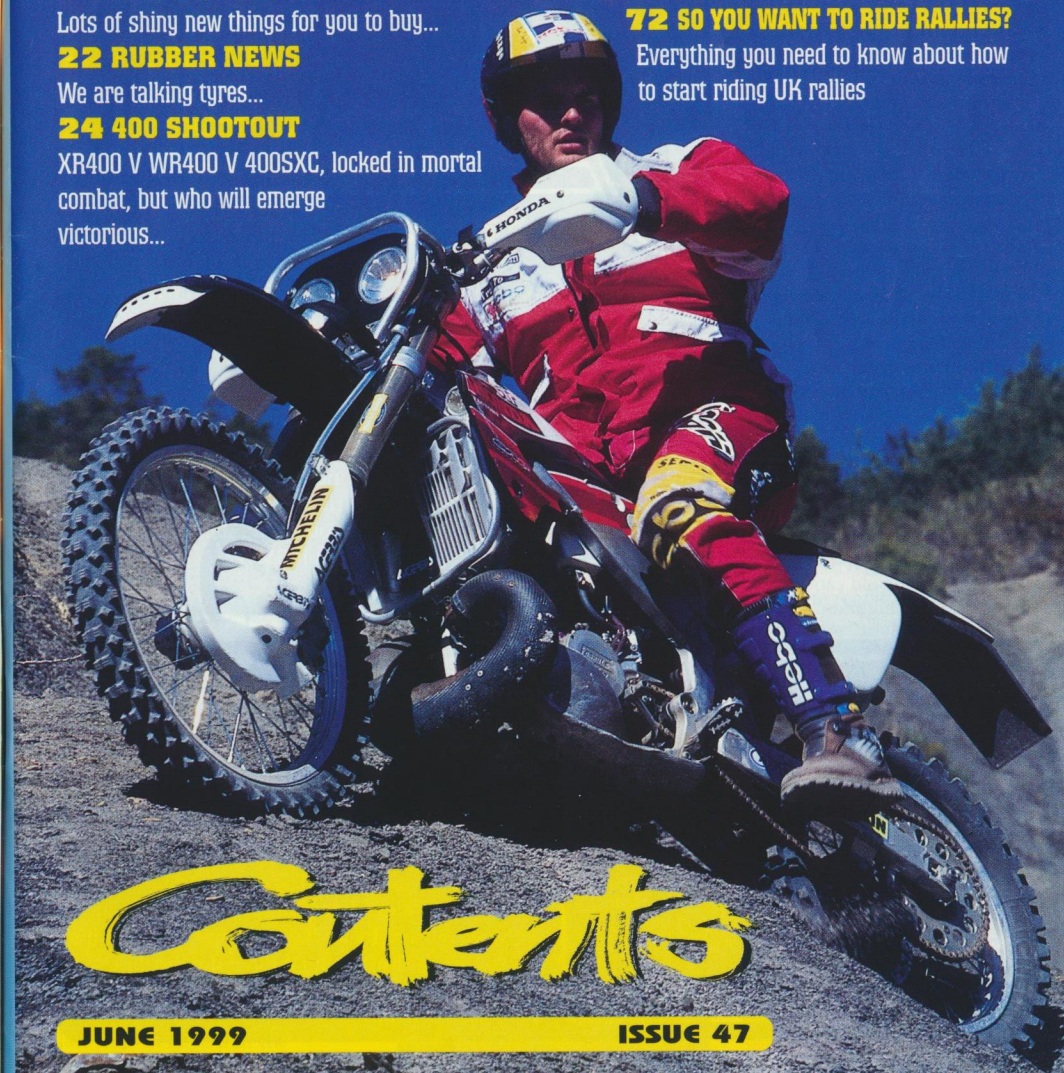
The Gilles Lalay-winning CR250 tested...

61 TUNISIE '99

One woman's quest to conquer the desert...

72 SO YOU WANT TO RIDE RALLIES?

Everything you need to know about how to start riding UK rallies



JUNE 1999

ISSUE 47

Trailbike NEWS

Honda Recalls Varadero

✦ Honda UK have reacted swiftly to a potential engine problem with its new XL1000VX Varadero, by recalling them all for an engine swap.

The problem which affects a small batch of Varaderos worldwide, appears to be a fault with the crankshaft cam-chain drive gear, which has shown to result in premature wear of the cam-chain on certain bikes. Instead of simply rectifying the problem, Honda has decided to completely swap the engines for new units and is instructing dealers to get in contact with owners of the new machines. Once the engine switch has been made, each owner will receive a new warranty card, an updated log-book and a free first service.

This action looks certain to protect Honda's reputation for quality engineering and help prevent a reoccurrence of the old cam-chain woes of the early Eighties...

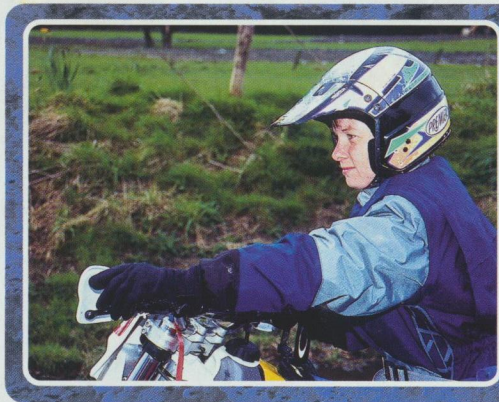


Illustrations: John Keogh, pics: Si Meibner

BMW to facelift F650?

✦ BMW are believed to be working on a facelifted version of its popular F650 model. When it was launched back in 1993, the F650 Funduro was an immediate sales success, not just in Britain, but worldwide. But sales have slowed over the past couple of years and BMW bosses are thought to be looking at ways of 'freshening up'

the model's appeal with a few cosmetic changes. Of course, here at TBM we'd love to see a completely new model in the form of a 'Saint Replica' of the impressive 700cc Dakar winning machine, with its low slung tanks and carbon-fibre fairing. Now that really would be something daring... What about it BMW?



Katrina makes Waves

✦ Expert Katrina Price (Alfer 250), has long been the UK's best lady rider in enduros, and this year she's out to prove she's best in Europe. At the opening round of the European Enduro Championship in Spain she won her class, and then finished both days at the recent World Enduro round in Wales (sadly, not part of the Ladies Championship). The next round of the European Ladies Championship takes place in France followed by an Italian round and then it's off to Czechoslovakia for a three-day final in August. Here at TBM, we reckon the cup has her name on it already...



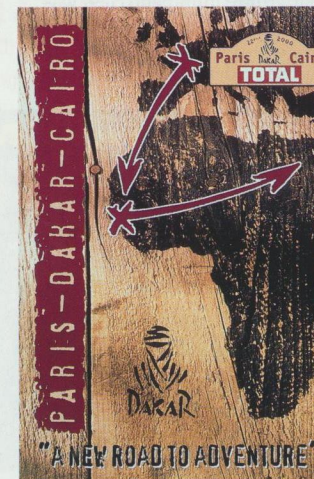
What the DR Ordered?

✦ Following on from our news story last month about a possible Suzuki V-twin trailie, we've commissioned an artists impression of what the new bike might look like. The DR-V650 utilises Suzuki's new slimline 650cc DOHC road bike engine harnessed in a Transalp-sized chassis, with a 15L tank and a rear rack. The bike would probably be unfaired (or perhaps fitted with just a small handlebar fairing) to keep the weight down and make the most of the nimble V-twin's light weight and handling. Although mainland Europe had embraced the big-bore DRs in the past, here in the UK the bike's have always been sales flops, and we reckon the Suzuki bean counters will be looking pretty closely at the viability of such a bike before giving it the go-ahead...

Rally NEWS

Millennium Dakar may well be oversubscribed and are urging competitors to get their entries in early to avoid disappointment. For more details call Ann-Marie on (00 33 1) 141 33 1460.

✦ The millennium Dakar has attracted unprecedented number of enquiries so far, according to French organisers TSO. The 22nd Dakar will begin with scrutineering in Paris on 27/28 December before reconvening in Dakar for the start of the race on the 3/4 Jan. This break in proceedings allows competitors to celebrate the millennium with friends and family but still take part in the Dakar Rally. The route, then takes competitors across North Africa and through Libya (we believe) before finishing in Egypt on 23 Jan. TSO believe that the



SNIPPETS

✦ Demand for the TBM trail knife (free with a new subscription) has been so high that we're currently out of stock of these items. We have ordered more, but please bear with us while we're waiting for these items to be delivered.

✦ A couple of other dates for your diary. The Berwyn Bash is back by popular demand on Sunday 22 August. This sponsored trail ride in N Wales requires teams of two riders (on one or two bikes) to plot a route from certain information provided, in order to undertake a sort of trail-riding treasure hunt.

There will be a few new locations to visit and for those who don't like to ask for sponsorship, there is an option of making a straight donation. Camping is available on the Saturday evening and the registration fee which includes a ticket for a buffet at the finish, costs just £10 per rider. Places are limited so contact Dot Jones on 01691 791307 for an entry form.

✦ Also regs are available for the new Dyfi Rally (which we believe to be a cross between an enduro and a rally) which takes place on 5 September this year. More details from Vera Jones on 01686 688123.

Enduro NEWS



Tasty Thumpers

✦ There was plenty of bikes for thumper fans to admire at the second round of the World Enduro Championships held in Wales recently. Multi-world champ Giovanni Sala and team-mate Mario Rinaldi were aboard the new lightweight four-stroke KTMs (in 400cc guise), and finished second and third in class respectively.

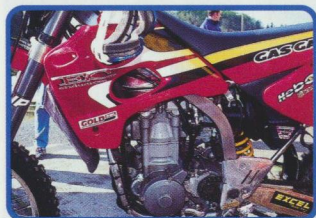
The bikes which are reputed to



weigh just a few kilos more than a standard EXC250 two-stroke, have the advantage of electric start and counter-balanced engines, and are believed to be making nearly 40hp. Scheduled for launch as a production model next year, the works bikes still have a Husaberg-style top-end, but factory insiders have revealed that no Husaberg parts will be left on the bike by

the time it comes to production.

Gas Gas also rolled out their 250cc mini-thumper (which is still at an early stage of testing), installed in an EC250 chassis. Little is known about the Gas Gas except that the factory aren't yet happy with the bike's power output; and what appeared to be transmission problems meant it failed to finish the first day. A source close to the factory confirmed that there is a 400cc version on the bench but that neither 250 nor 400 will be released until the factory are entirely happy with reliability and performance.



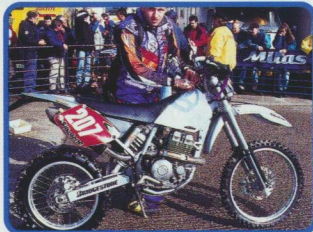
Also spotted competing in the quarter-litre thumpette class was this strange Yamaha/KTM hybrid (see pic). The bike entered by Austrian rider Roland Ennsmann,

Mud Glorious Mud

✦ Many of the bikes at the recent world round sported fender extensions to keep the amount of flying mud down to a minimum, though it was noticeable that the KTMs needed more tape than most. We've mentioned in the past that the new style KTM front fender isn't as good as it might be at keeping mud away from your goggles - it would appear that the factory boys agree with us...



uses a more-or-less standard 98-model electric start TT-R engine housed in a KTM EXC chassis, with a handmade alloy petrol tank holding eight litres of fuel.



Finally, word reaches the TBM office of a new big-bore thumper built by French enduro specialist manufacturer HRD. The bike which is believed to be 500+cc, will be available late summertime (Aug-Sept) and TBM have secured the first UK test. Watch this space...

TOKYO

TRAIL IMPORTS

The Best Bikes **AND** the Best Deals from the Best Importers

HONDA

CRM active Radical 1999 Colours **NEW IN STOCK**
 CRM AR 1998 800 miles FULL mugen kit + more must be seen to be believed **£3800**
 CRM AR x 2 all mint some with pipes from **£2800**
 CRM 250 mk3 x 3 from **£2400**
 CRM 250 mk1p x 2 from **£2300**
 CRM 250 mk 11 Blue or Red x 11 from **£1600**
 CRM 250 mk 1 Red get on a Tidy CRM for only **£1500**
 XR250 super full jap spec do not confuse with lower spec versions, elec start
 digital clocks adj susp etc. from **£2200**
 TLM 220R small 2stroke autoluble trailbike **£1600**
 TLR 200R the same but fourstroke **£1400**
 XL degree 1991 **£1500**
 SL230 Honda's Serow elec start stainless exhaust 1997/95 from **£1900**

SUZUKI

DR 250 XC elec start DOHC **£2600**
 RMX 250S civilised version of the Enduro Bike autolube, speedo etc but looks just as good from **£1800**

KAWASAKI

D TRACKER a factory super motard elec start, digital clocks 1999 in Blue **£3800**
 KLX 250ES elec start **NEW IN STOCK**
 KLX 250ES elec start gold rims 1997 **£2850**
 KDX250SR autolube green meenies 92/93 x 3 **£1800**
 KMX 200 1989 black **£1000**

YAMAHA

Serow XT225WE latest model **NEW IN STOCK**
 Serow XT225 W rear disc x 7 from **£1700**
 Serow XT225 -2 all colours x 5 from **£1500**
 DT200WR 1991 2400 miles **£1650**
 TTR 250 R 1993-1999 x 12 from **£1900**
 TTR 250 raid large tank and light ,better seat etc 1994 on x 4 from **£2000**
 HONDA TLR 250R 4 stroke trials classic only 1200kms everything still on it lights, indicators, graphics **£1000**
 XR600R 1985 **£800**

We are stockist of KLIPONOFF trailers. Bike and Trailer deals available.

TEST OUR BIKES FOR A WHOLE DAY

we have a large selection of bikes for use when trailriding with TANAT TRAILS hire any bike for the day and we will refund the full amount when you purchase any bike from us.

this is the best way to ensure the bike is right for you.

CALL 01691 791 307 NOW

rides are filling quick so don't forge to ring

These prices are on the road with Tax, Test an age related Plate and a warranty

We are open 6 days a week 9 am to 5.30 pm



Phone for impartial advice on which bike is right for you

01477 500 713

TOKYO TRAIL IMPORTS
 Betchton motors
 Newcastle rd
 Sandbach, Cheshire.
 CW11 2TN

Yes our Website is now working WWW.BEADY.COM

Dear Trail Bike...

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

Old Gold

Dear TBM

Just so you can see what it's all about in the real world of gentlemen's trail riding, I am enclosing a photograph of my recently rebuilt Greeves TDS Scottish motorcycle. Note: no poncey plastic multi-coloured bits to scratch; no electric lights to fail just when you need them (just eat plenty of carrots); no electric starter things.

In fact what you see is everything you need to potter along the lanes and enjoy nature at its best. All you need is 50 spare spark plugs and a sense of adventure (surely humour - ed). I never have any problems with

walkers or horse riders as I chug past donned in my 1976 Belstaff Trialmaster suit (which seems to have gotten a bit stiff in the winter over the last ten years). My wellies with the iron inserts have never yet let me down yet either.

Never mind dear boy, I'm sure you're not interested in my ramblings... Keep up the good work with all those funny motorcycles with the gear change on the wrong side, and most importantly of all - have fun.

Dave Rice
Brentwood, Essex

Er... thanks Dave. We know all about keeping useless old things working long past their expiry

date here... Why do you think we still employ Blez!

Calling Planet Earth

Dear TBM

Thanks for such an inspiring read. Si Melber's editorial in the March issue about improving the marketing and promotion of enduros in this country struck a chord with me.

Firstly let me invite you into the tardis for a quick visit to the British Enduro Championships of the early Eighties. I remember walking miles to special tests through stunning countryside and being sole witness to awesome heroic battles of championship mud-gladiators. Then I

would walk back along the track, feeling sad for everyone who didn't get the chance to see these heroes in action - why not televise it I thought?

I would imagine small helicopters mounted with cameras following the likes of Geraint Jones along forest tracks - check-point times displayed in the corner of the TV with a constant countdown - will he make it to the next check on time or won't he? Hand-held camera crews would operate in the thick of the woods showing the riders negotiating monstrous bogs and hair-raising climbs and descents.

There would be a massive seating area next to some of the most challenging terrain and special tests so the crowd could cheer their heroes on. All this would be intercut with documentary style interviews of some of the larger-than-life characters like Arthur Brown and Ian Tonka Thompson.

At the time, TV trials were being broadcast (remember the old Kickstart programme), and I'd even seen Graham Noyce on Grandstand, so it seemed inevitable that the most awesome of all dirt events - ENDURO - was destined for the nation's living room. Nearly 20 years on I'm still waiting for that coverage to start. TBM to the rescue please!

Back in the tardis and we arrive in the year 2005: extreme 24hr events for mountain bikes and dirt bikes are commonplace, attracting football supporter-sized crowds each weekend. One lap for mountain bikes, two laps for clubmen, three laps for experts. There are annual Greenpeace benefits and other charity events which have changed the public perception of off-road motorcycle sport. Research and development into eco-friendly machines and new lean-burn fuels is at an all-time high.

Imaginative rave-style flyers

promote these events and there's an annual X-Games with MX, trials, enduro, MTBs and snowboards which is watched by millions on daytime TV. Alternative entertainments include an outdoor cinema, all-night DJ dance and chill-out tents (four million ravers every weekend can't be wrong), and make the event an even bigger buzz for non-competitors. TBM TV finally gets its own channel!

Nobby Starchild
Planet Earth (but presumably not at home - ed)

I was with you for a while there Nobby, but then the drugs wore off. Nice thought though...

Law & (out of) Order

Dear TBM

I am writing to inform you of what happened to me the other day while out trail riding near Bristol on Saturday morning (3/4/99). I was riding from a lane near Easton in Gordano along the road and around a motorway roundabout where a patrol car was sitting watching over the motorway. Obviously I hadn't done anything wrong, the bike was fully road legal and wasn't even covered in mud. Even so they obviously spotted an easy 'pull' and tailed me before pulling me over.

I had just bought the bike the day before, it was in showroom condition and was a fully road legal trail bike (Suzuki RMX250S), which had passed its MoT just two days before on 1/4/99. It had legal tyres, a legal-sized number plate, standard (quiet) silencer and was still very clean. The copper looked over the bike and questioned me about the tyres (Pirelli MT21s) and the size of the numberplate (full size), and asked to see my documents. As I had only just bought the bike and was wearing my

usual jacket, I happened to have ALL the documents on me - so I produced not just my driving licence, but also my purchase receipt, a copy of my insurance and the brand new MoT. But the copper still insisted that I take all the documentation to the police station to be examined, and gives me a 'producer'. Not only that but he thinks my numberplate is too small (saying it's smaller than a car's one) and proceeds to write me out a ticket.

I didn't argue with him, I just went home (I didn't feel like doing any more riding), and later that day went back to the MoT centre where the test was carried out. The testers recognised the bike immediately, asked me what I'd changed on the machine to which I replied 'Nothing'. And they promptly wrote me out another MoT certificate.

As a new person to trail riding, I just wanted to ask is this normal? I'm a 32yr old married bloke with a mortgage and kids, not some sort of boy-racer. Surely the police can't stop people enjoying their leisure activities, just because they don't know the law well enough? Great magazine by the way.

Julian Kendall
Bristol

Too right they can't. Somewhere on your producer Julian there will be the copper's I-D number. If it were me I'd report him to the station supervisor and follow it up with a letter to the chief constable in your area asking him direct questions about what he intends to do about putting this injustice to rights. Point out that a motorcycle's numberplate is not required to be the same size as a car's numberplate (it just needs to comply with the appropriate law regarding dimensions); explain the story about having all your documents to hand and that the MoT was only two days old. Confirm to



A Greeves Scottish... Apparently

Dear Trail Bike...

him that Pirelli MT21s are fully road legal tyres (Pirelli will send out a fax to support you on this if you contact them), and tell them that you have written to a national magazine to inform them of your story. Finally request an answer from him (in writing) within 14 days as to how he intends to ensure that one ticket-happy copper doesn't give his force a bad reputation.

Meantime we'd be interested to hear from any trail riding copers to hear what they think about this case, and give us the benefit of their knowledge as to what Julian should do next.

Lawless-ness

Dear Si

Having read every issue of TBM from cover to cover several times I have begun to notice what I consider to be an alarming trend in your editorials and answers to letters. You appear to be turning into the TBM version of Bill Lawless (Who's he...? - ed).

I'm not suggesting that your girth is as large or that your facial hair so unruly, however I have noticed that your willingness to have 'digs' at event organisers and the ACU, whilst proposing nice sounding, but impractical solutions to all off road sports problems, is racing out of control.

The biggest threat to off road competitions is not the number of riders (new or old), nor is it the repeated use of the 'same old tracks', and it is certainly not the ACU. The biggest threat is the desperate lack of people prepared to make an effort and give

their time to organise an event. The same 'organisers' end up running events so that riders can enjoy themselves, magazine writers can write about riders enjoying themselves and everyone can tell the organisers how they could have done it better. Event organisers rarely get any return of any kind for all their work - little wonder they are an endangered species

I do not really have any profound answers apart from what I consider to be the obvious - for riders to help organise events and take some of the load off the existing organisers. Also if new riders want to learn how to ride enduros or rallies, then as well as reading your articles in TBM, they should join a local club and get involved in organising.

Bob Jeffries
Wales

But Bob, we do praise organisers from time to time (for example this month's world round report where we praised you and your helpers - written long before you sent your letter in to us). But then again I make this point: TBM is a forum, it allows people like you and me to speak our minds. If we weren't to criticise now and again, would things get any better? Would for instance, the situation which occurred last year where a rider was badly injured by a marshal in a 4x4 coming the wrong way down a course, ever have come to light if we hadn't reported and commented on it? Or would you be happier were incidents like that simply swept under the carpet. You can level a lot of things at

TBM Bob, but I don't think you can accuse us of shirking our responsibilities - however they're expressed...

Lost in France

Dear TBM

Enclosed is my subscription form, having been a road rider for many years I now find the lure of the mud just too damn strong and I need the fix your magazine represents. I'm also more than a little impressed with the quality of your rag - better laid out and printed than many (all?) of the 'mainstream' bike mags. And you seem to have a proof reader who can read English - well done!

Not that a return to trail riding has been easy on a body approaching the end of its fourth decade of misuse. Earlier this year a bit of a play on a KMX125 led to the adoption of two pins, seven screws and a plate in my right ankle (my first real injury in 23 years of motorcycling). Undaunted, while my bones were mending I bought an electric start Yamaha TTR250 Raid with the handy excuse that the surgeon had said 'No kick-starts for up to two years'.

In late February having been signed fit for work, I decided to get used to the TTR by commuting on it. Bad move. The resultant fracture of my tibia and fibula - in the same leg, naturally - will now be in plaster till June at least.

My wife has similarly been bitten by the trail riding bug, despite a U-turning BMW saloon wiping out her long suffering

Serow, just three days after my second broken leg (it hasn't been our year).

Which leads to our query for the assembled wisdom of the TBM team and readers. My parents-in-law have retired to Cahors in southern France and we visit them regularly by road bike (600 miles or 12hrs inc a good lunch). However next year we would like to take a longer holiday and ride to Cahors off-road, or at least largely off road and then come back on the train. We won't be purists, a few miles of D or N roads each day would speed the trip and as neither of us has ridden more than 40 miles off road in a day, we'd allow ourselves plenty of time. We'd also like to do it without breaking any more bones, and without getting too muddy because we'd like to stay in reasonable hotels/auberges en-route.

In the UK we'd know how to arrange such a trip: buy heaps of OS maps, ring the TRF contacts for the region and buy a B&B guide. But it's a lot harder when you're restricted to O-level French and have no idea which maps to buy. I don't know how to organise getting a bike onto a French train, I only know how to book hotels and order big dinners.

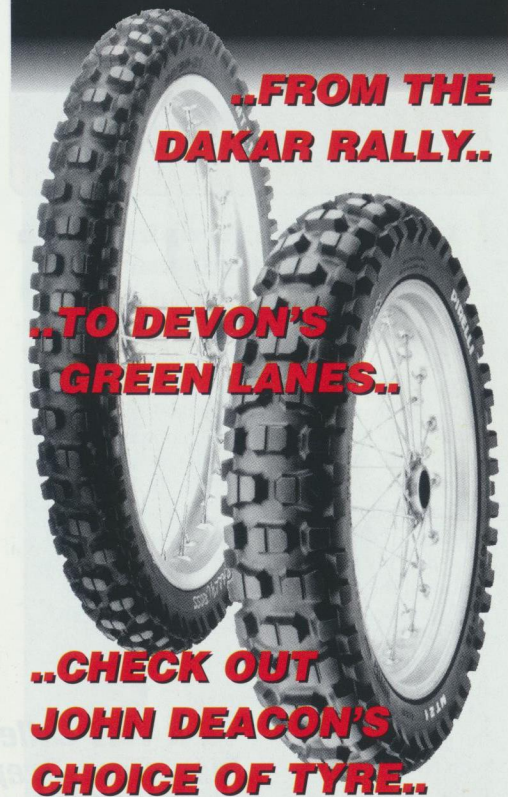
Can anyone advise? I can be reached on e-mail: hoddy@bigfoot.com, thanks a lot.

Mark 'Hoddy' Hodson
Croydon, Surrey

Okay Hoddy, your best bet is to get yourself a bunch of blue Michelin maps (Série Bleu, 1:25000) which cover the areas in which you want to ride, and study them very carefully. Bearing in mind your off-road experience it may be wiser to opt for the smallest category of minor road, (sometimes paved, sometimes gravel or track), rather than following the trails. The reason for this is that firstly these roads will get you where you want to go, whereas the trails often meander all over the place. Secondly they will open up a hidden France with crumbling old farmhouses and tiny villages, which can be as picturesque (if not more so) than some of the trails. And finally if you want to avoid mud, or the risk of injury (or even punctures, bike damage or getting stuck with all your luggage on board), you're probably better off sticking to the tiny roads rather than the tracks which can be quite technical in places. Once you get to Cahors, you can unload the bikes and then go exploring the trails in that area with probably less risk of coming unstuck. I guess the French tourist office or SNCF will be able to tell you more about taking a bike on a French train, though as far as we know the routes you can use are very limited - just the major routes to Paris we believe, but maybe our readers will know better. Good luck.

PIRELLI

- MT21 -



..FROM THE
DAKAR RALLY..

..TO DEVON'S
GREEN LANES..

..CHECK OUT
JOHN DEAGON'S
CHOICE OF TYRE..

- MT21 -

..THE TYRE FOR ALL REASONS.

PIRELLI

MOTORCYCLE TYRES
**POWER IS NOTHING
WITHOUT CONTROL**
DISTRIBUTED IN THE UK BY
CPK MOTO
(01788) 540131

TALES

from the Outback
Clive Garnham

In Australia, trophies are awarded for all sorts of reasons... not just for winning races

I was never even close really. Of course I kidded myself but it was just delusion that drove me to even try and compete. The trophy was his, year in year out, he owned the West Australian Enduro Club's 'PPPP' Trophy that I foolishly felt was mine. Any other off road club offering a PPPP or similar trophy and it would have had my name engraved on its ample base, but of all the clubs in all the world.... Paul Johnson chose to race in my local one! Selfish B****d.

The PPPP Trophy was our clubs' booby prize. It was the light-hearted award intended for the newer members with less time and money to prepare a pristine race bike - it stood for the 'Perennial Piss-Poor Preparation' Trophy, and I wanted it badly.

But things started going wrong when more senior members of the club began winning it over the naive fresh faced newcomers for whom it was intended. The whole concept fell off the rails totally though when Paul Johnson turned up at the club with his ailing Yamaha YZ490!

Okay there would have been stiff competition for Paul from our own Mr Blezard (the founder member of the Federation of Backyard Bodgers, aka FOBB). But the soul-destroying thing about Paul Johnson was that, unlike the inimitable Blez, while PJ was cleaning up the PPPP trophy from one side of the trophy table, he was also cleaning up the winning trophies as well. Vying for overall

club honours he was certainly second fastest in the club and on a good day could get the top garland as well!

He was the friendly rogue that everyone knew and liked. We would all happily help him out through his multitude of breakages and problems. Bizarrely Paul's day job was as a car mechanic! But NO ONE and I mean NO ONE in the club took their car near his place of work despite the preferential rates offered to fellow club members!

To give you an idea of what he was like, a typical PJ occurrence took place on the first lap of a smaller club enduro that Paul had helped to mark out a couple of weeks earlier. In all Australian enduros the special test has to be ridden untimed before its ridden in anger (a very sensible rule) which was precisely what I was doing on this particular occasion when PJ went flying past me towards a sharp right hander. Already in a full-on, opposite-lock slide in the manner of a madman who had ridden this bit a few times in the previous weeks, he disappeared from view around the corner. Two seconds later as I rounded the turn I was greeted by the view of Paul picking himself out of the bushes and his big YZ sort of standing up on its own. Closer investigation revealed that a tree had come down in the intervening weeks leaving a branch sticking out into the turn. The sliding PJ had basically impaled the big YZ on the branch and the protruding log had punched his carb clean out the other side of the bike!

There was also another - unconfirmed - story of Paul losing an entire front axle clamp off one side of the forks when out practising, impaling the fork leg into the ground and jettisoning its pilot over the handlebars! These stories barely scratch the surface as far as painting a complete picture of Paul; there were the other antics just getting to the races, trailers falling apart, cars blowing up, kangaroos squashed, you name it and it had happened to PJ!

I would try and describe his YZ but it'd be like shooting at a moving target as there was always a continuous evolution (of sorts) taking place. From one week to the next a new dent would appear, another vital piece would be wired on, or plastics 'sewn' together with zip ties. About the only distinguishing features of the beast was a very distinctive death rattle from the engine and an additional five litre fuel cell attached behind the headlight unit, to feed the big 490's voracious appetite for petrol.

However on one day in particular its appetite for fuel surprised even Paul, who fairly early on during a difficult national enduro, had run out of fuel. We still had three quarters of our tanks left, so easily divvied up enough to help the stricken PJ on his way, but a short while later he ran out again... and then once again as his barking 490, running like a dog, repeatedly sucked the gas from both its tanks. 'It must be a stuck choke' PJ lamented at one check-point deep in the forest as three of us, yet again, shared the pain and donated a few litres to the cause, 'because it will only run on full throttle!' The vision of PJ trying to wrestle a screaming 490 at full muster through the tight outback trees was of little consolation, because he was still beating me..... Comfortably.

That was the last I saw of Paul until the end of the race when a bunch of us were sat around comparing notes on the day's ride. A droning like a low flying helicopter came into earshot signalling an approaching YZ at race pace. PJ screamed around the corner, his 490 rattling like bucket of nails, before coming to a dramatic halt by the timekeepers. The engine stopped as soon as he let the rev's down below about a zillion rpm and the poor YZ sat there pinging and gasping, its fins virtually drooping in exhaustion (no bike deserved PJ as its owner!).

He seemed quite chipper as he went through his day's woes describing how much fuel the stricken YZ had been drinking. We were all doing the same mental arithmetic adding up the Jerry cans we'd lent him and the fuel we'd siphoned off from our bikes, and there was a spreading look of amazement around the group as we all came to a similar conclusion... He had used between 80 and 90 litres of fuel in the course of the day! We couldn't quite believe it as none of us had used more than 25 litres, so we worked it out again and kept coming to the same conclusion.

We were determined now to find what was at the root of this problem so elbowed Paul and his protestations aside. Knelt beside his bike we proceeded with surgery and having satisfied ourselves that the choke was moving freely on the outside of the carb, set about removing the float bowl to see whether it was sticking down. We undid the four screws holding it in place and as we began to lower it past the float, all heads craned forward as we gazed into its murky depths.....

And there, rolling around innocently in the bottom of the float bowl was the big 490's main jet! No wonder it had only run on full throttle all day, instead of sipping fuel through a needle-sized hole, it had been gulping it down through an opening as big as your little finger..

No doubt about it PJ deserved that trophy, good and proper... **Clive Garnham**



Get Results.

To advertise your product or service in Trail Bike Magazine call our sales team now on

01225 426600



TRAIL TIPS

**This month:
Cleaning up those oil
stains, a strong &
compact tow-rope and
a tax-disc tip...**

Matt Clark from Bristol begins our tips page this month with a good tip for cleaning heavily soiled areas of your bike. 'Use an old toothbrush dipped in rubbing paraffin on all the difficult to reach oily areas of your bike - engine cases, sprockets, swingarms etc. Give the area to be cleaned a good scrub and then wash it all down afterwards with plenty of soapy water. Remember to keep the paraffin away from any greased areas like bearings etc, otherwise the grease will all disappear.'

Cheers Matt. Now here's a tip from Nigel Ward from Suffolk. 'If you've got a knackered kickstart that keeps flapping around and catching your leg when you're riding, and like me are too stingy to buy a new one, try this tip. Take a jubilee clip and drill a 5mm hole in the middle of it. From a hardware or DIY store buy a 15mm plastic clip for securing copper pipework (just a few pence), and bolt it to the jubilee clip using an M5 countersunk nut and bolt. Clamp the jubilee clip around the frame of your bike so that

when the kickstart is in the rest position you can simply push it back into the securing clip. No more flapping kickstarts again.'

Thanks Nigel. Now here's a good couple of tips from Phil A in north London. 'Lots of trail riders carry a tow-rope with them when out riding in case one of the bikes gets stuck or breaks down. The trouble with most tow ropes is that they're very bulky to carry around (and can be awkward to attach to the bike). You can get round this by using some stuff called 'Paracord'. Paracord as the name suggests, is used on parachutes, it's only 3.2mm thick but it has a breaking strain of 250kg. Five metres of it would virtually fit in a fag packet. You can buy Paracord in many army surplus stores, BUT, make sure you get the genuine stuff. Some retailers market ordinary nylon cord (breaking strain approx 60kg), and call it Paracord. Insist on the real thing and you won't go wrong.'

'Also the problem with keeping your bike's tax disc clean and dry (and still visible), can be addressed by sealing the tax disc in clear laminating film (sticky-backed plastic as they used to call it on Blue Peter) both front and back, and then sticking it to your bike's airbox with another circle of film or with some good waterproof glue.'

Cheers Phil, actually we already use this method of keeping tax discs dry on our own bikes, but tend to stick them on the exposed bit of frame just behind the headstock, otherwise your boots can rub them off the airbox. A word of warning though, don't point the pressure washer at it, otherwise the water will get between the two films of plastic - guaranteed. Thanks for all the tips, keep sending 'em in and we'll do our bit to pass them on to all our readers.

Got any good Trail Tips?

We want to hear from you with **your** trail tips: what do you use on your bike or gear, and why. Send your tips (preferably accompanied by a few clear photos) to: **TBM Tips, PO Box 9845, London, W13 9WP.**

Leisure Trail UK

Independent Importers of
Japanese Trail Bikes and
Honda CRM Parts Specialists



Oakleys Yard, Beech Ave, Long Eaton, Nottingham, NG10 2AX Tel or Fax 0115 973 2466
Please phone for a copy of our Free CRM Spares & Accessories Price List

We are the Only HONDA CRM 250 Specialists in the WORLD

Full range of CRM model Demo Bikes always available for Test Rides. Give us a call and arrange a no obligation Test Ride. Guided Trail Riding Days Available You can hire any model CRM for the Day and get your money back if you buy One! Please call for more details.



Mugen CRM 250 AR

Honda CRM 250 AR (Active Radical)

- 40 BHP 2 - Stroke Engine.
- Hi-Tec Electronic Exhaust Valve.
- Torque of a Four-Stroke.
- But Nimble & Lightweight.
- Easy Starting.
- Fully Road Legal.
- The Best Trail Bike to come from Japan



New Honda CRM 250 AR only £3,795

Quality Used CRM's always in Stock

CRM Mk1 x 5 Original CRM from £1,495
CRM Mk2 x 16 USD forks from £1,695
CRM Mk2/2 x 4 Updated Mk2 from £1,795
CRM Mk3 x 6 AR styling from £2,395
CRM AR x 4 Awesome bike from £2,995

All Our used bikes are Mint Condition, Road Legal, Fully Serviced & covered by our No Quibble Warranty
'We only Import the Best, we leave the Scrap for the Rest'

Full Range of Honda CRM Accessories

- Performance Exhausts
- Alloy Tailpipes
- Engine Bash Plates
- Frame Guards
- Extra Wide Footrests
- Disc Guards
- Braided Brake Hoses
- Rear Racks
- Mugen Tuning Parts
- Talon Wheels
- Two Colour Seat Covers
- Rally Levers

Plus £80,000 of Genuine, Pattern & Used CRM spares in stock, call and test us!

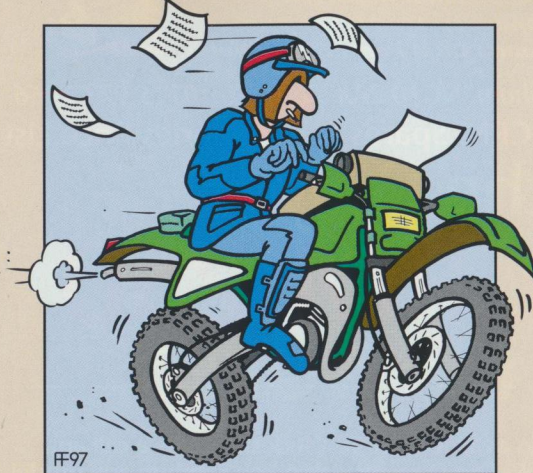
Mail Order Specialists Got a CRM Technical Problem give us a Call



0115 973 2466

www.leisuretrail.co.uk





enough to watch the spectacle from a safe distance.

A few minutes later though, with the sandstorm still raging, I was to experience my very own personal desert hell. Right at the start of the Rallye a very famous French actress/model (no names, no pack drill) had asked me where the toilets were? It's the sort of question Rallye regulars dream of getting asked, and with a grandiose 360-degree sweep of my right arm, I gave her the one answer she really didn't want to 'hear'. What is funny is that every morning, whatever the Rallye, there's a mass exodus from the epicentre of the bivouac as everybody staggers blearily out of their tents to do their 'thing'. According to a helicopter pilot I know, from the air they form two distinct rings around the bivouac which could reasonably be described as 'number ones ring' and 'number twos ring'.

He also claimed that the longer a Rallye goes on, the closer the two rings get to the bivouac's centre. I'm sure there's the basis of a respectable sociology PhD grant in there somewhere, but anyway back to my personal hell.

After five days of inactivity, my digestive system decided to kick-in right in the middle of the storm. At first I thought I might be able to 'ride it out' till the storm abated, but ominous rumbling noises finally forced me out of the air-conditioned comfort of the race control truck and into a world where everything was going by me horizontally.

Sandstorms can actually take the paint off cars, so imagine what it can do to your delicate posterior - though apparently Parisian beauty salons charge a fortune for a very similar treatment that they call 'peeling' (presumably because the description 'bloody agony' would enjoy rather less commercial success). Nevertheless the prospect of having the smoothest derriere on the Rallye was scant comfort and as everything continued to fly by me sideways, for once just chanti-

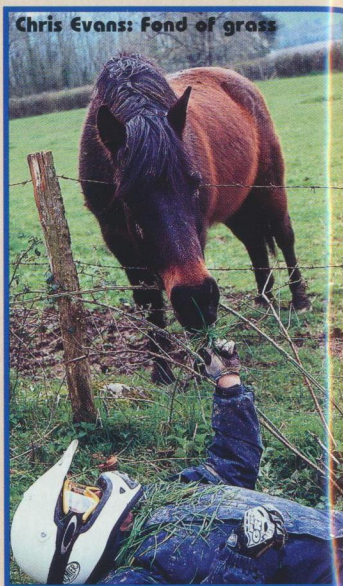
ng the mantra 'A bad day on a Rallye...' brought precious little relief. To add insult to injury, the boss of this particular event, not world famous for his patience, chose that particular moment to give me walkie-talkie abuse because of some Rallye 'incident' I'd had precisely nothing to do with.

Still, sandstorms and bosses excepted, I had an excellent Rallye thank you very much. To be honest I wasn't much looking forward to it, but in the end two factors swung it for me. The first was the excellent assistance package provided by the TBM be-stickered team of Clive, Clive and Patsy - I can't tell you what a difference an endless supply of cold beers and refrigerated Crunchie bars makes to your general wellbeing.

The second factor was a change of job (from press service to competitor relations) that rekindled my interest in the whole mad enterprise no end. What I most liked about the new role was the opportunities it gave me to be totally unsympathetic. When I first started working on rallies I used to feel incredibly sorry for everybody and would run around desperately trying to find solutions to their impossible-to-solve problems. That of course was before compassion fatigue set in. Now I know, that despite all their bitching and moaning, the regulars at least, come along because of, and not in spite of, the grief. Like in war, the potential for black humour of dubious taste is endless.

However, that type of humour and my general unsympathetic nature has on more than one occasion got me into trouble. For instance, not long after returning from the rallye, I got a call from a bloke with an unlikely sounding regional accent, who wanted to know whether I had any spaces left on a June trail ride I was organising. Convinced it was an Aussie friend of mine winding me up and putting on the accent, I replied in my best BBC tones, 'well in June you can blow it right out your ass'. When the same improbable accent, came back down the line and asked me if perhaps I had anything in September, it began to dawn on me that it might actually be a genuine caller.

After confirming that he was indeed serious (even if his accent wasn't), and having apologised profusely, I asked the bloke why he hadn't insulted me back or at the very least hung up. To which he calmly replied that he'd been on the Tunisie Rallye, and that while we hadn't actually met, he'd heard from some of the other competitors that I had a bizarre sense of humour! The very next day he rang back to book a place on one of my tours! Steve, you're a gentleman and I promise, I'll buy you a few drinks when I see you. Then again... I may just be joking!



TALKING *Dirty*

Chris Evans explains why his humour is forever locked in the toilet...

If Rallye raid looks all very glamorous in magazines or on the telly, then I'm afraid I've got bad news for you... the reality is often not quite so sexy. For the mechanics and organisers in particular, it often means long hours working in bad conditions with precious little thanks. So to get us through the bad times we've come up with a couple of stock morale-boosting catch phrases. One is 'That's Rallye-raid' (said in the same lilting tone as 'That's all folks' at the end of American cartoons); and the other is the equally banal 'A bad day on a Rallye is always better than a very good day in a factory'.

On the recent Optic 2000 (see elsewhere in this issue for the report), you could almost hear a chorus of 'That's Rallye raid' go up as the most violent sandstorm I've ever seen 'exploded' the bivouac's big top. How the 200 or so diners, forced into participating in what must surely have been the world's biggest ever mass paraglide, avoided serious injury will remain a totally mystery for those, who like myself, were lucky



LONG DISTANCE OFF-ROAD TRAIL RIDING IN FRANCE

Burgundy 22/23/24 July

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

Normandie 10/11/12 Sept

Takes in the best trails in what is a spectacularly beautiful area - lots of woodland, lots of sunken tracks and a fair splattering of mud! "Enjoyed every minute of it". TrailBike Magazine.

£250***

Morvan 24/25/26 Sept

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

*Easy **Average ***Difficult

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

For further information contact:
Chris Evans, Sport Adventure
156, bld Voltaire 75011 Paris

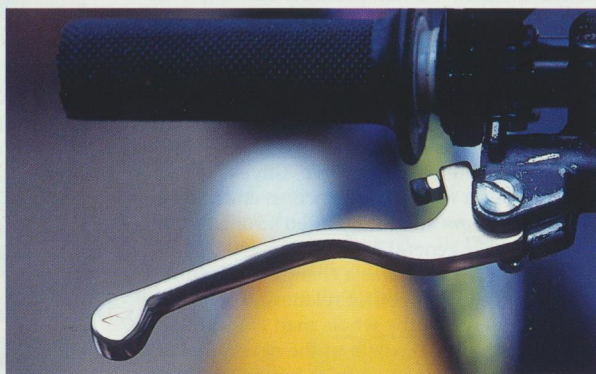
Tel: (00 33) 1 43 72 86 02
Fax: (00 33) 1 43 72 61 09
Mobile: (00 33) 6 62 48 71 90

<http://www.sport-adventure.com>
email: chris.evans@sport-adventure.com

new stuff

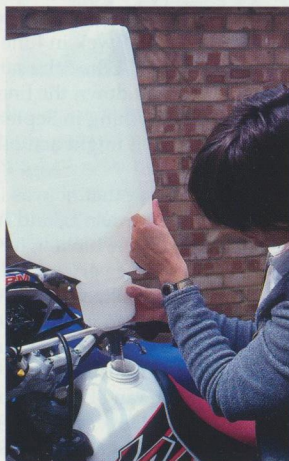
Forging ahead?

Why would you buy standard levers for your bike ever again when for just £6.15 you could fit high quality, super tough Apico cold-forged ones? Virtually unbreakable in normal use, they not only feel nicer, look neater and fit superbly, but if you do manage to bend them, you can straighten them out again without them breaking. We've seen these levers fitted on a number of dirt bikes now, and can vouch for their toughness in the harshest conditions. Don't bother waiting for your old levers to break, invest in a set of these and forget about it. There's a lever to fit most modern enduro bikes and Apico also make tough clutch perches to match. Available through Vesty UK on 01483 450560. Our verdict: Top quality, amazing price.



Fill 'er up

No more juggling with jerry-cans and funnels, Acerbis' Fast-Fill is a quick filler designed to speed up fuel stops in enduros. The transparent container holds 18 litres of fuel and dumps it in the tank under the pressure of gravity. Which means faster fill-ups and less time spent in the pits. A Flexy nozzle reduces spillage and means this filler can be used by a rider without a support crew. Priced at £45 details from BHR on 01582 472374. Our verdict: Good idea.



Taxed & tested

This beautiful CNC-machined alloy tax disc holder was sent to us recently. Made from super-strong 3mm alloy it claims to be both anti-tamper proof and best of all fully waterproof fitted as it is with a tiny O-ring seal. It comes in a range of anodised colours and the manufacturers (Morrelli) claim it'll keep your tax disc clean, dry and safe. There's no question in our mind about the quality of the product, you only have to handle it to appreciate that, though we reckon it could do with being a little lighter if weight saving is your priority. For bigger trailies though it's probably ideal and comes supplied with a fitting adapter, an allen key and a spare fastener. Priced at £22.95 inc p&p it's available direct from John Dickinson at Morrelli on 01780 740292. Our verdict: Quality Stuff.

MOTORCYCLE centre



£100 DISCOUNT TO TRF MEMBERS

SELECT FROM OUR HUGE USED RANGE:

CRM250-2	from	£1450
KDX250SR	from	£1300
KLX250	from	£1450
RMX250	from	£1300
DT200WR	from	£1250
CRM250AR	from	£2950
TS200R	from	£900
SEROW W	from	£1150

LOADS MORE MODELS IN STOCK

HONDA XR250, XLR250 BAJA, XLR250RS, XL250 DEGRE, CRM250 MK1, 2 & 3 YAMAHA TW200, SEROW 225 MK1, 2, WR, WE, DT200WR, TTR250 & TTR250 RAID ETC. KAWASAKI KDX200SR, KDX220SR, KLX250SR, KLX250ES, KLX300R ETC. SUZUKI TS200, RMX250ST, DR250 ETC.



ALWAYS 150+ BIKES IN STOCK!!!

AS IS PRICE i.e.:
TRADE PRICE AVAILABLE

WE EAT, BREATHE & RIDE TRAIL BIKES.
ADVICE, CHAT & COFFEE ARE FREE!!!
OPEN 9.30 am - 6.00 pm Tues - Sat.

LAMBS BUSINESS PARK, J6 M25, SOUTH GODSTONE, SURREY



RING NOW

(01342) 892768

Rubber

News



Probably the most frequently asked questions by TBM readers concerns tyres. Everything from which tyres are the best on/off road compromise to what is and isn't street legal. In fact it seems that dual sport riders have an almost impossible task finding suitable tyres for the wide and varied demands of our chosen sport.

Our multi-tyre test still being a couple of months away, we jumped at the chance to get the first try out of a new range of Bridgestone enduro and MX hoops, which have been designed for the range of wet and slippery conditions we encounter in northern Europe. So TBM hooked up with a bunch of other European journos in the beautiful cathedral town of Chartres, in order to try out the latest Bridgestone offerings.

First stop was a slimy MX track where a new KTM 250EXC fitted with the latest Bridgestone FIM approved

ED661/ED660A tyre combo awaited. Now I know that an MX track isn't the ideal place to test enduro rubber, but it did give me a chance to see just how they performed on fast and frantic going.

The rear soft-terrain ED660A, which is a wider-spaced open tread pattern tyre compared with the standard medium to hard terrain ED660, was much better suited to the conditions than I expected from a fully street-legal tyre. With traction and grip at a premium the new rubber offered enough purchase on the slick and slimy clay surface to enable the KTM's smooth and grunty motor to make short work of the tight and bumpy circuit. Up front a matching ED661 felt okay most of the time, but I felt it had a tendency to let go occasionally, whereas the rear really seemed willing to hook up.

Later in the day on a makeshift grassy special test I managed to try the same rubber fitted onto a WR400, and in the wet conditions the more mellow power from the four-stroke Yam meant that the rear end could be controlled perfectly on the throttle - the sign of a good tyre. Clearly in these wet and wild conditions, the more open pattern of the 'A' tyre is ideal. But with the heavier four-stroke, the front end's tendency to wash out in tight corners or while hard on the anchors was even more pronounced than with the lighter KTM. This was almost completely cured by fitting a new soft-terrain M59 MX hoop to the front.

Now this was more like it! The front brake could be hauled on hard before pushing the bike into the corner and gassing it out of the turn. The rear felt just as predictable as before, but with the added bonus of a similar amount of confidence-inspiring grip from the M59 up front. It's the same combination of rubber used by KTM enduro teamsters Tiainen and Salminen, and seeing as most enduros in the UK allow the free choice of front tyres, this would be the way to go.

In fairness I suspect the street-legal ED661 front would work better in drier conditions, but if street legality isn't your priority then the new range of Bridgestone MX tyres offers an unbelievable choice of tyre for every conceivable type of terrain. These high tech tyres offer features usually found in high performance superbike rubber such as dual compound for extra grip in the corners without sacrificing durability in the centre of the tread. They're available in 18" rear sizes and come in a choice of hard, medium and soft terrain with a set of deep mud/sand pattern M25/M26 for extreme conditions.

Bridgestone were only too keen to remind us that

Dave lays down the rubber on the WR4



in the road-racing world, tyre pattern and compound choice is vital in order to keep a competitive edge over the next racer. But in the dirt bike scene we are more likely to stick with one type of 'do-it-all' tyre year after year. At least the wide choice of tyres makes it far more likely that you'll find the Bridgestone tyre which best suits you and your riding, even if you do decide to stick with it under all conditions. Other riders though might like to take advantage of the extra choice that the new compounds bring and pick their tyres to suit their event or ride.

Also launched in France were a selection of off-road innertubes that vary in thickness (and weight) from 1.5mm, 3mm to an unbelievably tough 4.5mm that looks just about indestructible. But if that's not enough, the company also had a new mousse on show which although not readily available till next year, promises to be far cheaper than the current crop of mouses, and should be just about affordable for the serious clubman rider.

Whatever your preference, it's good to see a major tyre manufacturer so dedicated to our pastime and willing to offer such a wide selection of both street-legal and pure off road rubber. And when you think about it, this should give the enthusiastic bar-stool racer a whole new range of excuses: 'Oh I would've beaten Ady no problem on that special test, but I had the wrong compound fitted... blah blah blah... Sound familiar?

For more information on the complete range of Bridgestone MX and enduro treads contact Bridgestone/Firestone UK on 07000 228852 or website www.bridgestone-tyres.com



**Honda
XR400R
V**



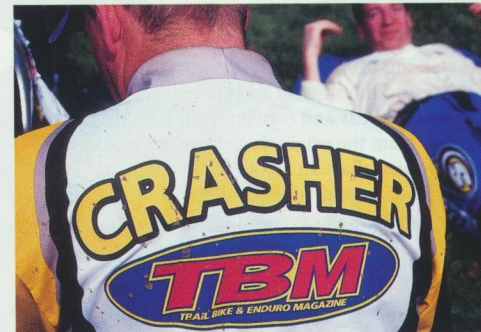
**Yamaha
WR400F
V**



**KTM
400SXC**

400 Shootout

The main contenders slug it out in the 400cc thumper class...



Story: Dave Cornish, Clive Garnham, Si Pavey; Pics: Si Melber

Ten years ago if you turned up on a middle-weight four-stroke at a club enduro (XR200s excepted), you were regarded by the rest of the two-stroke pack as the local oddball - not someone worth engaging in serious conversation. No-one took any notice if they could see hay sticking out from the edges of your newly re-covered seat, and body armour meant a duffel-coat with the sleeves cut off. Four-stroke riders wore helmets with names like Stadium and Centurion and never had to stop for fuel - they usually took all day just to make it round one lap. No, four-strokes didn't race, they plodded up hills in the hands of graceful geriatric trials riders. In short four-strokes were slugs.

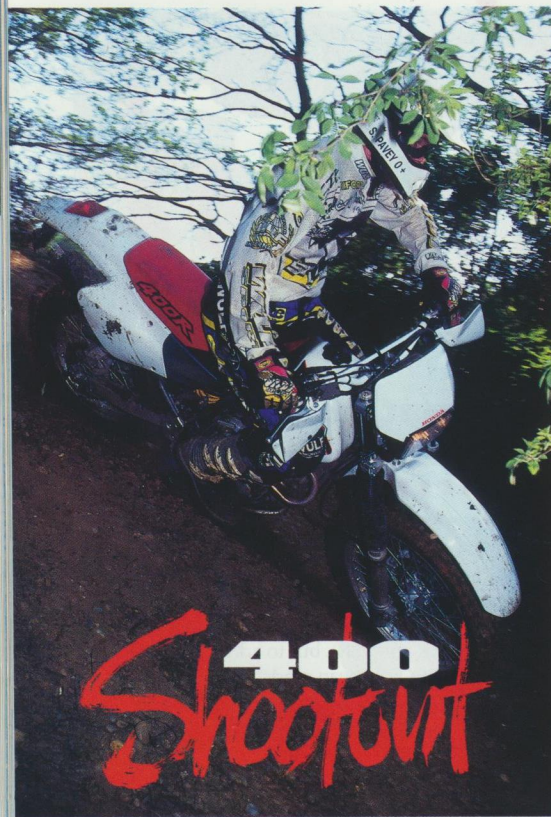
Not any more they aren't. The whole off road scene has gone four-stroke bonkers. Granted the majority of enduro entries are still made up of two-strokes, but it's only a matter of time before the current crop of thumpers filter down into the second-hand market, and we'll all be riding them. Honda, Yamaha, Kawasaki, Suzuki, KTM, Husqvarna, Husaberg, Vertemati, Cannondale, Gas Gas, and TM all have at least one middleweight four-stroke enduro bike on sale now or under evaluation.

Whatever the reasons cited for the change in attitude towards thumpers (and environmental issues are the most common), the four-stroke is the bike of the moment. So we decided it was high time for a 400cc shootout to pit the most popular models back to back (the XR and WR), but to add a little balance we included the European made KTM 400SXC in our test.

Testing Testing 1-2-3

The testing was done over two days at two different locations (enduro track and play riding), with a mixture of fast open stuff, a grassy special test, a disused quarry with some steep sandy climbs and a smattering of mud. None of the bikes were registered so riding them on the road wasn't an option. There were three test riders of differing ability each of whom took out a bike for a 15-minute session, before the bikes were pitted, swapped around,





spannered and fuelled where necessary, and then sent out with a different rider aboard. After the riders had clocked up a number of sessions aboard each machine they were timed around a lap against the stopwatch, and then asked to write down what they liked or disliked about the bikes. This is what they wrote...

Honda XR400R

First off I grabbed the XR400R, figuring (correctly as it turned out) that the Honda's mild temperament would provide me with the ideal mount on which to familiarise myself with a new course. Settling onto the XR's soft but lofty perch, everything feels typically Honda - well screwed together, in its place and easy to use. There are some great touches on the XR which help make an owner's life easy - snail-cam chain adjusters, simple mechanicals, quickly-accessible air filter, that sort of thing. All the controls have a light and easy feel about them and there's a certain in-definable something that the big-H build into all of their bikes, meaning that anyone can clamber aboard and feel at ease straight away.

You rarely need to use the manual decompressor to get it started, just a swift prod of the kickstarter

has the air-cooled mill fired up and ready for action. Our test bike had had the baffle removed from the tail-pipe which made for a freer-breathing motor, super-crisp carburetion and a bit more noise than we'd have liked.

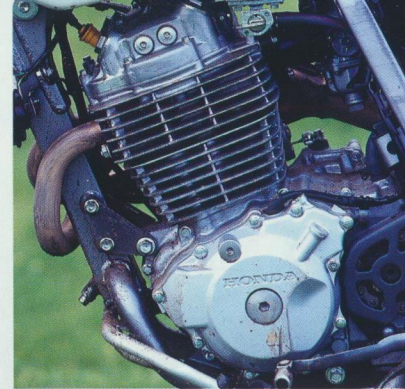
Every time I ride an XR (of any size) I'm always surprised at just how much fun they are to ride. The gearbox switches ratios effortlessly (with or without the clutch), and the XR4 brakes, steers and handles in a very predictable manner at most speeds. Right off the bottom, the XR leaps forwards with an urgency which seems at odds with the engine's low tech nature, but Honda have wisely thought about the sort of rider that'll buy an XR4 (and the sort of riding they're likely to be doing), and designed the engine to suit. The motor's not a revver, though it can be blatted up to the redline no problem, but in general the XR makes better progress using the healthy bottom end and midrange.

Trickling along through a wooded section, the XR was certainly the easiest of all three bikes to ride slowly. Perfect carburetion, plenty of grunt and a fast steering front end makes the XR king of the woods. And the smooth and supple ride offered by the Pro-Link rear and conventional teles up front is a far cry from the original mismatched suspension of the earlier bikes. In fact when you ride it, it's not hard to understand why so many people buy the XR4, this bike is so easy to ride it's almost as if you're on auto-pilot.

But if the XR's supple legs make it easy to ride at moderate speeds, up the pace and it begins to flounder a little compared to the other two bikes. The steering and brakes ensure that the XR can still carve a deliciously tight line inside virtually any bike once you reach a corner, but chances are you're going to be reaching the corner a second or two behind the other two anyway. The motor simply isn't as powerful up top as the WR or SXC, and although the effect of this was slightly blurred by the different gearing each bike was running, the XR just can't quite match the others when play turns to race.

And thanks to the quick steering, riding flat out through the gears on a bumpy straight can make life a little interesting for the Honda pilot. The XR's high speed manners certainly aren't one of the bike's strong points, and in the worst case the front end can flap around more than the editor on deadline day. If I owned an XR4 for racing I'd certainly consider investing in a steering damper.

Despite being the easiest bike to ride and the one on which I felt most at home, my lap times were still a few seconds down on those I managed on the other two bikes; and while the stopwatch isn't the only judge of a bike's ability, the XR is certainly pitched more towards the play end of the market than as a serious racer.

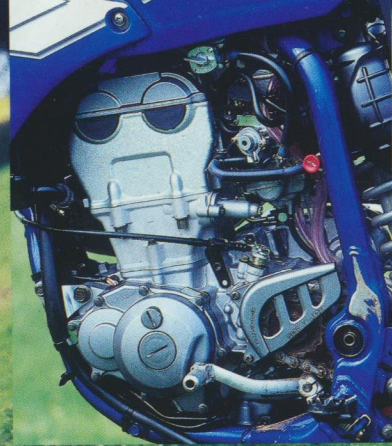


"The Honda has a sackful of torque, with instant throttle response right off the bottom"



Honda XR400R

Price:	£4295
Engine:	Air-cooled, 4-valve, sohc
Bore & stroke:	85x70mm
Displacement:	397cc
Carburettor:	36mm Mikuni
Transmission:	5-speed
Wheelbase:	1425mm
Seat height:	930mm
Fuel capacity:	9.5L
Gearing:	14:45
Race weight:	128kg
Importers:	Honda UK 0181 747 1400



"The Yam is the clear winner on the 'seat of the pants' dyno"

400 Shootout

Yamaha WR400F

Price:	£4499
Engine:	Liquid-cooled, 5-valve, dohc
Bore & stroke:	92x60.1mm
Displacement:	399cc
Carburettor:	39mm Keihin FCR flatslide
Transmission:	5-speed
Wheelbase:	1495mm
Seat height:	91mm
Fuel capacity:	12L
Gearing:	14:50
Race weight:	124kg
Importers:	Yamaha UK 01932 358000

Yamaha WR400F

If first impressions are anything to go by, the Yam appears to be a mixed bag. A compact, modern design with high quality engineering and good suspension, let down by poor quality plastics, strange ergos and a very average finish. The frame paint began to disappear in the first few minutes, and the plastics were by far and away the most scratched following our test session.

That said the WR4 has many attractions: It feels by far and away the lightest of the three (though there's virtually nothing in it weight-wise). The seat is narrow and firm but not overly hard, the pegs are broad and the riding position works well despite that humpy tank limiting how far forward you can get on the bike. Serious riders will want to substitute the WR's tank and seat for the slimmer YZ unit, but then you lose a considerable amount of range. It's a shame Yamaha chose to store the fuel up high rather than giving the tank longer and lower flanks because although the XR's tank looks no better by comparison, the XR's steering geometry makes for a much more nimble bike, whereas the WR pilot really needs to get their weight forward in the turns to make the bike carve a decent line.

Don't let that put you off though because the WR's strength lies not in its ergos or its handling, but in its powerplant. From the moment the clutch is released this thing feels like a racer, straining at the leash and urging you to go faster. The motor's power is not only smooth and linear but it's mighty punchy as well. Yanking on the throttle the WR responds with an instant surge which at times can have you struggling to keep up with the shifts through the slick-acting box.

Each tweak of the twistgrip is accompanied by a scrabbling from the rear tyre as it searches for grip, and then the front fender tries its best to snap the peak off your helmet. Very impressive! This year's WR definitely feels stronger than last year's bike, but remember that the stock exhaust on our tester had been ditched in favour of a less restrictive SPES can. I soon found that by keeping the Yam in the upper half of the rev range, and dancing on the gear lever, progress can be very rapid indeed. Once the rear hooks up, it takes a conscious effort to keep the front down enough to maintain the bike's direction.

The WR's low gearing helps make the motor seem punchy, but whereas the XR runs out of steam at the top end, the smoother WR just keeps revving on, way past the point where peak power has been reached. It's this over-rev facility that lets you hang on to a gear between close corners, which in turn means less gearshifts per lap and ultimately a faster time. In tighter going the relatively peaky power delivery isn't as much of a problem as you might imagine; like the XR, the carburetion was spot-on, the low gearing ensuring that keeping the mill in



This sort of stuff is child's play on the WR4

the power-zone is a cinch, and the bike's compact dimensions helping it carve its way through the trees.

But the WR's main stumbling block to faster lap times is in its initial reluctance to turn into a corner. After the quick steering XR, the Yam requires more concentration and certainly a bit more effort to get turned. Raising the forks through the yokes a little certainly improved things, and I'm not saying that the WR is a barge - far from it - but the extra girth of the WR's tank and rads make it a touch more difficult than on the Honda to get your weight up front where it's needed.

As a whole though the WR works well and the engine is such a blast, that in the dry warm conditions in which we were riding it, it makes you just want to cane it everywhere. Suspension-wise the WR feels good with a slightly firmer action than the XR, which is better suited to its higher levels of performance, though you notice the extra weight on the suspension (compared to a two-stroke) when landing from jumps. The brakes though are the best of the bunch with a firm progressive action and sure-footed braking which can be left until the very last minute before hauling them on big-time. In fact if anything, the rear brake (which has been beefed up for this year) is now a little too fierce, and a touch

SXC handles well...
for a bike this big



too much right foot can result in the dreaded stalling just on the entry to a corner.

This time there was none of the serious starting difficulties we encountered last year with the WR, but if you were unlucky, it still could take seven or eight good kicks to get it going having stalled when hot. Most of the time the WR started perfectly - hot or cold, and if it didn't start second kick (when hot) then the hot start button usually had the desired effect. All of us however stalled the thing at least once during our flying lap and had to be re-timed because of the seconds lost going through the starting procedure.

All in all though we rated the WR pretty high. It might take a bit more skill and effort to ride than the XR, but the end result is faster lap times and a seriously addictive power delivery... provided you don't stall it.

KTM 400SXC

It's the last year for the old kickstart-only KTM thumpers because a new bike with a new motor and more compact chassis is on the way. That said despite the SXC being the oldest bike here (in terms of design), in our eyes it not only looks the sexiest, is the best built and the most serious, but arguably it's had the most development time also. Worth remembering when you're thinking of buying a high revving four-stroke.

Physically the KTM is a big bike - long tall and wide (at the rear anyway), it certainly feels heavier to push about, even if the scales don't back up that impression. Like the Honda, the SXC is more or less street ready and the equipment and finish knock the

Yamaha into a cocked hat.

But the KTM is a Euro bike and that means the odd bit of quirkiness: like the right side drive chain and the left side kickstarter. I've owned enough European dirt bikes to know that kicking them over is no different to any other bike, you just stand on the other side of the machine that's all. There's an auto decompressor which helps speed things up and a few solid kicks would always see the SXC burst into life. Revving the motor at a standstill I was amazed at the level of vibration com-

ing from down below. It's not just at a certain rev range either, it simply feels harsh and vibey from tickover to valve bounce. Clearly this engine takes no prisoners, but in terms of harshness (compared to the smoother oriental lumps), it's definitely beginning to show its age.

Hard on the gas the KTM has got plenty of get up and go, and despite having the notchiest gearbox of the three, it can easily see off the softer Honda. Splitting the two watercoolers (SXC & WR) however was a bit more difficult. At the bottom end the SXC feels a bit more grunty, but it just can't match the revvability of the Yamaha, and if you rev the SXC out, it just seems unbearably coarse and strained towards peak rpm.

But if the engine can't match the Japanese powerplants for civility, the chassis is more than a match for both of them. Thanks to its lengthy wheelbase and probably the best suspension of the three, the KTM is rock steady at all speeds. Nothing, but nothing will throw you off your chosen line, and stability in corners is the SXC's trump card. Tallish gearing undoubtedly helps, but it's the quality of the chassis and suspension package that makes the KTM (for me at least) the best handling of the three. Gas the SXC out of a bermed corner and it doesn't get all crossed up on the exit, nor is the front inclined to aviate unexpectedly; it just gets on with sending the power down to the ground where you need it. It might look less spectacular, but it's deceptively fast.

Even more amazing is the SXC's nimbleness in the tighter stuff; it doesn't turn as quick as the Honda, but for such a stable bike, it'll carve a nice

400 Shootout



"This engine takes no prisoners, but in terms of harshness it's beginning to show its age"



KTM 400SXC

Price:	£4995
Engine:	Liquid-cooled, 4-valve, sohc
Bore & stroke:	89x64mm
Displacement:	398cc
Carburettor:	38mm Dell'Orto
Transmission:	5-speed
Wheelbase:	1510mm
Seat height:	940mm
Fuel capacity:	9L
Gearing:	14:50
Race weight:	126kg
Importers:	KTM UK 0800 969917

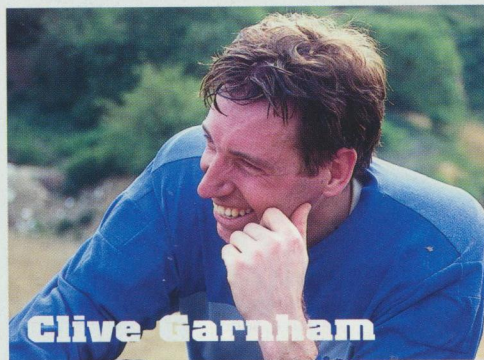
tight line when required. The brakes are pretty good too, though not the best here. Even so the KTM was good enough to set the fastest lap times for me and that was with too tall a gearing after the original KTM sprocket became unexpectedly detached (see separate side-bar).

Summing Up

Despite the KTM's advantage against the stopwatch, ultimately the engine would put me off this bike. It's not that it isn't powerful enough, it's just that it feels like it's about to shake itself to bits. The WR on the other hand is sewing-machine smooth by comparison and ultimately more powerful; but its overall lack of build quality and basic specifications (it doesn't even come with a speedo), lets down an otherwise impressive package. If the choice was on engine alone, I'd definitely take the Yam - it can put a smile on your face like no other bike here. But, and it's a big but, if it were my money I'd take the XR. It might not be the fastest/lightest/sexiest of the three, but as a package its very difficult to beat.

Simple mechanicals, decent resale value, easy riding manner and superb build quality count for a lot when you're spending your own money, and although it's not the best suspended bike, it's just so easy to ride that a complete idiot like myself can get on and thrash the nuts off it. Not just for one lap either, but lap after lap, hour after hour.

Yes the common-or-garden XR400R gets my vote as the best of the 400s on test, but then again, if I was going racing... I'd take a two-stroke any day!



Clive Garnham

The question had to be asked. It had been a long weekend of testing, and the focus, quite rightly, had been on comparisons between the bikes. But then Simon P asked: why would anyone buy a middleweight fourstroke if they wanted to race enduros? We all stopped in our knobbly tracks and pondered this. Sure we could all see the relevance for trail riding or even full-on rallying, but there after as enduro bikes, we were left scratching our heads. Granted these bikes had all been fun in



places, fast at times and they sure sounded nice, but they had also, without exception, given each of us trouble starting at one point or another and that just sucked all the fun and speed out of our riding.

Before you cry 'chumps' and criticise our ability, please remember that if any of you have gotten from Paris to Dakar TWICE on big four strokes then you are within your rights to call Simon Pavey a chump (that means one person in England!) But in this we all agreed. Over the course of the test, starting these beasts was STILL a problem at some stage during the two days!

Play or Enduro?

So why would you buy one for enduros? True they're getting lighter, the motors are extremely tractable and they get good drive, but Jeez, I dunno; a 250cc two-stroke will out perform them in virtually every respect - even in some cases, reliability - plus you can get most two-strokes running with your leg in a cast! So if we can agree to look on this, less as an enduro test and more as a multi-discipline test it will be far more relevant? I know it's contentious but that'll put a more realistic complexion on things.

Now on that basis the playing field levels out considerably. All of a sudden the fastest machine (the WR) isn't necessarily the best for the job, and the slowest machine (the XR) becomes a far more attractive proposition. Then between these two... there's Mr Versatile (SXC).

What went wrong...?

Believe it or not we don't pull stunts for the camera, nor crash deliberately. If a bike gets damaged (and assuming it hasn't broken all of its own accord) then you can reasonably expect the same thing to happen to that bike when you fall off. Crasher's unenviable record for the flying-lob may out-number the average rider's getoffs, but suffice to say we usually discover a bike's weakness once it's been ridden by Dave!

The front cover graphically demonstrates why we recommend that you ditch the standard steel bars with which XR comes fitted. Sure it took a heavy landing - enough to bend the subframe (which we straightened) - but we reckon an alloy bar would probably only have bent in the same circumstances. The Honda's steel bars on the

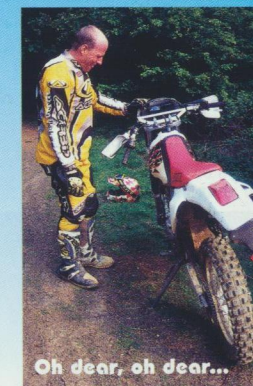


Under the Hood

So to the engines. Here the result is obvious really, the Yam is the clear winner on the 'seat of the pants' dyno, with the KTM edging the Honda into third. But that doesn't tell the full story. The WR really has to be ridden hard to get all the benefits that it offers. It's like a 'heavy' 250 two-stroke in that it likes to be revved, and it is serious fun when that crank is spinning, but it sacrifices a lot of the inherent advantages of a longer stroke motor and it'll spin and slide the rear wheel where both the KTM and XR manage to claw some grip out of the snottiest of conditions! Both the KTM and XR have fewer horses overall but with their lower revving, torquier engines delivering such friendly power, you can use it all effectively and easily. So if you're happy working hard for your forward motion then the Yam will reward you, but if you like an easier life, the other two won't be far behind!

Getting Around

When it comes to changing direction there's just no getting away from the fact that the KTM is a big bike. The Yam is a nice size, slim and trim, despite

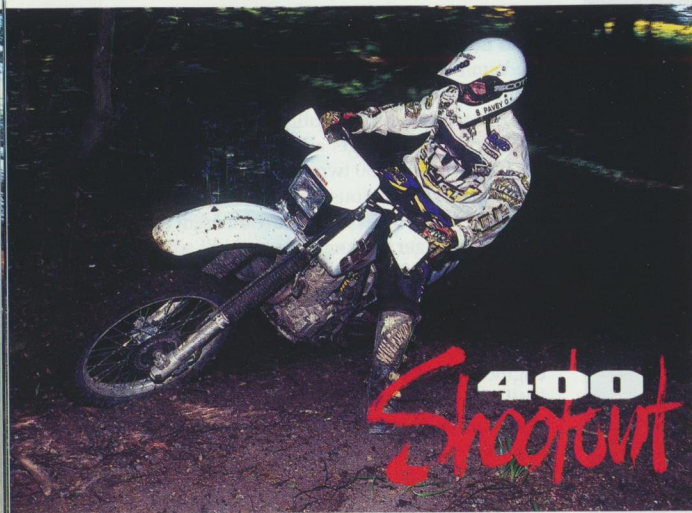


Oh dear, oh dear...

other hand broke clean off leaving a nasty jagged edge and ruling the bike out of play. If that had happened in an enduro, you'd be looking at a DNF on the score-sheet, but on the trail... you'd be left wondering how to get home.

The KTM's rear sprocket on the other hand broke off by itself. Within the first 15 minutes of testing, all the sprocket bolts detached themselves (presumably due to high-frequency vibration), and the sprocket was wrenched off the hub, snapping the hub in the process. Fortunately we had a spare CR250 sprocket which fitted on (though the gearing was slightly different) and could continue our test. If you've got a KTM though, check your sprocket bolts for tightness every time you ride.

The WR suffered the least damage. The left rad panel was holed when it hit the deck in a slow left-hander, and another crash broke the decompressor lever - even though we'd loosened it off at the perch. It also comes with cheap and nasty steel bars like the Honda. Throw them away and purchase some real ones...



weighing only a kilo or so less than the KTM, it does actually feel small whereas the Honda on the other hand is small. A shorter softer bike with cramped ergos for my lanky frame.

Yet again that doesn't tell the full story because the KTM actually handles really well, the front feels positive and plants itself exactly where you want it to go. Again there is a riding style at issue here as the KTM suits a more fluid fashion compared to the aggressive styles encouraged by the Yam and to a lesser extent the Honda too.

Last year I enjoyed four days of awesome trail

Tech Check

Three 400cc four-strokes, three very different answers to the same question. The WR utilises a liquid-cooled, dry-sumped, five valve (three inlet, two exhaust), DOHC motor with a ceramic plated barrel and single-shaft balancer, displacing 399cc and fed by a Keihin flatslide carb with accelerator pump. The liquid-cooled KTM mill on the other hand has a four-valve head, SOHC and a 38mm Dell'Orto pumper to provide the juices. There's no balance shaft, but there's an automatic decompressor and a bore and stroke of 89x64mm to give a displacement of 398cc. Honda's powerplant is totally different. An air-cooled, dry-sumped, four valve (radial) head is worked by a SOHC, and fed by a 36mm Mikuni carb. There's a balancer shaft and a manual decompressor and the 85x70mm stroke give a displacement of 397cc. All three bikes use a five-speed transmission and come with a cartridge clutch.

riding in Italy on a KTM 400 and gained a huge respect for this machine, particularly the handling which is confidence inspiring at higher speeds. Indeed I'd swear that its fine handling and stability actually saved my bacon a couple of times when I'd gotten into situations waaaaay over my head.

The Yam on the other hand was kinda' weird: it felt very solid and balanced for the majority of the ride, but it did show a tendency to want to push the front end in the corners, especially bumpy or rutted ones. We raised the forks 5mm in the triple clamps to try and cure this, but it only seemed to partially improve matters, though I'd say it was down to the fork action more than any fault with the geometry.

The plush Honda though actually rails the corners at speed, and would probably turn right inside the Yam were it not for the fact that the WR invariably beats it to every turn! The XR sacrifices some stability to do this, but it remains more than manageable at most speeds. On the day of testing though, the Honda's handling was let down by a shoddy rear tyre (not worn out, just useless off road), and the matching front was so bad we changed it for a new enduro tyre - to even things out between the bikes. These tyres are standard equipment on the XR400 and we figure, must be

All the bikes use tubular steel frames but the KTM is the only one to feature an alloy rear subframe. Conventional teles appear on both the KTM and the Honda (50mm WPs and 43mm Showas), but the Honda uses gaters to protect the stanchions whereas the KTM has sliders. The WR also uses fork sliders to protect its 43mm USD forks. All the forks are adjustable for rebound and compression damping as are the three shocks - all use a rising-rate rear linkage system.

Neat touches included the KTM's quick-detach (QD) seat, the Honda's QD airbox cover and the Yamaha's alloy water-pump protector. The KTM came with the best hand protection, (Acerbis Rally Brush Guards), the XR's hand guards are okay, but old fashioned, whereas the Yamaha has no hand protection as standard. The bikes weighed 124kg (WR), 126kg (SXC) and 128kg (XR) fully fuelled up and ready to roll, but the XR has the extra weight of full instrumentation a large glass headlight and even a steering lock.

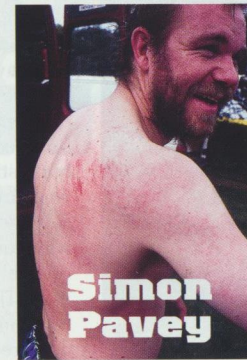
made from recycled condoms, they slide so easily!

Ergos & Stuff

Despite the rear skating around under braking and acceleration, the XR was surprisingly agile with its ergos being more the limiting factor as to how hard you could push it. None of these bikes really lets you get right up the saddle and stuff the front into corners, but on the Honda I was always banging the bars and levers with my knees. (I kept tooting the horn with my left knee which was disconcerting for me and looked plain silly to everyone else!). Also if you try to stand through the corners, the low footrests will catch your feet on the deck!

The Yam was laid out the most comfortably, its saddle had the best density of foam and the footrests were superb. The KTM was the best suspended of the three with a bit of a draw for second between the squidgy Honda and the harshish Yam. You'd be forgiven for thinking that the Honda should be marked further down for its softer more flexy springers, but remember our focus was more towards fun than full-on race, and the Honda actually remained quite composed even when the suspension was pushed to its limits.

So at the end of the day which one would I want to buy? None of them is the straight answer, unless I particularly needed a four-stroke for something like a rally event. But if it came to a choice between just these three, I'd place my money on the KTM as the most versatile bike of the trio.

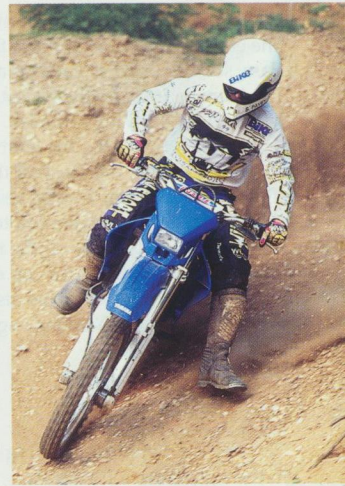


I was really looking forward to this shootout. Mid-sized four strokes, we have been led to believe, are the off road bikes of the future. Plenty of power to match our two-stroke buddies, more tractability and loads of grip. And as we approach the millennium, the four-stroke is now lighter and blessed with modern suspension, brakes and ergonomics. Lined up in front of us on a perfect sunny April day for the TBM wrecking crew were three of the finest: Honda's XR400, Yamaha's WR400, and the KTM 400SXC.

I make no excuses for the fact that I love thumpers. Throughout my years of racing and riding I have spent more time on them than two-strokes, and nothing sounds better than a thumper at full song. But that said, my biggest disappointment over this two day test was that none of these bikes truly impressed me as an off road weapon.

It has to be said that all these bikes are best bought for the all-round flexibility they offer; that is riding to work, trail riding and the odd race. If you put your bike on a trailer to reach your favourite destination, then buy something else. They are all heavier and more cumbersome than I had hoped, and worst of all they still don't start easily enough. Oh sure, when they're beside your van and you've learned the technique and found the right position to hold your tongue they are all great starters, but at some point during the weekend we all had trouble starting every one of them.

When this does happen it is unbelievably frustrating and tiring. The sweat pours off you, the curses start to come, the other bikes disappear out of earshot, and you hate whichever bike you're on no matter how great you thought it was just a few seconds earlier. For me the Yamaha was the most painful in this situation closely followed by the KTM, with the Honda being a lot better than these two, but still managing to have me passing the bike over to someone else at one point. The most embarrassing part about this whole (lack of) starting business is that you can guarantee that the spectator that has watched you sweat and swear will start the blasted thing first time. My advice if you want to ride a 400 four-stroke is to take up smoking... Then every time the thing won't start, light up a cigarette and come back in five minutes.



Lap times	WR400F	XR400R	400SXC
Clive	4m 36s	4m 42s	4m 42s
Si P	4m 34s	4m 37s	4m 36s
Dave	5m 09s	5m 11s	5m 07s
Ratings (1st, 2nd, 3rd)			
Engine	1st	2nd=	2nd=
Handling	2nd=	2nd=	1st
Suspension	2nd	3rd	1st
Equipment	3rd	1st=	1st=
Ergos	1st	3rd	2nd
Ease of use	3rd	1st	2nd

Get Your Motor Running

The engines are at the heart of the appeal of this class, so how do they stack up against one another? The Yamaha is easily the fastest, the KTM the most linear and the XR the gruntest. The Honda in particular though offering the least horsepower has a sackful of torque, with instant throttle response right off the bottom. This makes it fun to ride, difficult to stall and an inspiration to the lesser rider. The KTM was also easy on the rider, and not much slower than the Yam at the top end; but the WR had the killer punch to settle this dispute and personally I'd have to take the Yamaha engine first, Honda second and KTM last.

Suspension and handling

The WR-F is definitely heading in the right direction with its design, although considering the hype it has received I was a little disappointed overall. The suspension was excellent around our course. Plush enough not to beat you up, it did work better at a more aggressive pace and certainly inspired confidence on the bigger hits and jumps. Unfortunately it isn't the light-weight Yamaha first promised us. But despite this it's narrow feel and compactness makes it fairly chuckable and the motocross-type powerband made it a hoot to rider on the faster grass-track tests. In the woods things were a little different and on my first ride I was having difficulty making the front end stick and turn in. Raising the forks in the clamps a little, I was a lot happier with the Yamaha's nimbleness.



Once again I found the KTM a strange beast. It looks the best, has the best suspension components and quality handlebars and seating arrangement. I rated the suspension equal with the Yamaha and the handling was also very good. The KTM is very precise, will go exactly where you point it and hold its line through a corner. Where it comes unstuck is if there are two corners in a row where you need to flick the bike from side to side. Now this is a pretty common occurrence and here the KTM suddenly starts to feel its size - it's fat around the mid-section and seems top heavy.

The XR is an XR. It craves corners, the tighter and more often the better. It's physically, smaller, shorter and lower to the ground and as long as you're less

than six foot tall this bike is the easiest handler. The suspension is plush, but things do become a little ugly at speed. It's not that the XR can't handle some big bumps at higher velocities, but you just get the feeling that it might spit you off where the others definitely wouldn't.

Other Stuff

Ergonomics has a pretty important part to play in choosing a bike. The Yamaha has the most typical Japanese race bike feel, and everything is as it should be apart from the humpy tank. The KTM looks perfect, has a good seat/tank shape, nice

Magura bars,

and good footpegs... but it's just sooooo wide. The XR on the other hand is small and squidgy. It needs better handlebars, better footpegs and perhaps more room to move about on.

Brakes are easy: KTM first by a mile, then Yamaha, and last the XR. What happened to Honda brakes that always used to set the standard?

Overall

The SXC suffered in its overall score for me on the weekend, not helped by the fact that our one had a few glitches. On the first day the jetting wasn't right and the bike wouldn't pull cleanly off the bottom. We dropped the needle one notch but it still wasn't perfect. This was further exacerbated by the slightly too tall gearing we were forced to run after the original rear sprocket totalled itself. The broken hub also made me a little nervous of

pushing the bike hard. More importantly I knocked the bike down for being too fat and feeling too big. I have nothing against big bikes, but if I'm going to ride something that feels like a 620, it might as well be a 620.

The XR4 is still a nice tool. Nice to ride home from work, top up at the local service station and hit some green lanes before dusk. But the Yamaha is definitely the best overall dirt bike of this bunch, and if you must race a 400cc four-stroke then this is the one to go for.

For my money, I'll wait until they build one with the performance of the Yamaha, the simplicity and durability of the Honda and the suspension of the KTM... oh, and an electric start!

www.progrip.com



Pants
Jerseys
Gloves
Protective
Grips
Goggles
Sunglasses



NINE WINNING



PROGRIP® AND RACEPASSION IS A TRADEMARKS OF PLASTICHE CASSANO SRL ITALY - WWW.PROGRIP.COM
E-MAIL : PROGRIP@PROGRIP.IT

RACEPASSION



MTO U.K.
SOLE IMPORTERS
Parkstone Pole-Dorset BH14 OLU - Tel-Fax:01202.741580
CALL FOR A DEALER NEAR YOU

Yes we know Chris Evans writes for this magazine, but he also runs French trail riding holidays which are worth telling you about. Clive Garnham packed one of his passports and went to sample the Tour de Morvan...

FRENCH MADE!

Story: Clive Garnham; Pics: Si Malber

Pause for a moment and picture if you will, your own particular trail riding Nirvana... Does it include glorious sunny days with deep river crossings to be negotiated - riding through clear, bubbling, boulder-strewn water? Loamy, dust-free tracks which are technical in places, yet totally rideable? Hills rolling away into the distance, criss-crossed with trails with just the odd picturesque little village to break up the scenery? The occasional walker seemingly happy to pass the time of day with you? Good food and refreshments every mealtime with plenty of wine to wash them down? Slim and attractive French dirt bike groupies with a penchant for muddy riders at each night's guest house? Okay, so I lied about the groupies, but the rest of it is all true.

Of course, everything comes at a price, and the price of this particular jaunt is £250, which pays for your accommodation and evening

meals, back-up van to transport your bags, and the use of the road-books. But it's also worth noting that you do have to suffer the infuriating wit and sarcastic humour of fellow TBM staffer Chris Evans... Every silver lining has its cloud, eh?

In order to make his newly re-invented Long Distance Trail Rides so successful, Chris packs a lot of riding into three hectic days, with a route which is both enjoyable, yet suitably challenging for the experienced rider. Despite dropping the term 'Raid' from the title (because Chris felt it mistakenly implied an element of competition), there's still a road book to be followed by each participant, and part of the enjoyment is in interpreting the road-book and following its directions. Something which was beyond my own limited talents on more than one occasion - but remember I am half Australian!



Working on the bikes is the least enjoyable bit



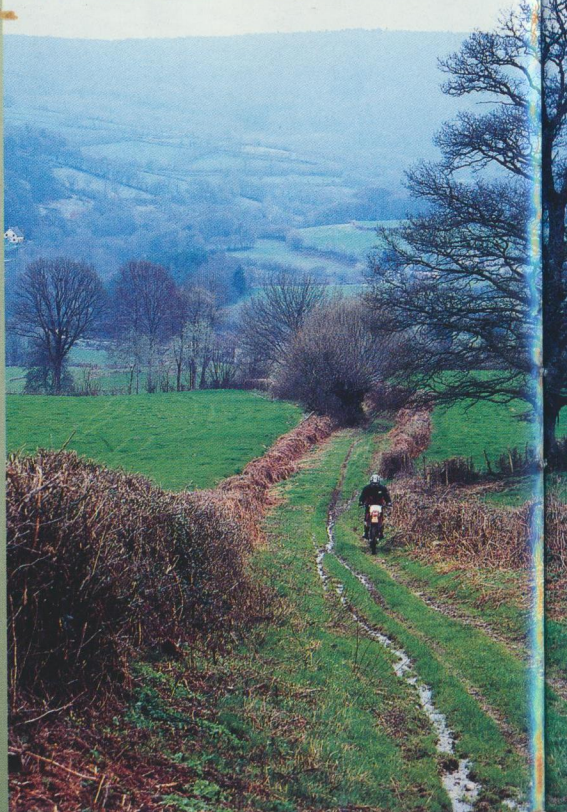
When I joined him for a Tour de Morvan recently it became obvious that Chris has some friends in pretty high places - in fact they don't come much higher. Because despite the torrential rain we'd left behind in England, all our days riding in France were warm and sunny. Not only that but Chris managed to arrange for the entire trail to be watered overnight (every night) just to keep the dust down - all 350 odd miles of it. I'd always suspected he'd sold his soul, but I hadn't figured it was worth quite so much.

So the riding conditions were perfect, with dappled sunlight filtering through the trees, onto tracks which swept through clouds of dandelion seeds stirred up by the rider in front. You really couldn't have wished for a nicer setting.

The trails themselves are pretty varied; rocky in places, muddy at times but also fast and flowing. By and large the tracks were ridden in third gear upwards yet there were often times when we had to pick our way down seemingly uncharted single tracks that looked like they'd never seen a bike along them before.

Other lanes were wider (twin-tracks), though refreshingly unlike a lot of British trails, these were smooth enough so that you could ride from the left-hand wheel track to the middle then to the right-hand track to get the best view around the corners. And then there's the water - lots of it. At least half a dozen stream crossings to be negotiated over the three days, some of which can be

There's miles of this stuff down in the Morvan



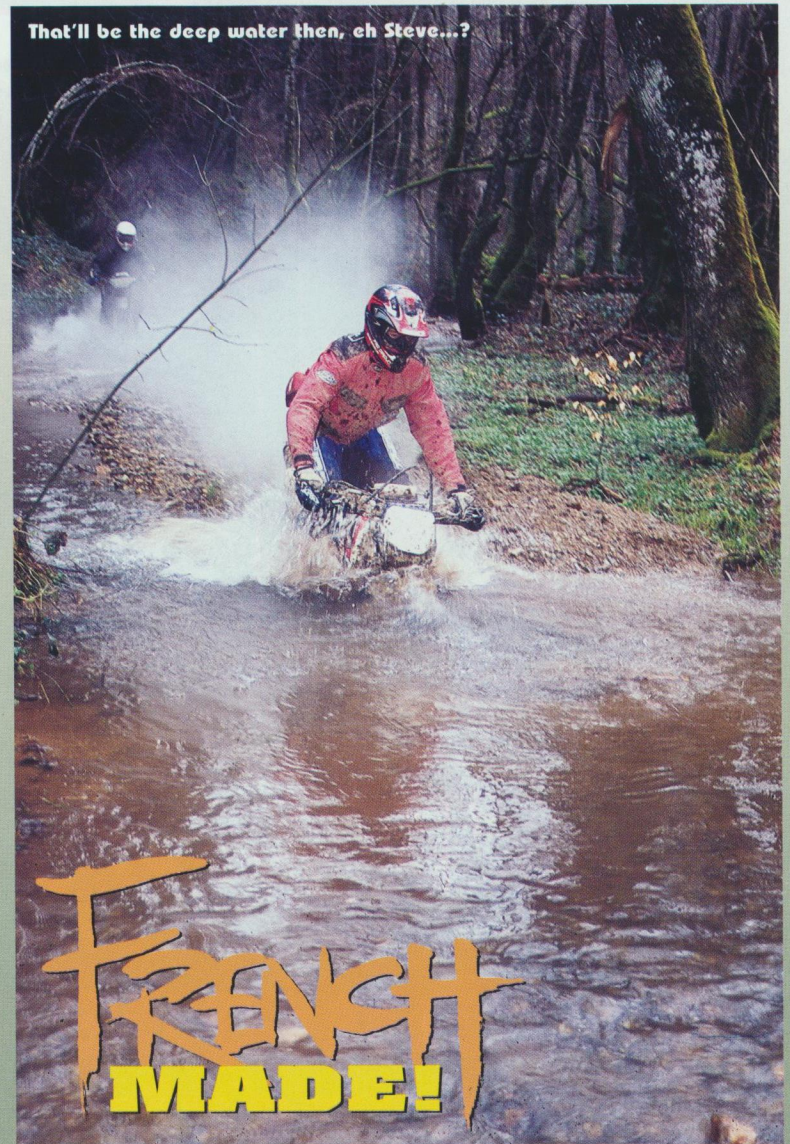
deceptively deep in places - as Chris knows only too well.

Each morning started with a riders' briefing to highlight any potential problems with the day's route, as safety is one of Chris' main concerns. There is also now the requirement for everyone to sign a Riders Charter acknowledging their responsibilities whilst taking part. Nothing too onerous, merely a gentle reminder that it isn't a race and that everyone has a part to play in the success of their own riding holiday.

The evening accommodation was generally comfortable, though obviously not above having 18 sweaty, muddy motorcyclist carrying big bags through to their rooms and showering a few kilos of mud down their bathroom drains! In fact I think one of the things that struck me most about the area was just how welcoming everyone was. From café and hotel staff to horse riders on the track, people waved almost without exception, even a group of picnickers eating by a river in the middle of a forest all waved enthusiastically as we rode past their idyllic luncheon spot - imagine that happening in the New Forest. Not!

The standard of riding required is pretty easy, though there are the occasional 'testers' thrown in to keep you concentrating. More importantly riders should be able to handle a dirt bike, follow a printed instruction and get themselves around the tracks without getting lost, offending people or riding like idiots, which on our weekend,

That'll be the deep water then, eh Steve...?

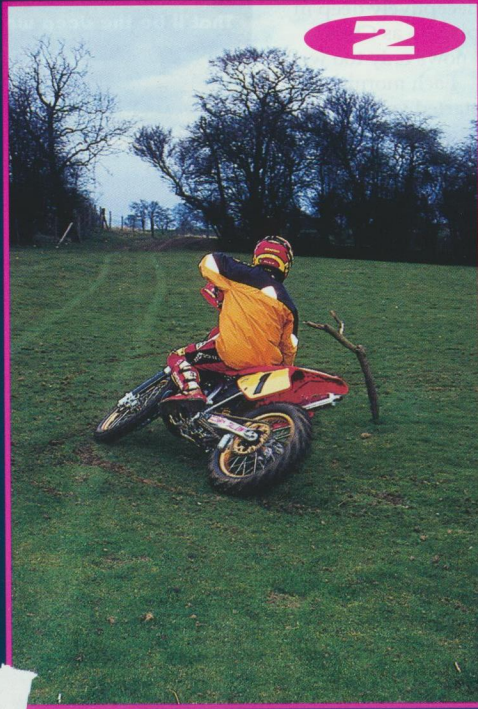


everyone did with ease.

So if you are seeking trail riding Nirvana and not looking to just go thrashing around French lanes then I can heartily recommend joining Chris for the Morvan event. The general consensus amongst the group was a resounding thumbs-up with most talking of future plans to return for another trip or to try the other locations from Chris' brochure. I guess the only real problem is having to suffer three days of Chris' dubious sense of humour! I just wore my ear-plugs and smiled occasionally...!



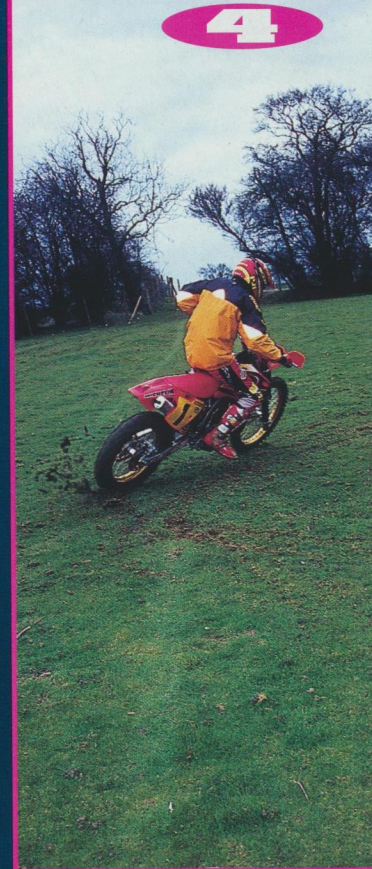
1



2



3



4

Ady Smith

Enduro

Techniques 2 Cornering

The way you tackle a corner depends upon what sort of corner it is; whether it is flat or bermed. In an enduro special test, many of the corners will start off flat, but end up with small berms on them once a number of bikes have gone through. Generally speaking, bermed corners can be ridden faster than flat ones as the berm provides additional grip for the tyres in the turn, but as with all corners you should go in slow and come out fast, not the other way round.

Flat turns

1 Although there's generally less grip available on a tight, flat turn the approach is similar to a bermed one; get your braking out of the way while the bike is still straight then select the gear you need and slide well for-

ward on the bike before sticking out your inside leg. This not only allows you to prop up the bike if it begins to slide, but it also transfers weight forwards to near the front axle where you need it.

2 As you get into the tight part of the turn, force the bike down (away from you) and into the turn. Keep your

outside elbow high, and 'feel' for grip with the front tyre.

3 Here's Ady mid-turn on a flat corner, sat virtually on the tank, elbows up, one finger covering clutch and brake, foot skimming the ground and looking forwards to where he wants to go.

4 As you exit the turn you can begin applying power gently so the back slides around and points you in the right direction. Ady's already got his feet back on the pegs, and is accelerating towards the next corner, but you can leave your foot down until you're happy that the bike won't slide away.



1

Bermed turns

1 Just like with flat turns, as you come into the berm make sure you've selected the correct gear and have done all your braking before you enter the turn. It's important to accurately place the front wheel in the 'rut' of the berm, so concentrate hard and watch



2

where your front wheel is going. Slide forward on the seat, stick out your inside leg, and keep your elbows up.

2 Just like on a road bike, you should be leaning off the inside of the bike (not pushing the bike down into the turn), concentrating on following the berm, and accelerating 'through' the turn - this allows you to carry more speed through the corner.

3 As you begin to exit the turn, you can accelerate harder, and start to stand the bike more upright. Keep your eyes on the exit of the turn and look ahead for the direction you want to be travelling in.

Expert Tip Brake Sliding

This needs to be practised to get it right as it's easy to make a mistake and slide off the bike. But on certain corners you can initiate the turn by locking the back wheel (sliding it around to make the turn) and then applying the power to keep it sliding around. Come into the corner fairly wide (don't try and cut it tight), pull in the clutch, select the gear you need to accelerate out of the corner, but don't release the clutch yet. Lean the bike into the turn putting all your weight on the outside peg, but turn the handlebars the opposite way to the turn (ie on a left hander, turn the bars to the right). This will have the effect of making the bike fall into the turn, now lock the back wheel with the rear brake and let the bike slide all the way around until you're pointing in the right direction. Drop the clutch and power out of the turn. Easy...



3

There is always a protection for your Motorbike

Silvan Petteri

Jani LAAKSONEN

ABSOLUTE PROTECTION

- 2 stroke glide plate
- 2 stroke skid plate
- Frame guards
- 4 stroke skid plate
- 4 stroke glide plate
- motorbike support

YAMAHA : YZ 80, 125, 250, 400 / WR 125, 250, 400 / TTR 250 / XT 600

HONDA : CR 80, 125, 250 / XR 250, 400, 600

KAWASAKI : KX 80, 125, 250 / KLX 250, 300, 650T

SUZUKI : RM 125, 250 / DR 350 SR, DR 650 SE

KTM : EXC 125, 200, 300, 360 / 400, 540, 620 (all model)

HVA : WR 125, 250, 360 / 410 TE, 610 TE

GAS-GAS : EC 250

TAYLOR & SONS

23-25 STATION HILL - CHIPPENHAM WILTS - SN 15 1EG
TEL: 01249 657575 - FAX: 01249 443643



NEW **KTM 400 EXC**

WINS BRITISH ROUND OF WORLD ENDURO CHAMPIONSHIP

Mario Rinaldi on his way to victory at the British round of the '99 World Enduro Championships.



Giavanni Sala,
1998 World Enduro
Champion riding KTM.

The new KTM 200EGS,
as featured in the May '99 issue
of TBM magazine



KTM's 400cc 4 stroke enduro

KTM
SPORTMOTORCYCLE

touch the **Limits**

KTM SPORTMOTORCYCLE UK LIMITED
KTM House, Ward Road,
Brackley, Northants NN13 7LE
Tel: 01280 709 500 Fax: 01280 705 999

NEW KTM 520 SX
WINS AUSTRIA MOTO CROSS GRAND PRIX

CALL 08000 96 91 97
FOR DEALER INFORMATION AND BROCHURE



Words & pics: Si Melber



Yellow Streak

Reader's Special: Yamaha WR400F

Dave Allaway is the workshop manager at JAM Sport - a small, friendly off-road motorcycle dealers down in Farnham, Surrey. A self-confessed WR anorak, Dave (34) ordered his '98 WR400F as soon as he heard about the bike (back in '97) and his was

one of the very first WRs in the country - or as he puts it: 'a full price model'.

Dave's always enjoyed modifying his bikes, but the impetus for the Hurricane replica came after last year's Welsh Two Day Enduro, where a seat-deep river crossing resulted in the WR

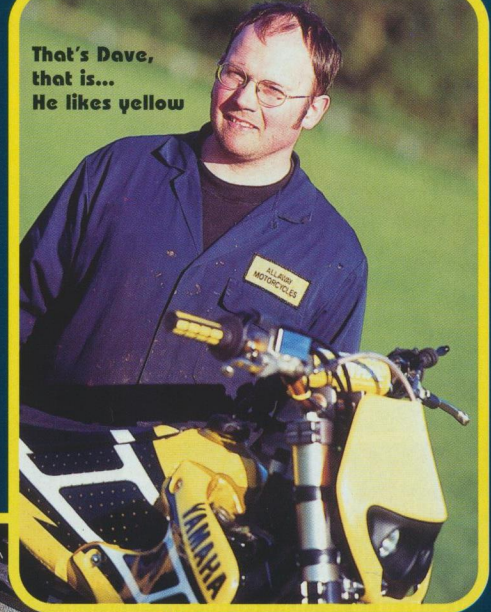
swallowing a lungful of mud and river water. The resulting mix caused the WR's oil filter to implode and meant a rebuild was on the cards. A con-rod and piston kit went in and while he had his cheque book out, Dave ordered a YZ400 seat, tank and silencer, along with a set of Talon wheels - gold anodised of course.

At the end of last year the bike was completely stripped down and the frame sent away for re-spraying. Meantime all the steel and ally fasteners were re-plated by Dave's mate Geoff who runs a local plating company. Geoff also nickel-plated the subframe and side-stand and by that time Dave had ditched the YZ tank in favour of a trick-looking (and slightly larger) alloy works replica one from Italy. Dave had that anodised golden yellow too.

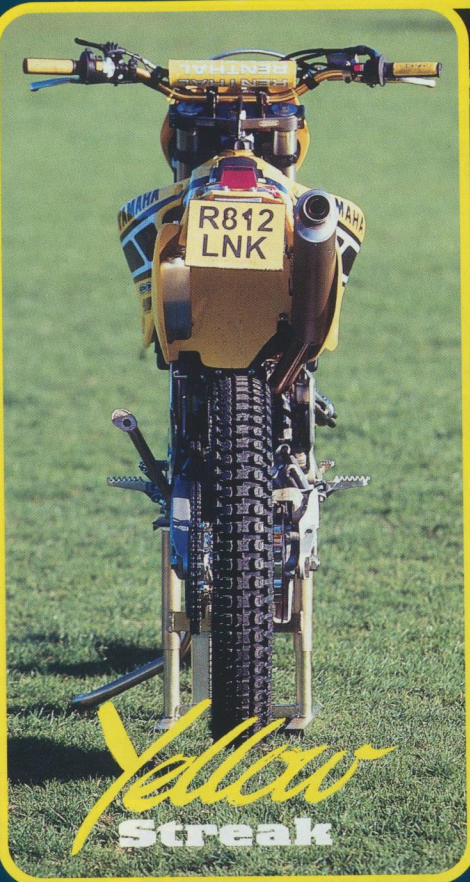
Although the bike runs standard forks (with YZ front springs), at the rear, an Öhlins shock replaces the stock item - and just happens to have a gold reservoir



That's Dave, that is... He likes yellow



(coincidence, eh Dave?). The TAG triple-clamp set and the Hurricane Hannah graphics (ask your dad) came from One-Industries, while the yellow plastics are a mixture of UFO and Acerbis. Oversize Apico stainless pegs (which don't rust and stay sharp) are designed to fit the CR250 but went on with the addition of small spacers. Also from Apico are the cold-forged clutch and brake



Carbon-kevlar sump-guard



TRG triple-clamps

only the second new bike I've ever bought and I've still got the first one - a Suzuki RG500 I bought in August 85. When the new XR650 comes out I'll probably go for one of those and the Yam will be gracefully retired. But in the meantime I'm after a set of three-spoke alloy FZR wheels to turn the WR into a supermoto.
No prizes for guessing exactly what colour they'll be...?

levers, and the fast-action clutch perch. While Brown Brothers Racing (BBR) in the 'States provided the solid billet kickstart and carbon-kevlar (full width) sumpguard.

The bike currently sports a SPES silencer, but that's about to be changed for an E-Line can, and other bits and pieces include Talon sprockets, a DID VM chain, stock front pads and Apico rears as well as fast action brake pins to make pad changes that bit quicker.

Renthal bars, Scott Comp-2 grips (in yellow of course) and Red Fox frame guards complete the package and make for a bike which is not only visually pleasing, but raced every weekend. In fact when we photographed it, it was being prepped for a local forest enduro - hence the trials tyre on the rear.

Dave reckons he's sunk over ten grand into his WR4 what with all the running costs and the various consumables he's used; but at the end of the day he reckons its been well worth it: 'I intend to keep this WR for ever' he says; 'it's

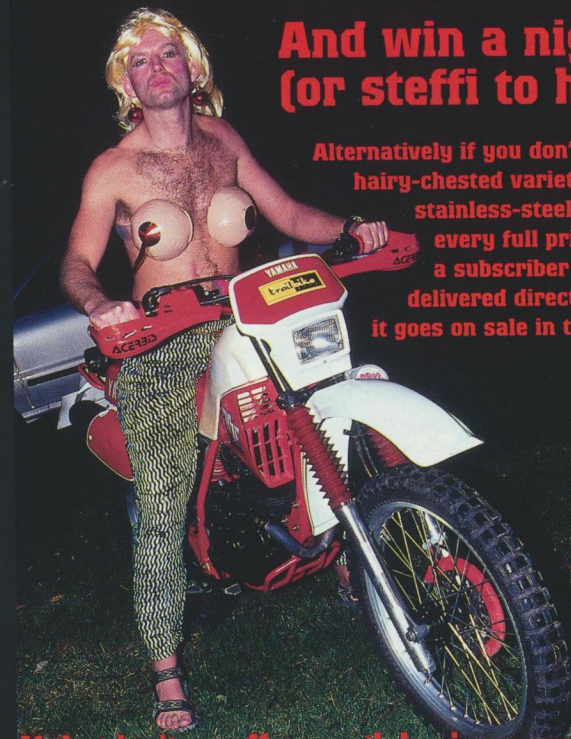
Without Whom etc etc...

- Acerbis/Scott - BHR (01582 472374)
- Apico/SPES - Vesty UK (01483 450560)
- BBR - Brown Brothers Racing (001 253 631 8233)
- Red Fox - Off Road Only (01597 851811)
- One Indus'/TAG/Ally tank - Moto Vision Prod's (01403 865383)
- Renthals - Renthal Ltd (0161 406 6399)
- Talon - Talon Engineering (01935 471508)
- UFO - MD Racing Prod's (01935 429646)

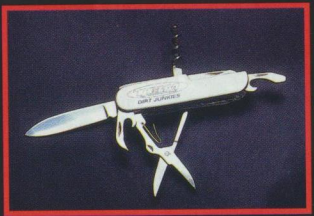
If you're a WR anorak too and you want to bend Dave's ear, you can call him at JAM Sport on (01252 725335).

SUBSCRIBE!

And win a night out with Steve (or Steffi to his mates)...



Alternatively if you don't fancy a romantic liaison of the hairy-chested variety, why not claim an exclusive stainless-steel TBM trail-knife (worth £9), free with every full price subscription to TBM. Remember as a subscriber you get your favourite magazine delivered direct to your door every month long before it goes on sale in the shops.



Pests, take the knife...

A subscription costs just £26 (£36 Overseas) and if you want to claim your free trail knife you'll need to add a further £1.00 to cover the cost of post and packing.

If that isn't an offer worth having, remember... there's always Steffi...

Yes please I want to:-
 * Claim my stainless-steel trail knife * Get Steffi to lick me between my toes
 * (Delete where applicable)

Name

Address

Post code

Bike owned

I want to start with issue number I am already a subscriber Y/N

Please make cheques for £26.00 (£36 overseas) plus £1.00 p&p for your trail knife, payable to TBM and send to: TBM Subs, PO Box 9845, London, W13 9WP

WORLD

World Enduro Championship Round Two, 24-25 April, Wales

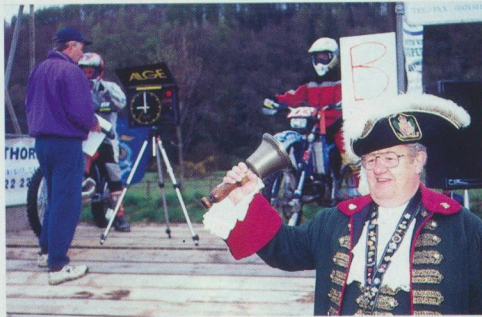
The European enduro circus came to Britain for the second time in two years in April when the Welsh Trail Riders Association hosted round two of this year's World Enduro Championship. Using a version of the traditional Beacons enduro course, Bob Perring and his WTRA colleagues plotted a route through the Crychan Forest which by their own admission was not as tough as a traditional British Championship Beacons event, but was a little more rideable and much more flowing.

The cream of Europe's top riders were there, guys like Giovanni Sala, Mario Rinaldi, Eric Bernard and Kari Tiainen, along with top Aussie pilot Shane Watts and Kiwi rider Stefan Merriman. And they were joined by the best of the British contingent like David Knight, Ady Smith, Wyn Hughes and Mark Vaughan, all together 157 riders in all.

After days of heavy rain, the first competitors left the Llandovery start-line under clear blue skies, with the promise of two full day's riding ahead of them. The first of the day's specials was the MX test laid out on a grassy hillside, which quickly cut up to a slimy mud-gloop. And despite the obvious ability of all the competitors, at times the spectacle resembled a clubman hare & hounds event as one after another, the riders slid off, ran through the tapes or just generally floundered around. Welsh mud is like no other in Europe... apparently.

French rider Bernard (KTM) went fastest followed by Merriman (HVA), while quickest of the Brits was Ady Smith (Gas) with Wyn Hughes (Alf) not far behind. British Championship leader David Knight (Yam) had suffered carb problems early on and by the time he'd found and removed the offending blockage, had dropped 28 minutes of time.

Test two was the cross country test which ran over



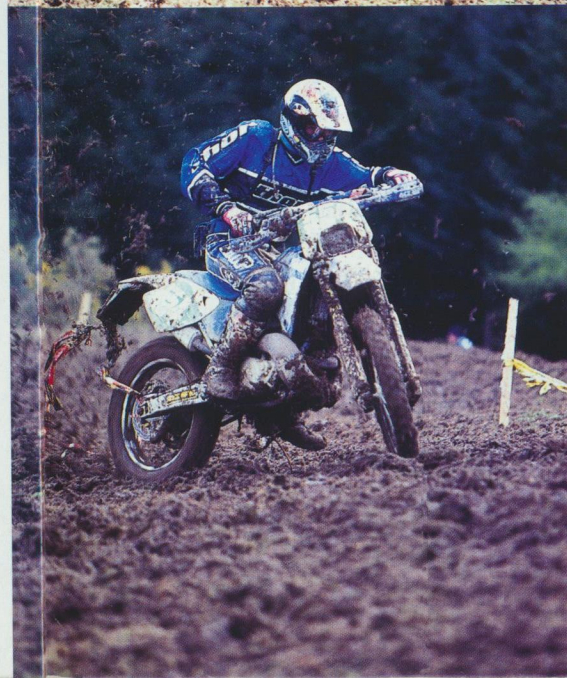
part of the MoD Epynt ranges and included a good chunk of one of the special stages used in the Cambrian Rally. The test began with a number of open grassy corners (which quickly bermed up), before dropping down to a muddy stream crossing, then climbing back up the other side of the valley on (at first) stony tracks, followed by deep peaty mud.



It was clear from the lines they picked that everyone had a different route they wanted to take, even if some of the routes looked a little unusual. But the fast boys simply made all the routes look easy and once again Bernard led the way on his 250cc KTM, with Merriman just a second behind him.

But that situation was to be reversed as the day wore on with Merriman overhauling the flying Bernard (France's nearly man, who seems to have lived so long in the shadow of Stephane Peterhansel), to lead the 250s and take the overall at the end of the first day.

Back in the 125s, Shane Watts was in a class of his own looking relaxed yet rapid on the little KTM 125, leading Roman Michalik (TM) by 15 seconds. While in the 125cc Juniors local lad Edward Jones (Yam) was proving that a little regional knowledge and lots of



talent count for a lot, as he stormed the class to lead at the end of day one, and gave the spectators, something to smile about as they all retired to the local pubs to drink with the competitors.

I'm not suggesting that the riders are a bunch of boozers, but let's just say that some of them can drink as well as they can ride and leave it at that. While most of the competitors were tucked up in bed listening to the sound of pouring rain, the whole Kiwi contingent could be heard playing drinking games long into the small hours of the morning.

With the traditional Welsh welcome of heavy showers awaiting the riders at the beginning of day two, there was a slightly shorter course on offer. And here praise should go to the WTRA officials and marshals who did a splendid job of re-routing the course where necessary and altering the arrows and timings first thing in the morning. Well done folks.

With the course cutting up badly and gigantic ruts appearing, it's not surprising that the tests were much slower on day two, even so there was still a titanic battle at the top of the leaderboard with this time Mika Ahola (TM) and Petteri Silvan (Gas), battling it out with overnight leader Merriman.

ENDURO

Merriman won the first MX test but Ahola cleaned up the cross-country test on the second lap and would've taken the lead had he not dropped a minute on the going. That was to prove costly as Merriman not only took the day's win but scooped his first ever World Round victory - not bad for a guy with a hangover!

Meanwhile it was time for the Brits to shine with David Knight winning the 250cc Juniors on day two and Edward Jones repeating his achievements from day one. Wyn Hughes was best Brit in the main 250cc class with a good ride to tenth on the day, while Welsh Lady Katrina Price was the only woman finisher.

In the 400cc four-strokes, Rinaldi and Sala took first and second on day one and then third and second (respectively) on day two with the new electric-start KTMs - Sweden's Peter Bergvall (HSB) claiming the win on day two. While in the big thumper class, there was a win for Katrinak on the Vertemati - first on both days.

And finally it was all over. A great event, well organised and professionally executed, even though a bit more national publicity beforehand, might've helped

ISCA Enduro 9 May 1999 Round Two, British Enduro Championship

The regular British Championship contenders were back in action for round two of the series at the Isca Enduro in west Wales, and once again it was Manxman David Knight who dominated proceedings. Knight blasted to a comfortable victory by winning all four special tests on his Yamaha YZ250, but behind him there was plenty of drama unfolding in the Championship class.

Defending champion Ady Smith was lying third after the first and second tests until a big crash on lap three badly damaged his shoulder and with it went any chance of challenging Knight for the win. Ady remounted to finish, but his injury prevented him from riding hard on the final test and he ended the day fourth in class, but sixth overall.

Behind Knight the pressure was on to fill the second spot with Mark Vaughan (who's now getting to grips with his Honda CR250 after riding 125s for so long), the hardest of the chargers with three runner-up spots in the next three tests.

Wyn Hughes meantime took his opportunity to post third fastest time on the Spanish-built Alfer 250. Wyn, a past finisher in the super-tough French Gilles Layal Classic, always seems to excel when the going's tough and this time was no exception, but a



draw in bigger crowds. But as event organiser Bob Jefferies said to me afterwards: 'That's it, I've retired. I'm not organising another one, too much like hard bloody work...'

You don't really mean that Bob - besides all the talk in the paddock over the weekend was of the Six Days coming to Wales in 2003. Who's going to sort that lot out, eh?

relatively slow first test put paid to his chances of getting second, even though he was improving as the day wore on.

Just a fraction of a second behind Wyn was an on-form Wayne Braybrook (CR125), whose fourth overall (on a 125) was even more impressive, considering he'd just completed the SSDT, and travelled through the night to get from Scotland to Wales in time to make the start.

Although the weather on the day wasn't too bad, the course had had a real soaking before the event and while parts of the going were nice and rideable, some of the hills were giving the clubmen riders in particular a number of problems. Even the experts were struggling in places, and at the end of the day all had lost time on the going. Euan McConnell (KTM 250) emerged fastest from Wyn Hope (RM125) and Tim Hunt (TM250); while in the clubman class Dylan Jones (YZ125) just pipped Stephen Evans (RM125) for the win.

In the thumper classes Jason Fraser took his 400 Yamaha to first in the 400cc Championship and fifth overall, while Phil Smithson (500 Husaberg) took the win in the big four-strokes. Finally Dougal Walker won the Over-40s class on a KTM200.

So with two wins out of two and a safe points lead in the championship, David Knight should be feeling pretty pleased with himself. Meantime Ady Smith, must be hoping that his recent run of bad luck will come to an end pretty soon. There's still a long way to go in the championship and now the riders have a break of a few weeks before heading down to the west country for the Dartmoor enduro in July.



"Fashioned to function", a term repeated constantly by our Chief Product Engineer, Dick Burleson. Since the inception of the Moose line, Dick has insisted that quality always be our first concern. You see, trends will come & go, but you will always remember qualities like comfort & durability. Don't get us wrong, D.B.'s got all kinds of style, but he's rock solid on his priorities when it comes to designing offroad gear.

Who would, or could, dispute Dick's reasoning? Who among us can even imagine the amount of miles, gnarly terrain & adverse conditions Dick has endured en route to, & since, his unprecedented 8 consecutive National Enduro Championships & ISTD/ISDE Gold Medals? This man has dedicated his life to the sport of offroad motorcycle riding and racing. Who better to design gear for comfort, durability & protection? When Dick Burleson says, "Function over fashion,".....Moose listens!

As featured opposite:
M1 Shirt - £24.99
M1 Pants - £89.99
M1 Gloves - £21.99

For a 50p catalogue contact:
Exclusive
UK Distributor
(Trade enquiries welcome)

CycleLogical
Main Road, Church Village,
Mid Glamorgan, South Wales.

Tel: (01443) 218700
Fax: (01443) 203085
www.cyclelogical.co.uk

cycle logical





HONDA CR250

Winning the world's toughest enduro - the infamous Gilles Lalay Classic in France - requires more than just superb riding skills, and never-say-die stamina, but also a bike purpose built for the job.

Cyril Esquirol's Honda CR250-GLC is just such a bike, more than simply 'enduro-ised' it is specifically tailored to push the limits in an event which takes more than its usual toll on man and machinery, as Cyrille Barthe explains...

Race winning bikes are always exceptional pieces of kit, but a machine capable of conquering the world's toughest enduro course just has to be something very special indeed. Which is why we were itching to get a good look at Cyril Esquirol's GLC-winning CR250 before it took early retirement in his own personal dirt bike museum, alongside last year's all-conquering CR.

To really do a bike like this justice, you need a rider of exceptional standards, so we decided to call in a specialist: Bruno Camozzi is France's number one trials rider, a talented enduro rider and someone who has exper-

rienced the elation of reaching the top of Dead Crow Hill and finishing the Lalay. We took the bike down to L'Espace Boade in the Alpes-de-Haute-Provence (one of the various training grounds of Cyril Esquirol), which although devoid of mud and bogs, is covered with slippery rock-strewn climbs, typical of the GLC course.

It was in fact on one such steep climbs with no run up that Camo began this test. A hilly area of stabilised sand that had very little grip. From the outset it was the softness of the motor that seduced him:

"The 250 is really not at all violent as you might expect. If anything it is a bit weak at the bottom end to such an extent that I

Fruit of his own experiences: Esquirol's CR is visually impressive with all the various protections: engine cases, headlamps, hand guards, chain etc

Vertical climbs and trick steps: Camo didn't spare Cyril's bike and found that it had a lot in common with a trials bike

S O F T L Y



S O F T L Y

SSOFTLY SSOFTLY



was obliged to slip the clutch a lot. I'm not saying that I wouldn't have made it up some of the hills without slipping the clutch, but I automatically used the clutch so as not to get into trouble on the big obstacles. If it was my bike I would certainly ask for a more lively engine. That's no doubt the result of my trials background, I tend to ride the clutch and then dump it hard when I need maxi-

mum power. If Cyril managed not to abuse the clutch on the GLC then that means that the bike was perfectly set up for his liking. In effect you don't risk losing any grip by having a surfeit of power. The power comes in smoothly, without any noticeable step in the powerband, but the engine will rev out nicely and once given its head, you realise that it is an enduro bike first and foremost.'

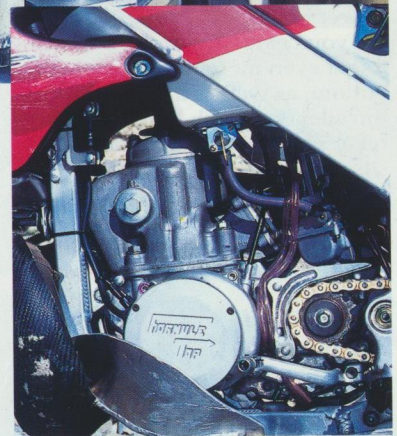
When the Japanese factory built this MX machine they never dreamed that one day it would win the toughest enduro in the world!

Well protected by the rad covers these small 70W lights take over from the big Stanley headlamps in the technical going. Pointing downwards they illuminate just in front of the bike



Two mounts on the handlebars can be fitted with twin emergency lamps that Cyril keeps in his backpack. Brought from a cycle shop they are light, turn on automatically when fitted and are enough to reach an assistance point if the main system fails

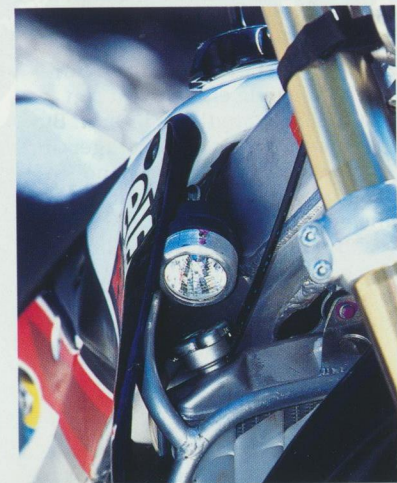
In 1997, a few kilometres from the finish, a jumping chain deprived Cyril of victory. Now he's taking no chances.



Silky Smooth

Of the original engine, Cyril has kept most of the parts, but the character has been seriously changed to suit the differing needs of an event like the GLC, as he told us afterwards.

'For the GLC I like to have a bike that it is soft and even weak down low. I want the engine to rev very progressively so as not to lose grip at any point. In fact even though it doesn't seem to have anything low down, it pulls on a tiny whiff of throttle without stalling. It's very torquey'. Not something that can be said of the standard CR!



Miguel Jaxel, the builder of the machine together with Jean-Marie Amoretti (Cyril's mechanic), explained the recipe for success.

'Above all we work on flexibility, torque and [crank] inertia, but we want to achieve these three goals without losing too much power. We therefore weighted the crank and added the lighting coil (a 180W Formula Top unit), and the clutch had a small bob-weight added behind the securing nut. Then we modified the top end to give us more smooth torque, changed the reeds and reduced the compression ratio by adding an extra base gasket. Unlike last year's bike, there's no longer a power-jet in the carb, and this also helps smooth out the bike's power delivery. To complete the list you need to add a DEP pipe to get even more torque at the bottom, as well as a long aluminium silencer which looks like it's off a 500 but is in fact two 250 silencers end to end. All this amounts to a lot of work which Miguel reminds us is only feasible for a race like the GLC where maximum power is rarely used.

Bits & Pieces

For the transmission everything is standard. Miguel intended to carry out some mods but ran out of time. It never caused Camo a problem: 'The 'box suited me fine. For the climbs I did everything in first gear because with such a flexible engine you can really go up anything in first. But you need climbs much longer and harder to have to use second. In fact I never really thought about the gearbox at all'.

Obviously Cyril didn't stop at the engine. The chassis has also had its fair share of mods - mods that Bruno also appreciated:

'It's very well suspended. The forks are perfect and well matched to the rear. On a climb they absorb the slightest bump. With such a soft set-up it must bottom out in enduros, but for tri-

als type going it's great: the suspension is very soft but there is also a lot of travel so it soaks up rock steps and other large hazards amazingly well. In fact you need an extremely big obstacle to stop this bike! Set up like it is, you'd think that the rear is fitted with a trials shock. To the point where I can use the same technique for crossing a step as you do in trials: Dip the clutch, a touch of throttle to lighten the front, then a second blip of the throttle and another touch of clutch to hop the rear wheel over. Only the bike's weight makes it feel any different to a trials bike.

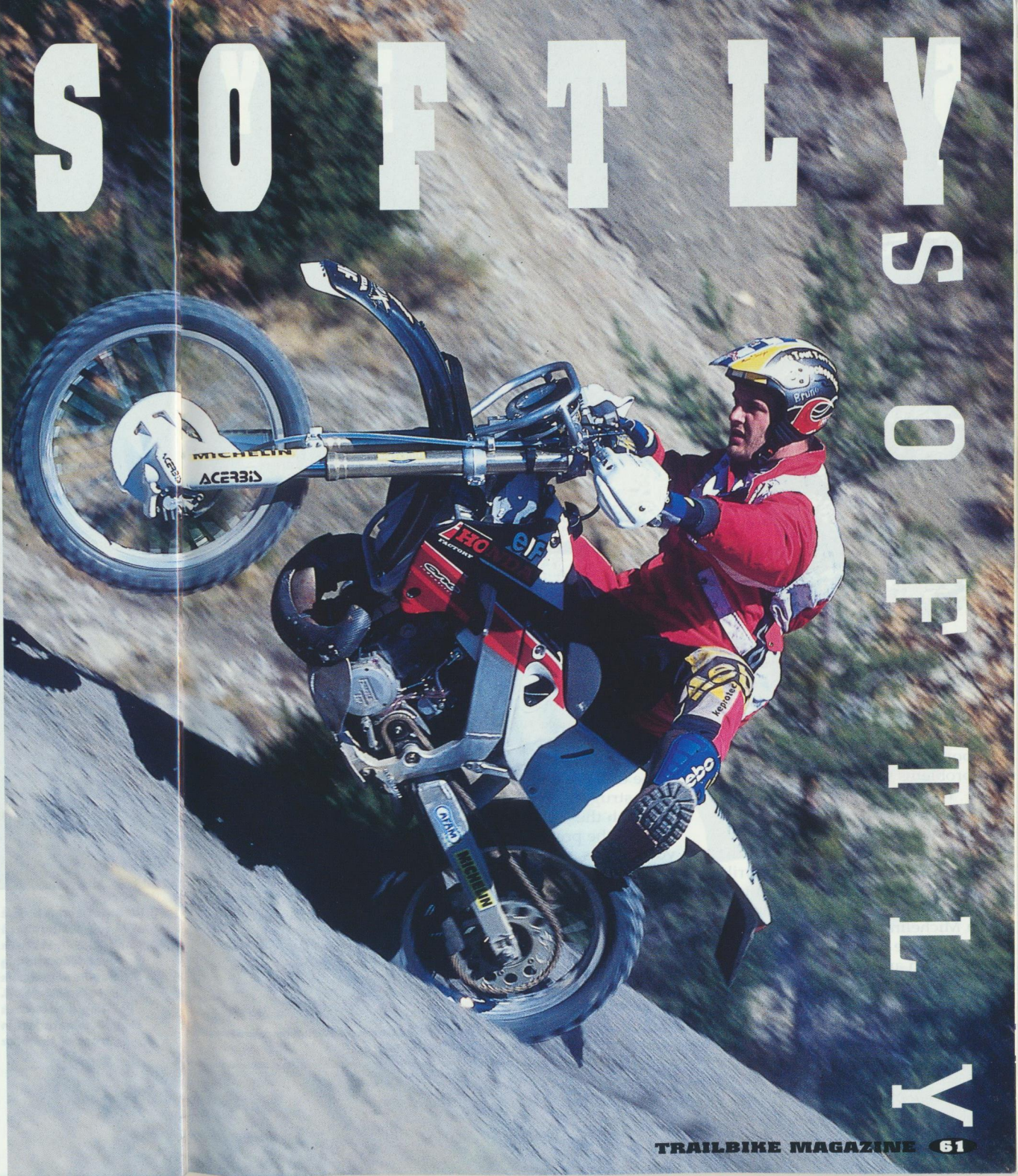
Better than a Trials Bike?

A comment that will warm the heart of the guys that built the 'GLC' since Cyril's wish was for suspension that reacted exactly like that of a trials bike - as he explains:

'Before the GLC I trained for about three or four months on my Montesa Cota 315. I wanted to have the same suppleness with a lively rebound as that bike. We tried it three years ago and since then I have used this type of set-up. It costs me places in the morning [the qualifying part of the GLC] especially due to the fork's action, and it is why I fit a steering damper to reduce head shake at high speed. But I disconnect it in the afternoon to increase the speed of direction change.'

Other Stuff

We didn't wait for nightfall to test the lights but they must work pretty well 'cos you could see the beams even in daylight! The lighting coil puts out 180W which Cyril directs through one of the two alternative circuits selected via a switch on the handlebars. When going fast and needing to see far ahead he chooses the two big 80W Baja-style Stanley headlamps located at the front of the bike. But when the going gets



S O F T L Y



tighter he prefers to use the two 70W halogens tucked behind the rad scoops, which give better close up illumination. Finally two fittings on the handlebars allow him to mount a pair of battery-powered bicycle lamps in case of problems with the main system.

To avoid any risk of punctures the GLC is fitted with Michelin bib-mousses, one new one at the front and a well used one at the back, which according to Cyril gives a pressure equivalent to about 10psi. At the front he runs a Michelin Comp-4 enduro tyre and at the back a standard moto-x hoop on an 18" rim.

Finally Camo's verdict couldn't have been more positive: 'You can see straight away that the bike has been very carefully developed and that it's a top rider that uses it. With the distinctive set-up and cleverly thought out details like the little rubbers on the levers

and the lights hidden in the rad panels etc, you can see that a lot of thought has gone into the bike's preparation. It's very effective. Believe it or not it's even nicer and easier to attack a big climb, than on a trials bike. On some of these climbs I would have struggled with a trials bike, but with the CR you don't have to take all the pounding through your thighs, you can climb hills while sitting down as well. If you asked me to do the GLC tomorrow, this machine would suit me fine. I'd just ask for a couple of changes: a slightly fiercer bottom end and a shorter rear brake lever that you could use while standing up or when sitting right back without having to twist your foot around and risk it getting caught in a root. That's all.

As Bruno confirms - this former MX machine has truly become an 'endurotrial'.

The brake pedal is of course fitted with a brake-saver, but an additional 'ear' welded onto the bashplate helps make sure it stays precisely where it's meant to be

Our Only Fear....

Our only fear is that one day another helmet manufacturer will try to copy our helmets. As for now, we are safe.

If you want the best MX helmet in the world, your choice is simple.

Arai. The VX-Pro & MX/3 are both also available in bright silver & white.

Sizes XS - XXL.

VX-PRO



SCARAB #1



SCARAB #2

MX/3



STREGA



KING #1



KING #2

Arai far exceeds every national, international, FIM & ACU safety standard for motorcycle racing, even the toughest of all safety standards:

The one Arai has developed for itself.



THE LEGEND LIVES ON....

To locate your nearest dealer, contact Apico International. Tel: 01483 450560 Fax: 01483 450670 www.apico.co.uk

Joe Miller Design

Tunisia '99

This year Patsy Quick became the first ever British woman biker to have finished a North African desert rally. This is her story...

Patricia Queen of the desert

Having only got back into off-road riding just 14 months before, I never would have believed that it would lead me into the Tunisian desert, nor that I would be lying on a stretcher at six o'clock in the morning with a severe case of the shakes. The doctors had taken one look at me and decided that I couldn't finish the race - at that moment in time I couldn't have agreed more. But slowly the drip and whatever else they were injecting into me was beginning to work; in fact it was working rather quickly, due to the fact that my other half, Big Clive, had grabbed the drip and was steadily squeezing the whole litre of it into my arm which was now taking on the appearance of one of Popeye's.

A few months before having decided to take the plunge and send off our entry fees, my riding partner - Little Clive - and I, then had months of discussions around my old kitchen table. That table, if only it could talk! It's heard every argument about which bike we should use, what set-up we needed, which tyres etc - well you know the sort of thing I mean. Finally we agreed that the bikes to use should be Honda XR400s. This decision was undoubtedly made easier by the fact that we both already owned one.

At this point I should offer my first piece of valuable advice to anybody thinking of doing a rally - don't listen to anybody else's advice - er... if you see what I mean! Just do it. We went the other route and asked everybody what to do, and yes you've guessed it, one said do this and another said do the opposite! When we finally did work out what we needed to do, it was totally different to what anybody had suggested anyway.

Pics: Fred Kniggeiman, Dave King, Maindru



Above right:
Making camp.
Right: On the pace
- on a special

Official Business

But I digress, back to the race and to the start which took place in Nice in the south of France. Big-C had taken the bikes down in the van and Little-C and I flew down there. I know it sounds a bit flash, but actually it's really cheap and saves having to take another few days off work.

Friday was scrutineering day and we had been warned that it would be the most stressful day of all. Actually, apart from slight problems with the navigation test (how many minutes are there in a degree?), we emerged five hours later with hospital-type wristbands, ration coupons, free tee shirts and a smart pair of sunglasses. Now all we had to do was take the bikes up to the parc fermé.

This was the biggest shock of all, because it slowly began to dawn on us that we were really going to be playing with the big boys. The atmosphere buzzed as each new bike, 4x4 or truck arrived. KTM were there with a fleet of immaculately kitted bikes, there were assistance trucks that would put most bike shops to shame, and more stickers, caps and promotional t-shirts than you could shake a stick at.

It was some of the more awesome 4x4s and trucks parked in the port with their fiery engines and screaming turbos that gave me my first butterflies of the day. I had a feeling of panic at the realisation that these Mad Max machines would be looming up behind me on the piste. What was a girlie doing here playing with the rough boys?

Patricia

Queen of the desert

Patsy reckoned her XR400R was the ideal bike for a rally like the Tunisie. Sensibly modified it completed the event without any problems

Going Racing

Saturday was the prologue. We all gathered outside the parc fermé to listen to the riders' briefing. Organiser Cyril Neveu spent ten minutes talking to himself because the mic wasn't working and anyway the noise of the traffic was deafening. Then translator Chris Evans decided he could best sum up Cyril's words of wisdom with the simple phrase "watch it, okay". Righto Chris...

We weren't prepared for the sight of the huge crowds waiting for us as we rode to the MX-style prologue. The attention this event gets in France is huge and we thought we must've arrived at a football match by mistake. It was only when we realised that all these people were there to watch us race, that the butterflies really started. I found this part particularly daunting as I attempted to Manhandle my fully-laden XR complete with oversize tank, high screen, roadbook holder, and water tank, around the short little course.

I had only been in Nice two days but I was already impressed by NPO's organisation, and when I saw the size of the ferry that was to take us to Sardinia I was gobsmacked - how did they get that ocean going liner into the dock?

Sunday was the first serious day on the bike and consisted of a 139km special stage. To break us in gently the whole route was arrowed, thank goodness, as I was having problems with the electrics on my roadbook. The XR's generator doesn't pump out enough juice to run everything, but I was pleased to be riding the XR because it handled so well on the rough stony tracks and water crossings.

The time recorded on the prologue the previous day, determines your starting positions, and I began this stage alongside a French guy who looked a bit nervous to be following a girlie. But he never managed to overtake me and when I had a getoff at a water crossing, he helped me pick the bike up. Well that's my excuse - he was a bit hunky and I love ze French accent!! Sardinia completed I headed back for the luxury of the boat feeling great, now that I had felt some dirt beneath my wheels.

Into Africa

After an overnight ferry, Monday saw us arrive in a different world. On the docks at Tunis we were greeted by fat-bellied dancing women, loads of uniformed officials trying to look important, and more form filling. It wasn't long before we were underway though and charging through the green countryside of Northern Tunisia, one hand constantly waving to groups of excited children.

I arrived at the start of the first special just as Richard Sainct was leaving. With a roar from the twin exhausts of his BMW, he was out of sight in seconds, with helicopters in hot pursuit. Excitement gripped me again. 'Right' I thought, 'You can show them your girlie best', though after riding for nearly 100km I was absolutely knackered. But it felt good. As Little-C remarked later: "You felt like you were Colin McCrae - 82.4km turn left, 82.9km jump in the track, 83.4km washout, 85.4km turn right... This is it, we were finally on a pukka rally".




That evening at the briefing we were warned about the dangers of the following day's ride. There had been a great deal of rain in Tunisia the week before which had made the tracks even more tricky than normal. Large washouts were the order of the day and total concentration was required.

Tuesday morning found me rescuing a French guy on a TM (well I don't mind what bike it is, so long as it's good looking), whose petrol tank was leaking. That afternoon I found the same French bloke on the side of the road with a broken shoulder and a lone helicopter that somehow looked out of place. Later I sadly discovered that one of the KTM riders, Agradi from Italy, had been killed. This incident sums up rally raiding; one minute you're out there giving it your all, and the next? Well, anything can happen.

That evening amidst the subdued atmosphere at the bivouac Little-C and I put our race back into perspective. We had come to complete the Optic, enjoy it and



TBM's Andy Coaker was there and heading for a top-ten finish until his motor let go... again



ACERBIS



You'll Never Ride Alone with Acerbis

Sole UK Importer
Bert Harkins Racing

Unit 6 Townsend Centre, Houghton Regis, Dunstable, Beds. LU5 5BQ
Tel: (01582) 472374 Fax: (01582) 472379



Patricia
**Queen of
the desert**

The rally isn't all
hard work,
there's plenty of
chances to enjoy
your riding

not crash out. We had all worked too hard to get there and throw it away. So now we were really going to make sure that we had all the amendments to our road-books which consisted mainly of a series of exclamation marks denoting danger points every other kilometre.

Be Prepared

Wednesday arrived and Little-C and I were able to ride within sight of each other as our start times had moved closer together. The piste had become rolling and technical though a watchful eye was kept on the roadbook to look out for hazards. We had noted that the roadbook had warned of the possibility of water up ahead, but rounding a corner at speed we were totally caught out by what we saw. Ahead of us the track had completely disappeared underwater and there was a 4x4 floundering about in it like a bathing hippo.

Not long after the water came the long-awaited sand. Taking hold of the XR by the horns I committed myself to really attacking hard. Why won't this bike go where I want it to? Hang on. Relax a little, keep the power on, lean back and turn slower. Excellent.

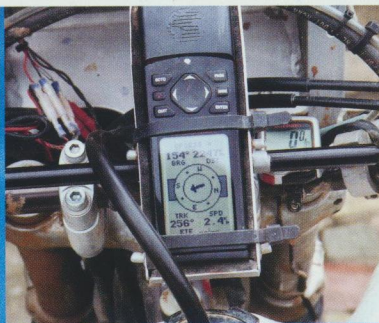
After the sand we arrived at our first 'Chott' - a large dried up lake bed - which looked just like a picture out of National Geographic magazine. Due to the heat shimmer it was difficult to determine the distance, but the surface comprised of lovely hard flat sand that allowed us to ride side-by-side with throttles pinned against the stops for mile after mile. I'm sure we both had the same thought: Yes this is what the last six months hard work had been all about.

The next day which was over 400km in length, would be the hardest. That night at the briefing Chris Evans told us: "You think you had some sand today, well tomorrow it really begins. Last year over 40 bikes and cars went out on this stage". Well it may have taken them out, but it wasn't the sand that nearly knocked me out. Having navigated carefully for three days in the dunes, heaving my bike

Patricia

Queen of the desert

You know what they say... Keep smiling... It makes people wonder what you've been up to... Right: Typical nav gear



Above: That's Chris Evans... Sleeping alone - as usual

out of the sand, suffering the endless body-jarring stony piste and ridden through ferocious cross winds; what nearly caused me to fail the Optic, was a simple dose of the trots.

Achieving It

Which brings me neatly back to the last morning and me lying on a stretcher. Big-C's unorthodox medical methods of pumping the drip into me, warming me up with the van heater, the support of all the fellow

Brit riders and Little-C's navigation on the final day. That's what got me to the finish line.

Finally, although this kind of event is relatively expensive, the challenge and sense of achievement outweighs all the costs involved. Sure you have to be a little crazy to ride an event like a rally, but I'd advise anyone that was considering it, to have a go. Lastly, after reading about last year's organisational problems, I have to say that rally organisers NPO put on a very professional event this year, with plenty of water available and prompt medical back-up.

It's true, the desert can be a dangerous place, but it's also a deeply rewarding one... Patsy Quick

dirtworld

MOTORCYCLE CENTRE

VISIT OUR NEW SHOW ROOMS
1 MILE from JUNCTION 37 M1 motorway
Call in & TEST RIDE a CRE250 or CRE500

Open Mon - Sat
8.30 - 5.30 p.m.



SPECIAL OFFER CRM250AR ONLY NEW £3750.00



IN STOCK

LARGE SELECTION OF USED

BIKES IN STOCK

- KTM LC4 400 '98 500km £3500
- KTM LC4 620 '94 £2400
- KTM LC4 560 '95 £3500
- Suzuki DR350ES '95 5200km .. £2995
- Yamaha Serow 225W '95 ... £1950
- Suzuki DR200 '93 £1200
- Honda SL230 '98 £2500
- Honda CRM250AR '97 £3150

AGENTS FOR:



Unit 16, Fall Bank Industrial Estate,
Dodworth, Barnsley, South Yorkshire S75 3LS
Tel: (01226) 244770 Fax: (01226) 244554

GREG THOMAS

Racing



Husqvarna TE610RE

A brand new electric start model from Husqvarna. Four years of development by the industries top designers have given us a superb all round trail bike with the magic red button. *Trail Bike Magazine* tested it first in the UK and they loved it. The latest suspension from Marzocchi and Sachs are fitted, together with new rear rack, rear foot rests and indicators. Of course we can supply aftermarket cans!

Colours - Husky Team Colour or stunning Black/Silver.
TE610E OTR £5,195.00



Just Arrived - '99 TE410 Electric Start

WALES' PREMIER HUSQVARNA DEALER.....
WIDE SELECTION OF CLOTHING & ACCESSORIES

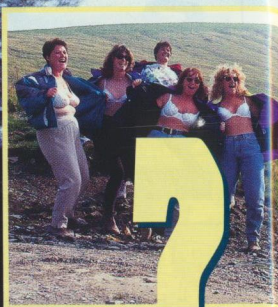
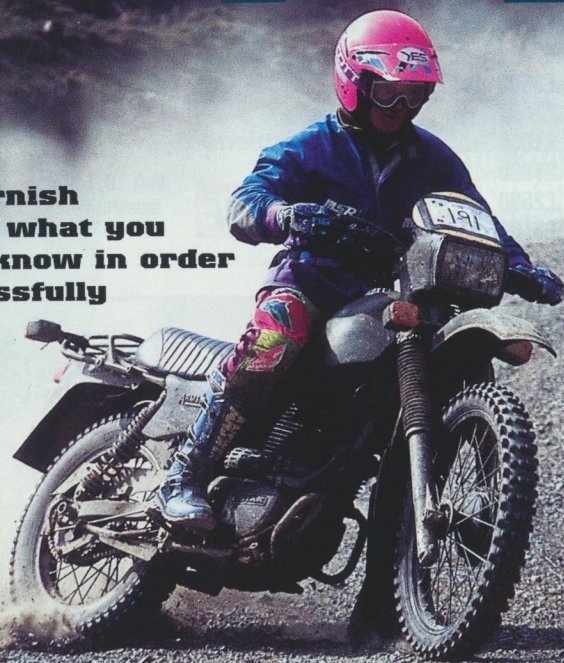
PENTREBACH ROAD

MERTHYR TYDFIL TEL: (01685) 722773



So you want to go Rallying...?

Dave Cornish explains what you need to know in order to successfully compete in your first trailbike rally...



Over the past four or five years the trailbike rally scene has really taken off, with the best events being so oversubscribed that unless you get your entry in early, you're likely to miss out. But what exactly is a rally; which bikes are eligible to enter; and most importantly, how does a rally virgin

go about riding one of these fun and fabulous events?

Well first off a trailbike rally differs from the typical enduro in that all the bikes must be fully street-legal (it used to be so in enduros not so long ago) to enable the rider to use public roads between stages (where necessary). Although not all events use public highways, the idea behind rallying is to attract new riders and a broader sweep of machinery into off-road competition, so road legal bikes are favoured over more competition-oriented machinery.

As its name suggests the trailbike rally is an event designed for production trail bikes, and although four-stroke enduro machines are eligible to enter, they ride in their own class, and don't actually count towards the overall scoring, which means that a trail bike rider will always win the overall award.

The general layout of a typical rally route will often include a bit of untimed road-work, some fast flowing forest tracks, perhaps some open moorland together with a combination of slightly harder forest 'sections' and at least one water hazard. An average lap will be between

30 and 50 miles long and there may be up to three laps to complete in a day.

Importantly the general going is much easier than most enduros so that the larger trail bikes should be able to get round with a bit of pushing and shoving, but

note that the speeds along the forest fire-breaks can be (if you've got the nerve), eye-wateringly fast. These events are intentionally

designed to favour road riders who perhaps don't have the high level of technical off road skill, but aren't afraid of keeping the throttle pinned.

Run along the same lines as a car rally, competitors are issued with a time-card which gives their estimated time of arrival at the start of each timed 'special stage'. Unlike in an enduro however you are not penalised if you run late (or early for that matter), your time being taken from the second you start the stage

57 Varieties: Whatever trail bike you ride, there'll be a class for you at a UK rally



to the second you go flying through the finish. Although you should attempt to stick to the timecard as much as possible (the times allowed between stages are always very generous), don't worry unduly about this as the rally organisers only see the timecard as a rough guide to stop too many competitors all turning up at the stages at the same time. From the start the rider will begin on an untimed 'liaison' section and it's only once they reach the first of the day's special stages that the real racing begins.

Special stages are where a rally is won or



lost. Each rider is individually timed along a section of the course which can vary from a couple of miles to anything up to ten, and can take (depending on the terrain) anything from a few minutes to half-an-hour to complete. Your time taken over the stage will be translated from seconds to points, and after a fun day belting around the forest your points totals are added together to give you an overall score and finishing position. Dead simple really. Especially compared to the complexities of running an enduro timecard system.

Because the course is designed to be rideable on a big trailie, a rally is probably the easiest (or least demanding) way of going racing on your trail bike, though the complete off road novice may still find the day's proceedings a little taxing to begin with. Although you can enter a rally on any trail bike, make sure you enter the appropriate class for your bike - there are usually classes for up to 125cc, up to 250cc, (both two and four stroke), up to 400cc thumpers over 500cc thumpers, multi-cylinders, over 750cc and anything else the organisers deem appropriate, together with similar classes for enduro bikes (four strokes only remember) as well as over 40yrs, over 50yrs, ladies class, trade teams, military teams, club teams etc etc.

Tyre choice is critical. All tyres must be speed rated ie trail or

enduro rubber only (no MX treads), and the fitment of enduro tyres automatically qualifies a trail bike to run in the sportsbike class in most events. Pirelli MT21s are the hot choice for the trail bike class (as they are classified as a dual sport tyre), but be warned - using anything much more knobbly may result in you having to race your XL125 against XR400s in the sports bike class. If you're not sure, ask the entry secretary for some advice on tyres and err on the side of caution.

Although there is always a class for mega-trailies, if you decide to enter on one of these bikes (and we've raced everything from Transalps, Elefant 900s and even a BMW R1100GS in rallies), it's probably wise to have had a bit of off roading experience before you enter your Honda Varadero or Triumph Tiger.

There's nothing like turn-



ing up at your first rally aboard a pristine big trailie on road tyres, to initiate you into the wonderful world of the unplanned get-off. On the other hand don't let the fact that you ride a big trailie put you off. These events are designed for such bikes and although you may find smaller more nimble bikes passing you in the woods, on the fast forest fire-breaks you can really let it all hang out. Besides you'll be competing in a class of equally elephantine-sized machinery so you won't be at a disadvantage.

Whatever you decide to ride (and you can ride more or less anything

within the rules), make sure it's road legal and set-up for the rigours of a day's off roading. There will be time to refuel usually once a lap, so your bike should have a range of at least 50 miles on an open throttle.

But the truly great thing about rallying is the fact that there are no championship points at stake; which means that while everyone is trying their hardest on the day, there aren't any excessively serious riders who'll stop at nothing to win the championship. There's a lot more



So you want to go
Rallying...?

Here's blez on a Transalp proving that big doesn't necessarily mean slow..



So you want to go Rallying...?

camaraderie in rallying than with the average enduro and the untimed liaisons mean that there's not only plenty of time to have a break, grab some lunch, repair the bike etc, but most importantly of all, you can enjoy the splendid scenery. Rallying almost always takes place in some of the most stunningly beautiful parts of the countryside, and it's usually possible to take your time and soak up the views which are often denied to the general public - particularly if the rally takes you across MOD land.

The social side of rallying is pretty cool too. There's always a bar-room gathering afterwards and a small percentage of your entry

fees goes into preparing a finger buffet and prize-giving. Last year's Hafren Rally was a two day affair for instance, allowing plenty of socialising on the Saturday night - filling the pubs in the nearby village with trail riding loons all reliving their experiences from their epic rides during the day. As a newcomer this is the ideal opportunity to pick up invaluable tips and vital pieces of information, though beware the sort of stories which begin 'I had it pinned in sixth going over this blind crest when suddenly there was a hairpin bend I hadn't spotted...'

If you want to have a crack at riding a rally, keep an eye out for any forthcoming events listed in TBM (and some of the other, lesser publications!), then phone or better still, write to the club secretary enclosing an SAE and asking for a set of regs. When you receive them, read through the regs carefully, pick a class that your bike is suitable for and slip in a cheque and a couple more

Riding gear is up to you, though jeans and a leather jacket aren't the usual choice



SAEs before returning the completed form back to the organisers. Within a couple of weeks you should receive confirmation of your entry, any relevant final instructions, and sometimes a start time and race number. Turn up on the day (or the night before) and present your bike for scrutineering at least an hour before your due start time.

Get into your riding gear (including your body armour) and be sure to attend the riders' briefing where you will be told of any particular aspects of the course such as deep water etc, then it's simply a matter of nervously waiting for your start number to be called out. Don't start your bike until your allocated start time, and once you're underway it's a simple matter of following the dayglo arrows which will lead you to the first special stage. All things being equal, around five or six hours later you'll return to the start/finish area wearing a grin so wide it'll be there for days to come. I guarantee you'll be hooked and itching to have another go at rallying, and who knows, you may even be heading off with your first piece of silver-ware. Have fun and I'll see you at the next rally...

Dave Crasher Cornish

The next event in the calendar is the Cambrian Rally which takes place on Sunday 11 July starting in the market town of Llandovery in mid Wales. More Details from Tony Antipass on 01433 844050.



Running out of Road

Rally events are designed with the beginner in mind and the courses are generally marked to a higher standard than enduros in order to ensure the greatest possible safety. Riders follow a number of dayglo arrows which will indicate not only the direction, but occasionally the severity of a turn. For instance at the end of a long flat-out straight, an impending sharp corner will usually be marked with first a single arrow about 150m before the turn, followed by a double arrow more or less on the turn. If there are blind crests on the course (and there will be), as you approach the crest you will see an arrow indicating the direction the course follows on the other side of it, so that you can keep your speed up over the crest (though in my experience it's well worth throttling back a little - just in case!). And finally hazards, like crumbling edges, sticking out logs, sharp drops etc will be marked with crossed arrows indicating danger. slow right down and negotiate the hazard carefully. Finally this is one of the best ways of having fun on your trail bike - if in doubt about any aspects of the course, ask somebody, because everyone will be only too happy to help out a first-timer...

classified

BIKE SALES

WHEEL POWER

264 GRAND DRIVE
RAYNES PARK
LONDON SW20
TEL 0181 5430321
FAX 0181 5401032

Kawasaki LEADER DEALER

1998	HONDA XR400 RW	£2995.00
NEW	KAWASAKI KLR650	£3795.00
NEW	APRILIA RX50	£1995.00
NEW	KAWASAKI KE100	£1695.00
1993	KAWASAKI KLX250D	£1695.00

ALL MICHELIN ENDURO TYRES IN STOCK
AND FITTED FREE ON LOOSE WHEELS

GORE-TEX CAMOUFLAGED OVER TROUSERS ONLY £29.95
AND FOR ALL YOU DIRTY RIDERS THAT WANT TO COMMUTE TO
WORK WE HAVE ALL THE SCOOTERS YOU NEED!

aprilia Malaguti PEUGEOT Italjet

To advertise in Trail Bike Magazine
call Paula Braddon now on

01225 426600



THE CONTAINER COMPANY



IN STOCK 604 SPORT
..... £4950.00



IN STOCK
CRE80 £3500
CRE125 £4150
CRE250 £4350
CRE500 £4350

CRM250AR

NEW £3750 ONLY 10 LEFT

PHONE FOR A TEST RIDE
ON ANY OF THE ABOVE.



CCM604E



CRE500

SPECIAL
OFFER
CONVERT
YOUR
CR250/
500
TO CRE
SPEC FOR
ONLY
£495

WHY NOT CALL IN AND
VISIT OUR NEW
CLOTHES DEPT



PHONE FOR MAIL ORDER LIST

SMALL SELECTION OF USED
BIKES IN STOCK

SPECIAL OFFER SINTERED PADS
ALL MODELS £14.95
1998 PREMIER RK CRASH HELMETS
£99.00

BRIDGESTONE

ED660A	120/90/18	£49.88
ED660	120/90/18	£49.88
ED661	90/90/21	£34.69
ED660	140/80/18	£62.99

CCM 604	P REG	£3500
KTM540SXC	R REG	£4000
CRM250-2	1994	£1850
DT230LANZA	1996	£2500
CRM250-1	1989	£1600
DR350ES	P REG	£2595
CR500	1992 nice	£1400

TEL: 01362 698147

FAX: 01362 695554

UNIT 12 BERTIE WARD WAY, RASH'S GREEN IND EST, EAST DEREHAM, NORFOLK NR19 1TE

MOTO-WARD LTD

Motorcycle parts and accessories
117 Brighton Road, Surbiton, Surrey KT6 5NJ
TEL: 0181 399 0630 FAX: 0181 296 0704
e-mail: motoward@compuserve.com

YAMAHA

SPARE PARTS SERVICE - ALL MODELS
TOP BRAND NAME OFF-ROAD GEAR

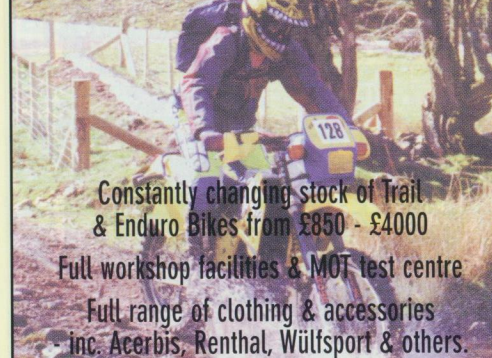
- ALPINESTARS • ANSWER
- SBS • IZUMI • PREMIER
- ACERBIS • RENTHAL
- EVOLUTION • ARAI
- MIKUNI • RICKY CROSS
- ND PLUGS • REIKON

Specialist supplier of enduro & overland equipment



ADVENTURE in store....

TRAIL BIKES IN KENT
JOHN RILEY
MOTORCYCLES
SOUTH EAST OFF ROAD CENTRE
Owner rider - Steve Garner



Constantly changing stock of Trail
& Enduro Bikes from £850 - £4000

Full workshop facilities & MOT test centre

Full range of clothing & accessories
inc. Acerbis, Renthal, Wulfsport & others.

Regular local Green Lane runs - ring for details

DARTFORD (01322) 525111

Open 7 days

5-6 The Parade, Crayford Way, Crayford, Kent.

COLIN HILL VERTEMATI Racing

492cc ENDURO & SUPERMOTARD AVAILABLE NOW
CALL NOW FOR A TEST RIDE

WE STOCK WATERPROOFS FOR TRAIL & ENDURO

0181 • 660 • 3728
97 Godstone Rd • Kenley • Surrey

WEST COAST MOTORCYCLES

UNIT 4, MARSH LANE INDUSTRIAL EST, HAYLE

SPECIALISTS IN TRAIL AND ENDURO

CORNWALLS LARGEST SELECTION OF USED TRAIL BIKES

BIKES ALWAYS AVAILABLE - MOST IMPORTED FROM ITALY AND IN EXCELLENT CONDITION

HONDA	XL350R	FROM £1295	YAMAHA	TT600	FROM £1595
HONDA	XL500R	FROM £1195	KAWASAKI	KLR600	FROM £1395
HONDA	XL600R	FROM £1395	KAWASAKI	KLX650	FROM £1995
HONDA	XR600R	FROM £1995	HUSQVARNA	TE350	FROM £1895
YAMAHA	XT550	FROM £1195	APRILIA	RX125	FROM £1495
YAMAHA	XT600	FROM £1395	APRILIA	TUREG350	FROM £1395

MANY MORE MODELS AVAILABLE - INCLUDING NEW '99 HUSQVARNA RANGE

WE CAN DELIVER ANYWHERE • NEW STOCK ARRIVING WEEKLY

E-MAIL: d.butcher@west-coast-imports.ndirect.co.uk

TEL/FAX: 01736 757788

HARDCORE MOTORCYCLES

FOR BEST CASH
PRICES ON ALL
MAKES OF BIKE

CALL

HARDCORE
MOTORCYCLES

ON

07771 661025

8 'til 8, 7 days a week!

In Trail Bike and Enduro Magazine's April Issue
Mud Warrior's
 Telephone number was incorrect. If you want fantastic Trail Riding call
01388 52 8312

DAVE CLARK RACING HUSABERG
HUSABERG
 (MAIN AGENT)
 LARGEST STOCK OF HUSABERG SPARES IN THE COUNTRY
 TEST RIDES ALWAYS AVAILABLE
 1999 MOTOCROSS & ENDURO HUSABERGS NOW IN STOCK
 LARGE SELECTION OF USED ROAD REGISTERED ENDURO MACHINES IN STOCK
 RING FOR DETAILS
TEL: 01772 612118
FAX: 01772 454633

G.R. & R.D. TAYLOR
OPEN 7 DAYS A WEEK
 13-15 MARKET STREET, KIRKBY LONSDALE, CUMBRIA LA6 2AU
HEAVY DUTY DUTCH CAMA GORTEX OVER TROUSERS
 WATERPROOF / BREATHABLE / ZIPPED & ELASTICATED BOTTOMS
 ASSORTED SIZES
GRD 1 - £19.99 NEW - £25.99
 MAIL ORDER AVAILABLE
TEL/FAX: (015242) 71170

MAGNUM
 Motorcycle Repairs, Service, Parts,
 New Tyres: All sizes
 Accessories: Helmets, Gloves, Boots, Jackets, Jeans etc.
 70 Worcester Street
 Wolverhampton
(01902) 427915

NPB Northern Trail Bikes
 for
QUALITY MACHINES
 at
REALISTIC PRICES
 • XR • DR • CRM •
 • XT • TTR • XLR •
SERVICED GUARANTEED
TAXED TESTED
ADVICE, TEA & TEST RIDES ARE FREE
Tel: (01904) 673080

BOGBUSTERS
INSTRUCTORS & TRAIL BIKE GUIDES
CATERING FOR ALL STANDARDS
 BOOKING NOW FOR JULY AUG SEPT OCT
 S.WALES • N.WALES • PEAKS • PENNINES LAKE DISTRICT
 TEST BIKES AVAILABLE FOR DAYS OUT
 CCM 604E SPORTS • XR600's • XR400's • XR250's • XT225's & OTHERS
 BRING YOUR OWN BIKE FOR £30.00 PER DAY WITH OUR BIKES FROM £90.00
 RIDING GEAR FOR HIRE - PHOTOGRAPHER FOR THE DAY IF REQUIRED
FOR THE BEST DAY OUT WHO YOU GONNA CALL 'BOGBUSTERS'
9AM - 9PM ON
01270 760517
 Paul or
01207 272228
 Brian



Quality, Safety, Style
 TRAILERS FOR 1, 2 or 3 BIKES, QUADS OR ROAD BIKES
RACKS FOR CARS 4x4's VANS & MOTORHOMES
 To suit Off Road or Road Bikes of all shapes and sizes
 Complete range of KLIPONOFF trailers now available from over 25 stockists throughout the U.K.
CONTACT GILES WALKER
WALKER ENGINEERING
 P.O. BOX 100, HALIFAX, WEST YORKSHIRE
TEL: FACTORY 01422 345568
OUT OF HOURS: 0973 885815 FAX: 01422 348212

H-C Travel
 For the Ultimate Motorcycle Tours:
 • Offroad in Nevada, Baja, Mexico, Costa Rica, Ecuador, Peru, Australia, Morocco, Thailand & Andorra
 • Dirt roads in Canada, Costa Rica, S Africa, India/Himalayas/Nepal, Bhutan, New Zealand and Australia
 • The widest choice of road tours and rental bikes worldwide
 • Plus insurances, flights, shipping etc
 Contact David Grist at H-C Travel
 16 High Street, Overton, Hants RG25 3HA
 Tel: 01256 770775 Fax: 01256 771773
 http://www.hctravel.com
 email: david@hctravel.com

ALLENS PERFORMANCE R & D
IMPORTER OF KEIHIN & MIKUNI CARBURETTORS AKTIVE REEDS
WHITE BROS '99 Catalogue Issue 21 Now in £11 inc vat MOTION-PRO M/X TOOLS
 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
 THROTTLES:
 OVER 15 TYPES IN STOCK.
 FITTING SERVICE AVAILABLE.
 FULL SPARES BACKUP
NOW AVAILABLE
 YZ400 & XR400, WR400, XR600
 Big Bore Pipes & Pro-Meg Silencers
WHITE BROTHERS DISTRIBUTOR
KEEN PRICES
KTM BIG BORE KIT 675cc
 KTM, HUSQVARNA, HUSABERG & XTZ
PERFORMANCE PARTS
 BIG BORE KITS
 HIGH LIFT BILLET CAMS,
 TITANIUM COLLETS,
 SPRING KITS, CARILLO RODS,
 CRANK PINS & PISTONS
Tel 01949 836733 Fax 01949 836734 Unit B9, Moorbridge Road, Bingham, Notts. G13 8GG

KIR TRAILSPORT
 Tyres and Accessories by Mail Order
 Bridgestone Trail & Enduro Tyres
 ED02 Excellent Trail Tyre 4.60 - 18 £34.95
 ED04 Enduro Rear Tyre 4.10 - 18 £36.50
 ED03 Enduro Front Tyre 3.00 - 21 £33.50
 ED16 All Terrain Tyre 4.60 - 18 £37.50
 ED15 All Terrain Front 80/100 - 21 £31.50
 Barum Trail, Enduro, Mx & Trials Tyres
 C11 Awesome off-road tyre 120/90-18 £36.50
 TR1 Hardwearing Trials tyre 4.00-18 £32.00
 Trail / Enduro 'O' Ring Chain/Sprocket Kits
 Quality 520 chain & Steel Front and Rear sprockets
 RMK250, DR350, MX200, XR250 - £54.50
 XR400, XT600, KLR650 - £55.85
 All prices include VAT
 Please phone for a copy of our free illustrated price list
Tel 01949 850530 (anytime)

LAKES 'N' DALES TRAILS
 THE BEST TRAIL RIDING IN THE U.K. WE CAN OFFER THE MOST VARIED WEEKEND RIDE OUT YOU HAVE EVER EXPERIENCED.
 INCLUDING:
 CHALLENGING MOUNTAIN PASSES
 LEAFY GREEN LANES
 OPEN MOORLAND
 BIKE EATING BOGS
 SPECTACULAR SCENERY
 AND A WHOLE LOT MORE
PHONE FOR INFO PACK
MARK 01539 722683
PAT 01539 740217

TRAIL TOURS
 At a price you can afford
 SPAIN adds a new dimension to your trail riding guided tours to PICOS MOUNTAINS (early June & Sept) variety of routes from serious enduro to gentle trail.
MOROCCO - THE GREAT ESCAPE
 Long distance adventure for 'Big Trailies'
MOTO TOURS
RAIL RIDING HOLIDAYS
 18 SCOTT AVENUE, STANSTEAD ABBOTTS, WARE, HERTFORDSHIRE SG12 8BG
TEL: 01920 413730 /413731 FAX

GOT A TRAIL BIKE? DON'T KNOW WHERE TO RIDE?
 The Trail Rider's Fellowship (TRF) would be pleased to take you out for a day's green lane riding in your own area **ABSOLUTELY FREE!**
 (We promise to be gentle if you are a novice)
 To find your nearest group send a 9"x 5" SAE to:-
 Colin Patient
 14 Rycroft Close, Woodley, Reading, Berks. RG5 3BP

IN CHAINS
 HUGE discounts on top quality chains, sprockets, tyres, brakes, clothing and most parts and accessories for TRAIL, TRIALS, MOTO X and ENDURO in stock ready for immediate despatch.
 SETTING THE STANDARD FOR STANDARD MACHINERY
01425 474800
 UNIT 6, NIGHTOWN INDUSTRIAL ESTATE, BRINGWOOD, HANTS RG24 1JZ
tm
 All new '90 TM's in stock

PARRYMORE
 Motor & Trailer Company
 Telephone: (01784) 464636
 Fax: (01784) 466101
BIKE TRAILERS FROM £199-00 + VAT (TRAILERS INC.) FULLY GALVANISED CHASSIS FULL LEGAL LIGHTING
TRAILER HIRE AVAILABLE FROM £20 A DAY

HUBS TALON SPROCKETS
SUPER MOTO WHEELS EXCEL AND AKRONT
 SPROCKETS, HUBS, DISCS, WHEELS, CLUTCH BASKETS ETC..
 • AS USED BY MANY TOP GRAND PRIX RIDERS
 • SOLE UK EXCEL RIM IMPORTER
 • WHEEL BUILDING SERVICES
 • AKRONT RIMS SUPPLIED
FULL CNC MACHINE SHOP SUB-CONTRACT FACILITY
TALON ENGINEERING LTD
 44 LYNX TRADING ESTATE, YEOVIL, SOMERSET BA20 2NZ
TEL: (01935) 471508 FAX: (01935) 431825

MOTO-X MOTORS
 PRIMROSE BANK, ASHTON RD, OLDHAM, LANCs
 SALES: (0161) 652 7393
 SPARES: (0161) 624 2313
HONDA • YAMAHA • SUZUKI • KAWASAKI
NEW AND USED TRAIL AND ENDURO'S
ALL BIKES COME WITH AGE RELATED PLATE AND WARRANTY
FINANCE AVAILABLE EXAMPLE;
 NEW DR200XC £2599 £99 DEP. 36@ £81.42
 USED TT250R £1899 £99 DEP. 36@ £62.38

TRAIL RIDING IN ANDORRA
 and the Pyrenees on some of Europe's most stunning mountain trails; true off road adventure.
 Flexible packages from 1-5 days riding, including hotel accommodation with either your own bike or our Honda XR400's.
 We can also supply all necessary riding gear.
 As featured in TBM, Bike, Top Gear magazines & Sky TV's '2 Wheels'.
Contact: Su or John @ MOTO AVENTURES
Tel/Fax: 00 376 835472
Email: motoaventures@andorra.ad.
 (Also Moroccan trips start again in October!)

Honda XR600RW, 1998, 2100km, been off-road only twice, showroom cond, great fun bike, new business forces sale, £3100 ono. Tel Graham on 0166 185 3872 (Northumberland)

Yamaha TY125 Twinshock Trials, 1985, MoT, good cond, new rings, mains, sprockets, chains etc, £450 ovno. Tel Stephen (days) on 0189 523 9591 (Mddx)

Suzuki DR350SE, yellow/white/purple, R-reg, taxed, 1500m, trail use only, good cond, £2600 ono. Tel Ned on 0128 765 3800 (Cleveland)

KTM 200EXC, 1998, S-reg, taxed, mint, injury forces sale, spare large fuel tank available, £3200 ono. Tel Paul on 0144 320 9727 (Glam)

Derbi Senda 50cc enduro/trail bike, N-reg, full MoT and service, exc cond, fastest 50cc with brilliant torque, many new parts, £1300. Tel Tom on 0789 998 3698 (Cheshire)

Gas Gas EC250, new Aug 1998, exc cond, Renthals, handguards, green lane use only, £2700 ono; also Bell Moto-6, Alpinestar Tech-5s, plus other gear. Tel Steve on 0124 622 2062 (Derbys)

Honda XR600RS, 1995, M-reg, T&T, 4800km, exc orig cond, £2500. Tel Ingo on 0142 388 4070 (N Yorks)

Suzuki DR350S, 1993, K-reg, T&T, Renthals, bark busters, exc cond, £1795. Tel Keith on 0178 977 2112 (Warks)

Honda CRM250MkII, white/blue, 1991, J-reg, not used since Feb 1998, new Trellys, f/pads, braided hose, Big One can, mint cond, must go, £1995 on0. Tel Brian on 0161 304 8116 (Cheshire)

KTM 640LC4, 1998, S-reg, 1600m, trail wheels & s/moto wheels, with 320mm disc and caliper spacer, superb bike, £5000. Tel Matthew on 0178 857 3372 (Warks)

Honda CRM250R MkI, 1989, T&T, 4500km, Renthals, new chain, good cond, £1250 ono. Tel (eves) on 0150 273 1458 (Suffolk)

Kawasaki KX420, 1982, good cond, ideal fun bike. Tel Andrew on 0956 471690 (Bucks)

Yamaha TT600, 1983, exc example, never used off-road, usd forks, not the usual rubbish, £1950. Tel Mark on 0127 388 1212 (Sussex)

Honda XR400RV, 1997, new Excel f/rim,

recent c+s, Acerbis hand guards, bash plate and f/disc cover, very well maintained, £2500. Tel Miles on 0197 767 8195 (W Yorks)

Yamaha XT600 Tenere, Italian import, Y-reg, 49,000km, road use only, classic insurance, £1350. Tel Phil on 0192 557 0476 (Cheshire)

Husqvarna WR250, 1996, N-reg, recent MoT, 1100km, green lane only, engine just overhauled, superb cond, £2000 with trailer. Tel Grahame on 0129 578 8004 (Oxon)

Honda XR400RX, 1999 model, road legal, never used, absolutely mint, lowering kit, £3900. Tel 0148 868 5032 (Berks)

Honda XRV750S Africa Twin, 1996, P-reg, taxed, only 2300m, desert bars, Datatagged, one owner, orig tyres, always garaged, immac, £4500. Tel Lorenzo on 0152 787 7452 (Worcs)

Suzuki DR250, elec start, 1992, first used UK 1998, T&T, ride height suspension, trials tyres, bark busters, exc cond, £1900. Tel Paul on 0187 383 2407 (S Wales)

Honda XR350, single carb, vgc, engine just rebuilt, 18" rear wheel, road reg, goes and sounds great, £1250. Tel Martin on 0148 342 4304 (Surrey)

Honda Transalp based greenlaner, E-reg, MoT, powder coated frame, one-off tank, Acerbis plastics, £1400. Tel Jon on 0167 747 0623 (N Yorks)

Honda NX650 overlander, elec/kick start, red, 1989, T&T, 20K, recent overhaul, vgc throughout, spares kit, photo & spec available, £1750. Tel Gary on 0135 469 5832 (Cambs)

Honda XR250, elec start, 1995, T&T, exc cond, £2555; also **Honda CRM250 MkIII**, 1994, T&T, mint cond, £2650. Tel Mark on 0129 982 4175 (Worcs)

Yamaha XT225 Serow Mk2, T&T, 8000m, good clean cond, £1500 ono. Tel Pete on 0160 481 2050 (Northants)

Kawasaki KDX200, E-reg, new c+s, vgc, £795; also **Kawasaki KDX125**, J-reg, T&T, full power, vgc, £1095. Tel 0170 671 1109 (Manchester)

Honda XLR250 Baja, 1992, 14,000km, Renthals, 520 o-ring conversion, new seat cover, heated grips, all original bits, £1600 ovno. Tel 0199 384 1179 (Oxon)

Honda XR400, 1997, P-reg, HD bashplate, Talons, Excels, brush guards, £2400. Tel Tony on 0147 482 4173 (Kent)

Honda CR250, 1992, road reg, J-reg, Acerbis

lights, new o-ring chain, full engine rebuild, exc cond, full spec available, £1250 ono. Tel Andy (days) on 0151 639 0999 (Mersey side)

Yamaha TY250, 1982, not registered, good cond, good runner, many new parts, £350. Tel Chris (after 6 pm) on 0147 655 0842 (Lincs)

Kawasaki KX100, vgc, race winner, fast, receipts for £1000+, new piston, crank bearings etc, some spares, £825. Tel Tom on 0193 850 0419 (Powys)

Triumph Adventure TRST, OIF, red, 1973, complete rebuild, superb orig cond, like new, will p/x for Honda XR250 Motorsport or late one. Tel 0170 822 2417 (Essex)

Kawasaki KLR250, C-reg, MoT, not taxed, 20K, vgc, £800 ono. Tel David on (mobile) 0802 471284 or 0175 679 5414 (N Yorks)

Kawasaki KMX125, G-reg, road/off-road bike, vgc, needs new back tyre & MoT, was used for the tracks, £650. Tel Scott on 0146 283 4606 (Beds)

Honda XLR250 Baja Trail, D-reg, T&T, vgc, must be seen, £1600 ono. Tel David on (mobile) 07979 642734 or 0142 354 1121 (N Yorks)

Kawasaki KLX250, elec start, 1994, L-reg, T&T, low mileage, exc cond, recent new tyres and c+s, £1800. Tel 0189 286 3712 (Kent)

ATK 560, 1987, Q-reg, WP suspension, MoT, c+s, nickel plated frame, Acerbis plastics, full lighting, Supertrapp, powerful 4-stroke, bargain, £1200 ono. Tel Dave on 0193 582 2712 (Somerset)

Suzuki DR750, E-reg, MoT, 27,000m, Pro-Lazer exhaust, good cond, £1400 ono. Tel James on 0122 857 7236 (Cumbria)

Husky TE410, full enduro spec, Nov 1998, nice bike, only £3000. Tel Bill for details on (work) 0127 843 1143 or (home) 0127 842 1595 (Somerset)

Husky 410TE, 1998, R-reg, exc cond, unused for months, Avon Gripster road tyres, big grin factor, £3200 ovno. Tel Steve on 0122 261 3355 (S Wales)

Honda CRM250 MkI, T&T, new everything, £1600, also s/moto wheels and tyres for CRM, £200. Tel Martin on 0184 434 6275 (Bucks)

Yamaha XT600Z Tenere, 1983, MkI, Italian import, 29 ltrs, T&T, engine professionally rebuilt, manual, spares, £1500. Tel Thomas on 0165 366 8659 (N Yorks)

Honda XR600R, 1998, S-reg, 3000km, exc cond, Renthals, barkbusters, road use only, £3195 ono. Tel Andy on 0170 855 4065 (Essex)

Honda CRM250AR, as new, only weeks old, well run in, 800km, off road once, £500 of sensible extras, p/x for XR400 or sale. Tel Steve on 0116 2775186 (Leics)

BMW F650 Funduro, red, R-reg, only 500m, used for one summer only, showroom cond, must sell, £3500 ono. Tel Paul on 0170 567 0827 (Hants)

Yamaha TTR250, not a year old, 1000km, exc cond, sensible mods only, genuine reason for sale, £2500. Tel Baz on 0192 940 5639 (Dorset)

Suzuki DR800, twin tank model, T&T, new tyres, battery, £300 just spent on engine, £1250 or swap for Armstrong MT500 why. Tel Ian on 0194 760 5140 (N Yorks)

Honda XR400RV, 3500km, White Bros sump guard, Renthals, Acerbis, twinspot light, very well maintained, light green lane use only, £2795 ono; also **Kawasaki KLR650**, elec start, blue/white/green, 1989, Q-plate, green lane use only, needs some tidying, best offer secures. Tel Robert (after 5 pm) on 0168 587 5027 (Mid Glam)

Husaberg FE501, 1997, P-reg, taxed, Ohlins, White Power, Brembo, brush guards, fast reliable enduro machine, good cond, race ready, £3150. Tel Nick on 0160 460 2751 (Northampton)

Kawasaki KLR250, black/blue, J-reg, T&T, 14,000m, recent tyres, exc cond, £1295 ono. Tel Ian on 0177 267 1206 (Lancs)

Kawasaki KMX200, E-reg, T&T, full rebuild, new Fresco pipe, new tyres, good cond, not used off-road, £895 ono. Tel Bryan on 0181 252 9648 (E London)

KTM 400SC, Feb 1997, P-reg, immac orig cond, 2500km, new tyres, X-ring c+s, hand guards, fully serviced, spares, one owner from new, can deliver, £3250. Tel Paul on 0780 108 8895 or 0169 162 2379 (Shrops)

Honda NX650 s/moto, K-reg, MoT, 17,000m, 6-spoke alloy wheels, Lazer exhaust, Acerbis headlight, Goodridge hoses, Datatagged, £2150 ono. Tel 0145 241 5996 (Glos)

Honda XR400R, the ultimate plate - H4XRR, no reasonable offer refused, ready for immediate assignment. Tel John on 0176 465 5755 (Perthshire)

Honda XL125RF, red, front disc model, 1985, Renthals, new c+s, spare swingarm, air box, tank, w/shop manual, £500. Tel Richard on 0124 453 3855 (Chester)

Yamaha Serow, 1991, H-reg, 5000km, exc cond, all original, road use only, £1395. Tel Ian on 0177 385 3288 (Derbys)

KTM 620EXC, orange, 1995/96, N-reg, T&T, hand guards, much money spent, good cond, £2400. Tel Rob on 0175 289 5445 (S Devon)

Gas Gas Pampera MkI, red, 1996, P-reg, brush guards, new tyres, c+s, ideal for LDs, various spares, very reluctant sale, £1900 ovno. Tel Henry on 0118 962 9307 (Berks)

Honda CRM125R, 1999, 700m, as new, brush guards, never off-road, £1850 ono or swap/p/x for 4-stroke, trail/enduro. Tel 0177 245 4940 (Lancs)

Honda CRM250 MkI, 1991, H-reg, T&T, 6000km, new Bridgestone grippy tyres, never been off-road, mint, you will not find better, £1800. Tel Peter on 0190 831 1100 (Bucks)

Honda XR600RV, 1997, R-reg, 'the ultimate trail bike', one owner, low mileage, good cond, £3000 ono. Tel Paul on 0160 086 0779 (S Glos)

Kawasaki KLX300R, 1993, K-reg, 'you've read the review now own the bike', in good order, very, very reluctant sale, £1750. Tel Pete on 0797 018 7389 (Somerset)

Honda CRM250AR, red/black, 1998, very low mileage, looks like new, extras fitted, £2850. Tel 0153 561 0456 (W Yorks)

Honda XR400, 1998, green lane use only, £2800 ono. Tel Anthony on 0124 620 4522 (Derbys)

Honda XR600R, 1996, N-reg, T&T, only 6000km, never been off-road, vgc, £2500 ono. Tel 0147 221 1055 (N E Lincs)

Honda CRM250 MkI, black/red, T&T, 50% new plastics, FMF silencer, Renthals etc, average cond enduro, £1150 ono. Tel Ben on 0115 911 3916 (Notts)

Kawasaki KDX125, J-reg, only 2000m, exc cond, with spares inc dirt wheel & tyres, £1495 ono. Tel 0156 275 1088 (Worcs)

Suzuki DR350S Trail, blue/white, enduro spec, 1995, T&T, 3000m, mint cond, off-roaded once, new MT21 tyres. Tel Mario on 0181 942 3665 (Surrey)

Honda NX650S Dominator, 1995, N-reg, MoT, 10,000m, one owner, tall screen, regularly serviced, pannier rack, immac cond, £3300 ono.

Tel Michael on 0168 584 2015 (Gwent)

Suzuki DR350N, 1992, T&T, recent exhaust valves, rings, c+s, Pro-racing loom, indicators, ignition, CRD bashplate, frameguards, toolkit, fender bag, spares, £1750. Tel 0194 346 3041 (W Yorks)

Yamaha TTR250, open enduro, fully road legal, 7 months old, perfect cond, very light use only, must sell buying house, £2600. Tel Barry on 0192 940 5639 (Dorset)

Kawasaki KDX200, green/purple, 1990, MoT, new el/sp, FMF pipe, superb cond, £1195 ono. Tel Andy on 0129 377 4771 (Surrey)

KTM 350EGS, 1993, K-reg, vgc, very quick, handguards, trail use only, £1700 ono. Tel Neil on 0126 959 7280 (Carms)

Honda CR250R, 1997, P-reg, T&T, vgc, full graphics kit, large fuel tank, sidestand, Pro-racing kit, MT21s, photo available, £2395. Tel Adrian on 0160 326 2882 (Norfolk)

Yamaha Serow, 1986, T&T, Renthals, hand guards, spares inc rear wheel, must sell, hence only £900 ovno. Tel Neil on 0153 083 3038 (Leics)

Honda XR600R, 1995, M-reg, only 9000m, frame, fork and hand guards, large tank, spare tyres, lovely cond, £2000. Tel Robert on 0170 487 8474 (Merseyside)

Honda CRM MkI, 1989, T&T, 7200km, Renthals, FMF pipe, FMF reeds, b/guards, b/plate, spare tyres, sprockets, std parts included, £1600 ono or poss p/x for 604E. Tel Chris on 0132 222 7451 (Kent)

Yamaha XT600Z Tenere (1VJ), elec/kick start, 1986, 33,000km, front mounted jerry cans (2 x 10L), HD frames, c/w slimline aluminium boxes, Michelin Deserts, £1650 or £2050 inc kit. Tel Chris on 0192 633 6065 (Warks)

Honda XR250RN, 1992, MoT, 6000km, £1350 ono. Tel 0153 083 3674 (Leics)

Honda CRM250 MkI, 1990, T&T, 11,000km, exc cond, Renthals, FMF Fatty, hand guards, £1650 or p/x for 98/99 XR400; also Honda XR500 VGC, 1979, £750. Tel Dean on 0149 365 2463 or 0149 344 0150 (Norfolk)

Yamaha TW200 Trail bike, 1990, G-reg, T&T, no faults, 100% reliable, ideal green laner, low mileage, clean, ride away, £1200 ono. Tel Alan on 0132 266 6056 (Kent, J3, M25)

Honda XLR250, grey import, G-reg, 6000km, green lane use only, mint, £1600 ovno. Tel Pete

on 0153 943 3826 (Cumbria)

Kawasaki KLX250G1, green/purple, 2200m, vgc, Renthals, very easy starting, new enduro bike forces reluctant sale, £2000. Tel Andy on 0128 475 5464 (Suffolk)

Kawasaki KMX125, 1997, P-reg, 'full power', orig cond, recent rear tyre, one mature owner from new, £1750. Tel 0145 241 1695 (Glos)

Yamaha DFT175MX, 1978, MoT, new tyres, exc orig cond, £550. Tel Kim on 0192 344 1768 (Herts)

Honda XR600RV, 1998, 7000m, commuter use only, fsh, new Michelin Siracs, new c+s, exc cond, £2900, Tel David on (pager) 0336 742827 or 0173 282 3938 (Kent)

Yamaha Serow 225, elec start, 1991, H-reg, £1250; also 1987, D-reg Serow, kick start model, little used, £975, both good bikes. Tel Les on 0177 261 5867 (Lancs)

Honda XR600RT, 1996, N-reg, MoT, 8800km, mainly road miles, new MT21s, Hot Tip. brush & frame guards, indicators, Datatagged, power filter, serviced. Tel Kai on 0193 925 0166 ext 205 (Shrops)

Husky 610TE, 1991/2ex Derek Robert British Championship winning bike, MoT, rebuilt engine, new c+s, tyres, exc cond, rarely used, sensible offers. Tel 0129 633 0949 (Bucks)

Jialing? JL125 4-stroke trail bike, mechanically same as XL125, 12 mths old, only 2500m, used as second bike, bargain for quick sale, £990. Tel (days) 0178 258 3388 or (eves) 0153 838 3181 (Staffs)

Yamaha XT550, ex con, black/red, T&T, 15,000m, chrome pipe, last owner 9 yrs, polished rims, must be seen, Acerbis extras, £1100 ovno. Tel Gary on 0136 638 7360 (Norfolk)

KTM 660LC4 Rally prep, Dakar raced, only Tunisia rally, 3000m, good cond, plus 3 wheels & spares, £5000. Tel Eric on 0171 266 3805 (London)

Suzuki DR350S, J-reg, T&T, 24,000m, commuting & trail riding, reliable & economical, £1350. Tel Phil on 0181 997 9376 or leave message (Middx)

Kawasaki KLR650, 1997, P-reg, only 2200m, mint cond, one owner, road use only, £2700 ono. Tel Tim on 0149 157 1072 (Oxon)

Yamaha TTR250 Raid, purple/white, e/start, 1994, L-reg, digital clocks, new c+s, tyres, mint cond, £2100 ono. Tel 0181 386 8932 (Herts)

Cagiva Elefant 750, 1988, E-reg, lucky colours, low miles, £1750. Tel Patrick on 0127 350 7346 (E Sussex)

Yamaha SuperTenere 750, 1990 reg, superb cond, stainless throughout, extras galore, host of replacements, summer use only, owner retiring, must go, £1850 ono. Tel Rowland on 0155 475 9989 (Carms)

Kawasaki KDX200, 1990, G-reg, T&T, rebuilt engine not yet run in, £1500 ono. Tel Tom on 0127 477 1745 (W Yorks)

Honda CRM250 Mark2/2, 1993, K-reg, imported March 1998, T&T, 11,000km, new rear tyre, disc & pads, vgc, little used, owner retiring, £2095 ono. Tel Neil on 0177 376 2683 (Notts)

Yamaha TT250R, e/start, 1996, N-reg, 4-stroke, T&T, 9000km, digital speedo, purple rims, MT21 tyres, fully road legal, exc cond, £2200 ono. Tel 0179 284 4316 (Swansea)

Suzuki DR350SEW, May 1998, white/yellow/purple R-reg, 3500 dry miles, immac cond, Datatag serviced, £2650 ovno. Tel David on 0130 437 3203 (Kent)

Honda XL600R, elec start, 1985, 35,000m, good cond, must sell, £1350 ono. Tel Ramon on 0122 238 8744 (S Wales)

KTM 125LC2 trail bike, new 1998 model, T-reg, taxed, unused, Tel Allison on 0181 800 4717 (London)

WANTED

Wanted like minded enduro-head, join Welsh 2-day virgin with big transit for drive, camp, first aid, share from south west. Tel Tristan on 0498 502852 (Dorset)

Wanted TBM issues #2 & 3, good price paid, must be in good cond. Tel Paul on 0154 558 5195 (Dyfed)

Wanted large Acerbis tank or similar for 1997 XT600E; also anyone interested in overland trip to Tammanrasset, Algeria, Aug-Sep. Tel Kevin on 0120 756 2461 (Tyne & Wear)

Wanted Honda CRM250, anything considered, cash waiting. Tel Ingo on 0142 388 4070 (N Yorks)

Wanted clutch cover & exhaust pipe for 1982 IT465, also other IT parts considered. Tel Nick on 0192 878 8192 (Cheshire)

Wanted XT500 engine, also side panels & air

FREE ADS

box. tel Ian on 0133 275 4557 (Derbys)

Wanted road legal enduro/trail to exchange for road racing MZ formula 250, built new 98, alloy clutch, motoplat ign, ready to race. Tel 01889 270829 Staffs

Wanted swap my XR600R (June 98) for XR400R or CRM250AR, green lane use only, must be road legal. Tel 01865 736827 (Oxon)

Wanted XT600E w/shop manual. Tel Paul on 0149 378 2158 (Norfolk)

Wanted DR350R, must have MoT, and be in good cond, K or L-reg, enduro model only. Tel Dave 0127 585 2728 (Avon)

Wanted Road legal 100-125cc trail bike for keen lady biker, new to sport, will pay up to £500; also wanted boots, size 4 for lady, not too small please. Tel Sian 0182 470 7142 (N Wales)

Wanted XR600 t/pipe, std or aftermarket; also 17" s/moto wheels, w/shop manual, and help to replace std rear mudguard. Tel Adrian 0134 442 3208 (Berks)

Wanted Suzuki DR350 trail, willing to travel for an older bike in good cond, cash waiting. Tel Geoff 0122 262 3620 (S Wales)

Wanted Kawasaki KLX650 wheels, trail or s/moto. Tel Adrian 0137 245 6735 (Surrey)

Wanted XR400 as swap for Honda CB500T 97/P, race trim, road equip, plus as new Dainese race leathers, plus spare tyres, this bike is as new. Tel Casper 0116 240 2115 (Leics)

Wanted XT600E/CLX650 to exchange for Yamaha TTR250 Raid, 94/L, T&T, under 2k miles, road use, must be in exc cond like mine or sell £2100 ovno. Tel David 0122 240 2798 (Cardiff)

Wanted XR600 perf parts, lge tank, exhaust plus headers, b/plate, anything considered. Tel Ramon on 0122 238 8744 (S Wales)

Husky spares, 18x120 rear wheel c/w disc & sprox £55, FPT single pipe conversion, suit 350/410/610, immac, £110, f/disc £30, plus more. Tel Steve 0122 261 3355 (S Wales)
30 issues of TBM #16-45, make me an offer. Tel Paul on 0154 558 0195 (Dyfed)

White Bros E-series exh to fit YZ/WR400F six months old, as new, cost £240 will accept £120; also KDX220/200H complete stock exh syst, brand new, never used, £100. Tel Laurence on 0178 447 0438 (Surrey)

Pro-Circuit exh and alloy Pro-Circ silencer for CRM250, perfect cond, no dents, £100. Tel 0120 284 8245 (Dorset)

Alpinestar boots, Tech-4, size 8/8.5, good cond, £30 or swap medium enduro jacket. Tel Pat on 0188 541 0757 (Worcs)

Used front rim, alumin, 21x1.6, £20. Tel Maurice on 0181 807 6838 (London)

OS maps, new & unused, 80s/90s editions, Wales, borders, West Country, SE, Cotswolds, Wilts, £2 inc p&p. Tel Paul 0187 383 2407 (Monmouthshire)

XL600LM orig w/shop manual, clean cond, £20. Tel 0145 241 1695 (Glos)

Yamaha DT175MX parts, 28mm Mikuni, jetted £20, Hytec reeds on block, £8, set of indicators £10, RD125-LC solo seat cover £5. Tel Olly 0134 442 3208 (Berks)

Dainese full body armour, worn three times, cost new £149, accept £80, protects back, chest, elbows, shoulders, as new. Tel (after 7pm) 0181 386 8932 (Herts)

Husqvarna spares for TE610, competition exh box £50, new h/light, boxed, £20, Dunlop D755 110/100-18 and D752F 80/100-21 loads of tread £30; also boots Sidi Trail Evolution, size 45 in red, £25. Tel Martin 0153 826 6727 (Staffs)

Kawasaki KE175D eng complete £50, front wheel £10, rear wheel c/w sprox £10, side panels red £5 each, std f&r m/guards red £5 each, front forks complete £20. Tel Nigel 0124 623 1729 (Derbys)

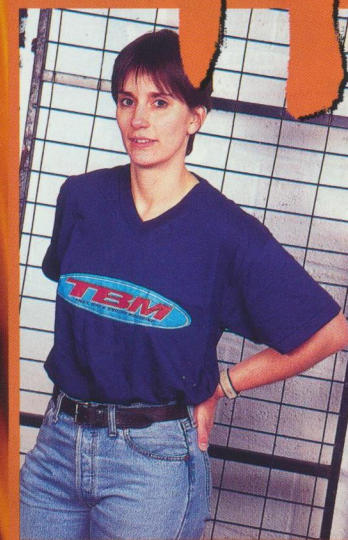
45mm Marzocchis rebuilt, new springs bushes etc, newly powder coated black, fitting kit for USD forks ie CR250 etc, £200. Tel Adrian on 0137 245 6735 (Surrey)

Yamaha DT175MX complete bike, spares or repair, CDI U/S. Tel Bill on 0158 487 5312 (Salop)

Bike rack (Dave Cooper) fits any std towbar, used only once, mint cond, allows tow bar to be used whilst fixed in place £35. Tel 0468 904614 (or after 7pm) on 0181 386 8932 (Herts)

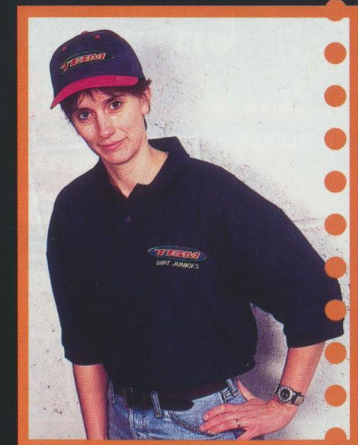


WEAR IT OUT!



• 100% Cotton Tees in either short-sleeved V-neck or long-sleeved round-neck. Full colour design features new TBM ellipse logo in sky blue on navy. Sizes Large or Xtra-Large, £13.

• Polo shirts in navy blue with embroidered TBM ellipse and Dirt Junkies logo. Sizes Large or Xtra-Large, £18.



To order send your cheques or postal orders (PLUS £1.00 p&p) made payable to TBM to: TBM Gear, PO Box 9845, London, W13 9AA.

Please allow 30 days for delivery.

• Baseball cap, blue & red with embroidered TBM ellipse, £10.


FREE CLASSIFIED ADVERTISEMENTS

SELL YOUR TRAILBIKE ABSOLUTELY FREE

HERE'S WHAT YOU DO

1
FILL IN THE FORM (ONE WORD PER SPACE) AND TICK THE BOX FOR THE SECTION IN WHICH YOU WANT TO ADVERTISE

2
THEN SEND IT TO: CLASSIFIED SECTION TRAILBIKE MAGAZINE PO BOX 9845 LONDON W13 9WP

		
TEL NO (CODE)	TEL NO	COUNTY

THIS SERVICE IS NOT AVAILABLE TO TRADERS

PLEASE NOTE; THIS FREE CLASSIFIED SERVICE IS PROVIDED TO ENABLE YOU TO SELL YOUR TRAILBIKE, NOT YOUR OLD SUPERDREAM OR YOUR MUM'S SPARE STEAM IRON - DON'T DO IT AGAIN!

BIKES

WANTED

SPARES

NAME

ADDRESS

POSTCODE

TRAILBIKE MAGAZINE

RACE SPEC DIRECT

FREE CATALOGUE PHONE NOW!

FREE Bar Pad with orders over £100!
Quote TBM



Tel: 01531 890639

SINISALO



Sinisalo Waterproof Enduro Kit
Jacket £148.95
Jeans £98.95

Tech Gloves £21.95

Sinisalo Enduro Jacket £128.95

Waterproof Gloves £31.95

ACCESSORIES



UFO Jacket £96.95

£32.95

£16.40

ACERBIS soft drinks system £29.95

£27.95

PLASTICS



£37.40

£24.95

£42.95

£22.95

HARDWARE



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

CR250/500
Flywheel Weights
CR250 £42.95
CR500 £49.95

120/90-18 £48.95

90/90-21 £36.95

£27.00

www.racespec.co.uk

Yauncos Cottage, Tillers Green, Dymock, Glos. GL18 2AP Tel: 01531 890639 Fax: 01531 890250