

5-BIKE SHOOTOUT

CYCLE WORLD

FIRST TEST!!!

BMW GETS IT RIGHT!



**All-new
R1100RS
takes on
Honda
ST1100,
Yamaha
GTS1000,
Kawasaki
Concours
and BMW
K1100RS**

**PLUS:
PROJECT ZX-11
SPORT-TOURER
FROM HELL**

AUGUST 1993

USA \$2.95

CANADA \$3.75

UK £1.85

902702 SIT 0115B095 0826

AUG 95 #HZCT

EDWARD J SMITH
115 BALLARDS SS 15 BJR
BASILDON SS 15 BJR
ESSEX
ENGLAND

CYCLE WORLD®

AUGUST 1993

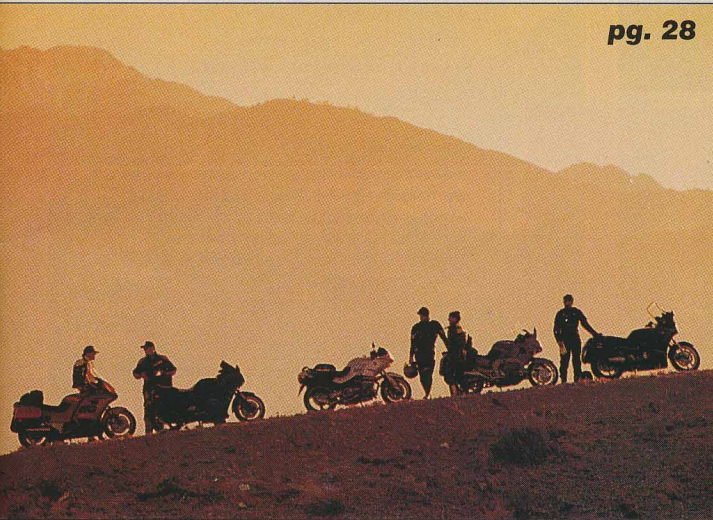
VOL. 32 NO. 8

CW

1962 1993

AMERICA'S
LEADING
MOTORCYCLE
MAGAZINE

PHOTO BY RICH COX



pg. 28

CYCLE WORLD® (ISSN00114286) is published monthly at 1633 Broadway, New York, NY 10019, by Hachette Filipacchi Magazines, Inc. CYCLE WORLD® is a registered trademark of Hachette Filipacchi Magazines, Inc. Editorial and production offices are located at 1499 Monrovia Ave., Newport Beach, CA 92663; 714/720-5300. Reprinting whole or in part expressly forbidden except by permission of the publisher. Second class postage paid at New York, NY 10001 and at additional mailing offices. Authorized as second-class mail by the Post Office Department, Ottawa, Canada, and for payment of postage in cash. Canadian sales agreement number 99147. Canadian \$26.94 (includes 7% GST); GST registration number 126018209. POSTMASTER: Send address changes to P.O. Box 51222, Boulder, CO 80321-1222. ©1993 Hachette Filipacchi Magazines, Inc.

PRINTED IN THE U.S.A.

FEATURES

- 33 BMW R100RS**
Don't count the old Boxer out just yet.
- 40 Triumph Tiger 900**
Desert sled redux?
—by Alan Cathcart
- 48 Gone with the Wind**
Gable and Harley.
—by Nina Padgett
- 58 High Performance Art**
Bronze-age motorcycles.
—by Tod Rafferty
- 61 Affordable Art**
Sculpture for the common rider.

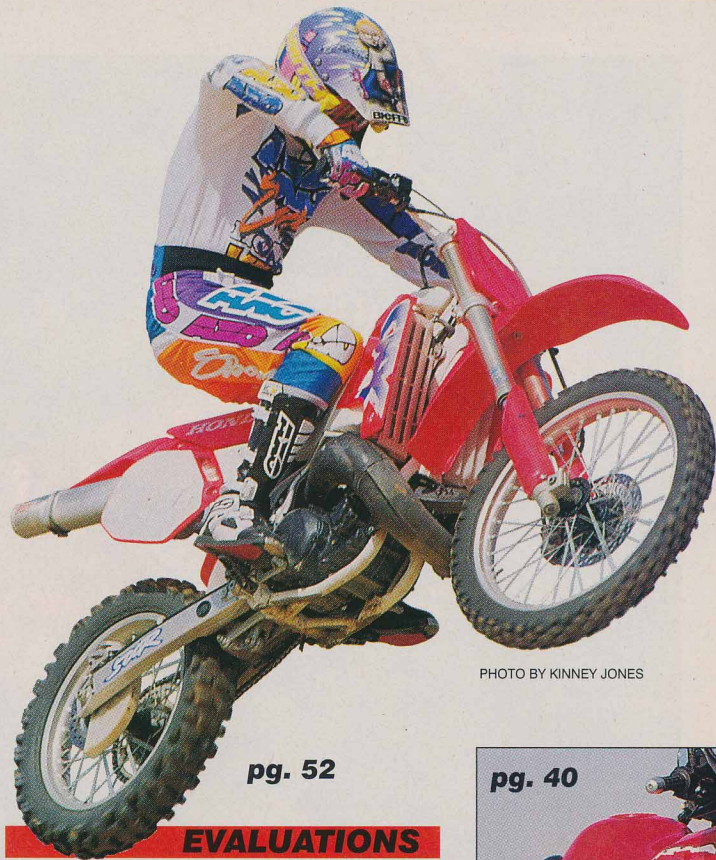


PHOTO BY KINNEY JONES

pg. 52

EVALUATIONS

- 44 GIVI Maxia Saddlebags**
More haul, less hassle.
- 47 Kryptonite Disc Lock**
Compact security.

RACE WATCH

- 62 Over the Top**
Arena trials catches on.
—by Mitch Boehm

COLUMNS

- 6 UP FRONT**
Batter up.
—by David Edwards
- 8 LEANINGS**
Absolute power.
—by Peter Egan
- 10 TDC**
Integration.
—by Kevin Cameron

DEPARTMENTS

- 14 Letters**
- 20 Roundup**
- 87 Service**
- 91 CW Showcase**
- 98 Slipstream**

pg. 40

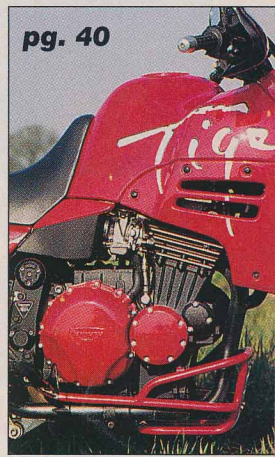


PHOTO BY KYOICHI NAKAMURA



COVER

BMW's R100RS sport Twin, cleared for takeoff.

Photography by Rich Cox.



pg. 48



With its varied sections, the floor of a modern-day indoor trials event has a distinct circus-like quality. Eighteen-year-old Marc Colomer (left), the young lion of trials, leaps off a railroad-tie platform, while four-time world champion Jordi Tarrés (right) attacks a massive Fuji Film box.

Cycle City

1-800-967-8874
Ordering

1-714-554-8845
Technical Questions



or FAX 714-554-5682

UPS SHIPPED DAILY. NEXT DAY OR SECOND DAY AVAILABLE.

FIELD SHEETS



ALPHA 1 pc suit 799.50
CHEQUER 1 pc suit 779.50
GAMMA 1 pc suit 599.50
LASER 1 pc suit 499.50
LASER 2 pc suit 499.50
PHANTOM 1 pc suit 399.50
CREST MEN & WOMEN
..... 2 pc suit 699.50



VIPER JACKET 399.50
VIPER PANTS 319.50

MEMORY FOAM

KRYPTONITE

DISC LOCK 2000
29.99

Hein Gericke

CALIF. II JACKET 239.50
V-PILOT JACKET 285.50

First Gear Available
at Retail Locations Only

alpinestars BOOTS

510-KELVAR-GEL 179.99
511-KELVAR-GEL 199.99

RK O'RING



RK O'RING CHAIN &
SUNSTAR FRONT & REAR
SPROCKETS PKG 95.50
(some models may vary)

TARGA



HALF & FULL TANK COVERS
..... from 24.50
FAIRING BRAS from 39.50
WINDSHIELD SMOKED/
COLORED from 39.50
ALMN MUFFLER BKT 36.95
TAIL WINGS from 27.95

COMPLETE LINE OF
TARGA ACCESSORIES AVAIL.
CALL FOR PRICING

DUNLOP

D364
ALL NEW ULTIMATE
ROAD RACING TIRE
180/55 ZR17 RADIAL 319.50
120/70 ZR17 RADIAL PAIR 319.50

K & N

STAGE 1 from 79.50
STAGE 3 from 135.50



CBR 900 RR 129.50
SEAT COWLS from 89.50



PAINTED & UNPAINTED BODY
PARTS AVAIL CALL
COLORMATCH PAINT AVAIL.

DUNLOP

D402
TOURING ELITE FOR HARLEY DAVIDSONS
MT90HB16 REAR
MH9021 FRONT PAIR 155.50
SIDE WHITEWALL AVAILABLE



TRICK STAND 69.99



DUNLOP

K-591 ELITE SP-SPORT-REAR

150/90V15 \$50.50
160/80V15 72.50
130/90V16 66.50
140/90V16 74.50
150/80V16 81.50
130/80V17 55.50
130/90V17 69.50
110/90V18 53.50
120/90V18 60.50
130/80V18 67.50

FRONT

100/90V16 50.50
120/80V16 58.50
110/80V17 59.50
100/90V18 58.50
110/90V18 58.50
100/90V19 56.50

SPORTMAX ZR

120/80ZR16 FRONT 73.50
110/80ZR17 FRONT 69.50
120/70ZR17 FRONT 73.50
130/60ZR17 FRONT 72.50
140/70ZR17 REAR 89.50
160/60ZR17 REAR 84.50
170/60ZR17 REAR 94.50
180/50ZR17 REAR 94.50
150/70ZR18 REAR 95.50
160/60ZR18 REAR 95.50
170/60ZR18 REAR 95.50
GP Racing Tires Available

METZELER COMP K's

VFR 750 • GSXR 600, 750
& 1100 • FZR 1000
• ZX7 & ZX11
120/70VB17 ME 33 CompK
180/55VB17 ME 1 CompK
Pair 215.50

DUNLOP SPORTMAX RADIAL

VFR 750 • GSXR-750 & 1100
FZR-1000 • ZX7 • ZX11
120/70x17
180/50x17 PAIR 188.50
G.P. Comp. Available

BRIDGESTONE BATTLEAX

BT50
120/70ZR17
180/55ZR17 PAIR 184.50
CBR900RR
130/70ZR16
180/55ZR17 PAIR 189.50
ALL NEW F2
120/70ZR17
160/60ZR17 PAIR 184.50

METZELER

ME33 COMP K FRONT

120/80V16 80.50
120/80VB16MBS 84.50
110/80V17 82.50
120/70VB17MBS 88.50
100/80V18 78.50
110/70VB18MBS 93.50
110/90V18 86.50
100/90V19 86.50

ME1 COMP K REAR

140/80VB16MBS 103.50
160/80VB16MBS 120.50
140/80VB17MBS 103.50
160/60VB17MBS 111.50
170/60VB17MBS 116.50
180/55VB17MBS 125.50
130/70VB18MBS 99.50
140/70VB18MBS 103.50
160/60VB18MBS 111.50
170/60VB18MBS 116.50
180/55VB18MBS 120.50

BRIDGESTONE

BATTLEAX SPORT RADIAL BT50 FRONT

110/70ZR17 FRONT 70.50
120/70ZR17 FRONT 75.50
120/60ZR17 FRONT 69.50
130/60ZR17 FRONT 74.50

BT50 REAR

160/60ZR17 REAR 88.50
170/60ZR17 REAR 97.50
160/60ZR18 REAR 80.50
160/60ZR18 REAR 89.50
RACE COMPOUNDS AVAILABLE

205 N. Harbor Blvd. (Harbor at 1st)
Santa Ana, CA 92703

★ SORRY NO CATALOGS ★

23655 El Toro Rd. (El Toro at Rockfield)
El Toro, CA 92703

Prices subject to change. Clerical and printing errors subject to correction. Prices at retail stores may vary. Shipping and handling charges additional.

RACE WATCH

OVER THE TOP

Indoor trials is hot in Europe and Japan. Will it make it to the U.S?

THE LIGHTS GO DOWN, PLUNGING THE ARENA INTO darkness. The crowd roars. Rock music thumps from the P.A. system. Fireworks paint the black air in red, blue and yellow starbursts. Ear-busting cannon shots vibrate the roof. The riders are then introduced one by one, each wheeling the length of the arena floor, and finishing with a massive bunny-hop or a lurid nose-wheelie, tricks designed to ignite the crowd. It works. The place goes nuts.

BY MITCH BOEHM



PHOTOS BY IGNASI BERTRAN/SOLO MOTO

BASS

pronounced "Base"

MONSTERS

ARE BACK !!

\$29.95

**Revolutionary
(((STEREO)))
Helmet Speakers**

BASS MONSTERS

are high volume, ultra-thin stereo speakers which plug into any personal AM/FM radio or tape player.

**Just plug them in and hold onto your socks!
You're in for a sound**

EXPLOSION!

YOUR HELMET WILL ROCK!

With spine-tingling highs and deep throbbing bass (fre. resp. 16,000-80 Hz), BASS MONSTERS positively spoil you for rock concerts — and even loud bars! Scarry, isn't it?

HOT OFF THE PRESSES!

These little monsters are incredible! I am so glad I tried them. Anyone who gives them a try will get the sound they have searched for!

—Barbara Zingre
BMW magazine

I got to "test drive" them for a month and was thoroughly pleased... it's like having a movie soundtrack for your ride.

—Jeff Marsh
LA BIKE magazine Aug./92
Watch for more test updates!!

Only 2-1/4" in diameter by 3/8" thick!

55" Extension Curly Cord Included



**Velcro-backed
BASS MONSTERS
—install in seconds!**

Just press them into your helmet's ear pockets or hang them directly to the helmet lining. The convenient 2-piece, quick-release cord lets you disconnect in an instant, leaving just a short, undetectable, cord on your helmet.

You risk nothing!

That's because we offer an **UNCONDITIONAL MONEY-BACK GUARANTEE**—you'll be completely satisfied—or simply return the Bass Monsters undamaged for a full and immediate refund (excluding delivery charges).

For immediate delivery of your **BASS MONSTERS**, send \$29.95 each plus \$4.00 for shipping & handling.



COLLETT ELECTRONICS LTD.
90 Durand Rd, Winnipeg, Canada R2J 3T2
Overseas call: 1-204-663-7692
Fax 1-204-663-7978

Toll Free in the U.S.A. and Canada:

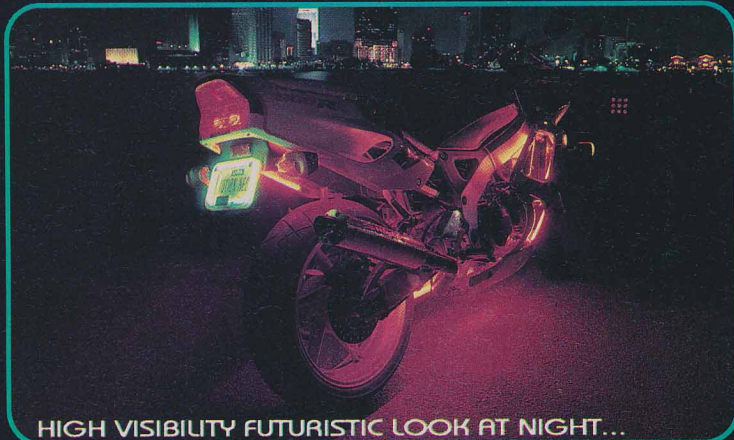
1-800-665-7888

DEALER INQUIRIES WELCOME



BEWARE EARTHLINGS — Bass Monsters are not for wimps!

The Original **NEON** glow system for cars
is now available for motorcycles!



HIGH VISIBILITY FUTURISTIC LOOK AT NIGHT...



MOTION NEON, INC.
5512 N.W. 161 ST. Miami, Florida 33014

ORDERING INFO:
(305) 626-9041

FAX: (305) 626-9048

LICENSE PLATES

- Acrylic covered with neat silk design.
- Built-in power supply.
- Glow guard cover.
- Easy & safe installation.
- Five bright colors.
- One year warranty.

GLOW KITS

- (4) 12" neon tubes with high impact acrylic cover, ultra-bright transformer & installation hardware.
- Water & weather proof.
- Fits most motorcycles.
- Harley kits available.
- **LIFETIME WARRANTY**

Dealers & Distributors
Welcomed

Check local traffic laws regarding neon
lighting for vehicles before ordering.

RACE WATCH

CONTINUED



CYCLE WORLD PHOTO

Before arena trials, there was simply observed trials, outdoor events run completely on natural terrain. Here, ex-roadracer and trials ace Sammy Miller works his way up Grey Mare's Ridge toward victory at the 1968 Scottish Six Days Trial. He won the event five times.

The rest of the evening is pure spectacle, a display of two-wheeled talent that, at times, seems to contradict the laws of physics. You watch motorcycles make vertical climbs, launching themselves over obstacles you would consider difficult to climb over with a ladder and ropes. Amazing.

Sound like some weird, two-wheeled Roman circus? Or a strange offshoot of American supercross? Welcome to arena trials, the latest fashion in European motorcycling, the biggest thing to hit the sport of observed trials in years, and quite possibly the vehicle that could put trials competition back into mainstream American motorcycling.

In the 1970s, many predicted that observed trials would be the Next Big Thing, a sport of balance, precision and finesse that one day would be as big a draw as motocross and road racing. That notion was hard to argue with. Besides the gymnastic qualities of the sport, numerous factors pointed to wider acceptance of trials. First, all four Japanese bike-makers began building production trials machines. Second, the number of trials events was on the increase in the U.S. Clubs prospered and event attendance seemed to grow by the week. The American motorcycling press got >

MOTORCYCLE T-SHIRTS



CELEBRATE THE RETURN OF THE USGP BY MARKING THE OCCASION WITH OUR 1993 DESIGN. AND IF YOU WISH YOU COULD RIDE THERE ON A NORTON COMMANDO, WE ALSO HAVE SOMETHING FOR YOU. DIRECT SCREEN PRINTED ON HEAVY 100% AMERICAN COMBED COTTON T-SHIRTS. AVAILABLE IN MEN'S SIZES MEDIUM THRU XL, FOR \$15.95. XXL \$17.95. TO ORDER, CREDIT CARD HOLDERS CAN CALL OUR TOLL-FREE LINES OR SEND A CHECK FOR THE CORRECT AMOUNT PLUS \$4.00 SHIPPING AND HANDLING. CA RESIDENTS PLEASE ADD 7.75% SALES TAX. WE ACCEPT VISA AND M/C.

MAKE CHECKS PAYABLE TO:
TURN ONE, 1260 N. HANCOCK
UNIT 109, ANAHEIM, CA 92807



10-108 LAGUNA SECA ↑

10-103 NORTON →

ORDER TOLL-FREE 800-428-2463

caught up in the surge, too, with tests of trials bikes, coverage of the larger events and feature articles on the top U.S. and world riders. All the pieces seemed to be in place.

But by the late '70s and early '80s, the U.S. trials movement had, for the most part, stalled. The initial burst of enthusiasm had failed to convert the masses to the sport. Japanese manufacturers abandoned the trials market altogether, preferring instead to concentrate on hotter-selling niches. Trials in the U.S., it seemed, would remain a small, club-level, purists-only sport.

"Early on, the Japanese thought trials was going to take off," says Len Weed, a writer and trials fanatic who covered the sport for *Dirt Bike* magazine in the '70s, and who's written two books on the subject. "But it never did. Japan pulled back, which left only the Spanish, who then fell apart in the late '70s."

Despite the roadblocks that kept trials from becoming a major part of the U.S. motorcycling scene, the sport flourished in Europe, especially in Spain and Italy, the homes of no less >



Southern Californian Bernie Schreiber won the 1979 world outdoor championship on a Bultaco, then switched to Ital-Jet when the Spanish company closed its doors in 1980. Schreiber is seen here performing a "floating turn," a maneuver he perfected earlier in his career, aboard an SWM works machine at an indoor event during the early '80s.

BEL-RAY CAN!

Who can give you what your bike really needs?

Bel-Ray can.

Bel-Ray gives you more innovation, experience and performance per quart than *anybody*.

Almost 50 years experience. A world-wide reputation in such critical industries as aerospace, aviation and energy.

Over 40 world racing championships.

And three different oils specially formulated for your street bike: our fully synthetic, ultra-high performance EXS. SV4, a synthetic/petroleum blend



designed specifically for high performance and touring bikes. And EXP, better than any car oil at lubricating what your *bike* needs, like the transmission and clutch.

They all give you Bel-Ray's exclusive Anti-Wear chemistry for significantly greater film strength and wear resistance than ordinary oils.

Plus, heavily-loaded transmission gears and clutches operate more smoothly. Performance no car oil is ever asked to give.

Bel-Ray. We're the leader.

We don't follow anybody.

Neither should you.

**If you want a helmet
that looks as good as you do,
look to your right**



LAZER
Helmets

Safety with style

LAZER HELMETS INC P.O. BOX 279 BELLVUE, CO 80512-0279

RACE WATCH

CONTINUED

than six major manufacturers of trials machinery: Bultaco, Montesa and OSSA hailed from Spain, while Fantic, SWM and Ital-Jet came from Italy.

It was in this trials-rich European environment of the late '70s that the first arena events took place. The impetus for these initial events came from trials exhibitions performed during various European motor shows, displays that proved wildly popular with show-goers. Though the arena crowds were generally larger than those of a typical outdoor trials event, the atmosphere in those early days remained relatively low-key. The fireworks would come later.

Early on, the obstacle layout for an indoor trial was a mix of man-made and natural elements, such as huge logs, earth-mover tires, sections of pipeline and built-up tower sections. The sections were laid out as they might occur in an outdoor event, so rider technique indoors didn't vary much from that used in outdoor trials.

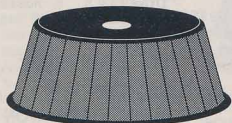
But trials was about to undergo dramatic changes that were brought about by two key factors. The first was a riding technique shift pioneered by a young Southern Californian by the name of Bernie Schreiber, who won the FIM world trials cham-

LIFTOFF!

Launch your off-road riding to new heights of performance. Feel the rocketing acceleration only the K&N Filtercharger® air filter can deliver:

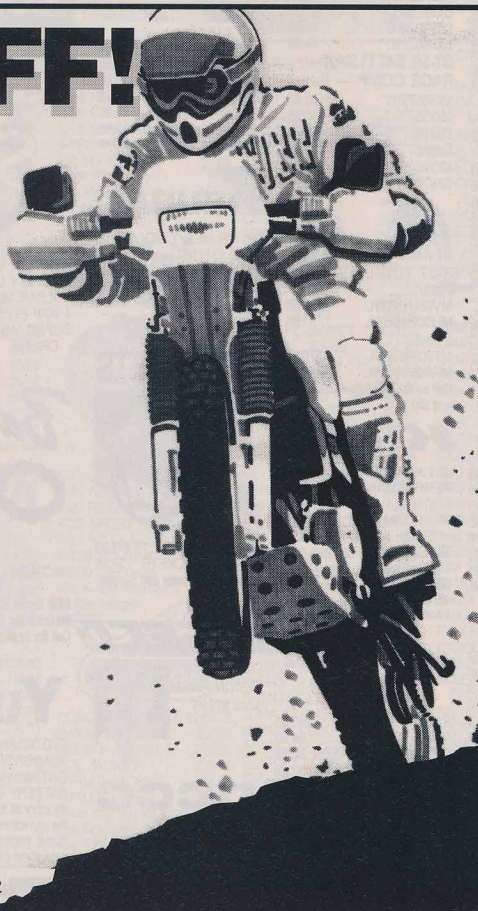
- Increases air flow and horsepower
- Supercleans and streamlines turbulent incoming air
- Fits your standard OE airbox without modifications
- Washable and Reusable

Start the countdown to total performance. Next time you hit the trail, clean up your air and dust off the competition with a K&N Filtercharger!



K&N

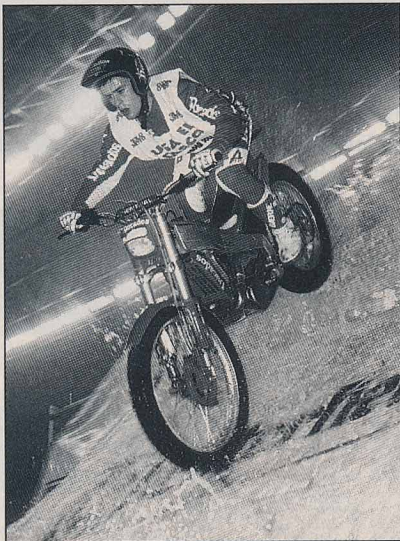
*See complete warranty for details. Motorcycle Catalog available. Send \$3.00 to K&N, P. O. Box 1329, Riverside, CA 92502



There's more to an indoor event than simply riding over obstacles. This "high jump" section helps narrow the field and provides the fans with extra exhibitions of spectacular riding.

RACE WATCH

CONTINUED



Always popular in outdoor events, waterfall sections have become a favorite obstacle in indoor trials competitions. Here, Spain's Amos Bilbao descends a steep water section on the front wheel.

pionship in 1979 at the tender age of 20. Schreiber brought a whole new riding style to the sport. Where smoothness and fluidity had formed the foundation for trials technique for decades, Schreiber brought aggressiveness and power to the sport.

Instead of riding through a crevasse in a rock section, for instance, Schreiber might launch himself and his machine over it by synchronizing the clutch, brake and throttle to achieve instant takeoff power. Instead of smoothly linking an entire section together, Schreiber dissected it into smaller pieces, and completed each section separately. This explosive, rapid-fire style proved overwhelmingly successful for Schreiber in outdoor competition, and forced his competitors to adopt the technique. It laid groundwork for the style of riding that would be needed for arena trials.

The second major shift came in the late 1980s, and was rooted in the rise of American supercross a decade earlier. Supercross promoters in those days found that amplifying the spectacle of supercross was especially good for business: With enough promotion and plenty of entertainment to go along with the already-exciting racing, crowds were larger, and securing TV coverage was easier. Television brought sponsors, of course, and >

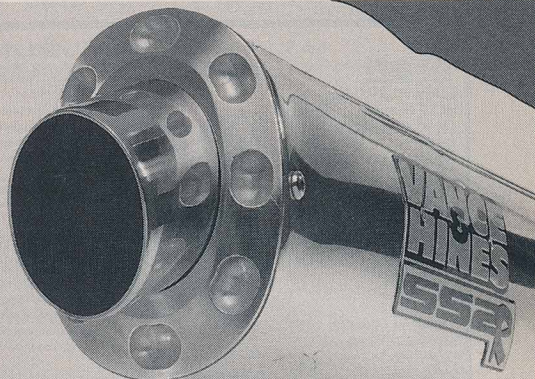
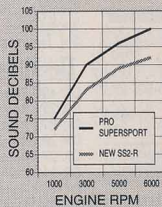
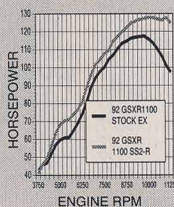
If you want a helmet that looks as good as your bike, look to your left



LAZER
Helmets

Safety with style

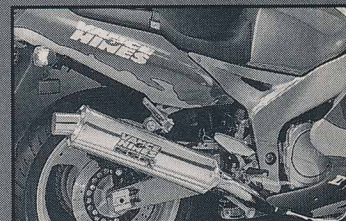
LAZER HELMETS INC P.O. BOX 279 BELLVUE, CO 80512-0279



INTRODUCING THE NEW
SS2-R

A Powerful Breakthrough in Silence

Big HP. Low Db. That means big time horsepower yet not a lot of noise. Our corrosion fighting nickel plated "oval" SS2-R has all the power of our popular Supersport system while eliminating an incredible eight decibels of ear shattering sound. How'd we do it? By coupling a power-boosting straight through design to our new tri-oval baffling system. A design so advanced it eliminates noise waves—not power pulses. Now, if you're wondering—Is the new SS2-R truly a breakthrough? You'll know when you hear the silence...from the competition.



Complete SS2-R systems are available for most sport bikes. Retro fit tail assemblies are available for existing Vance & Hines Supersport systems.

VANCE & HINES

For a full-color 1993 Catalog send \$3.00 to: 14010 Marquardt Ave., Santa Fe Springs, CA 90670 (310) 921-7461

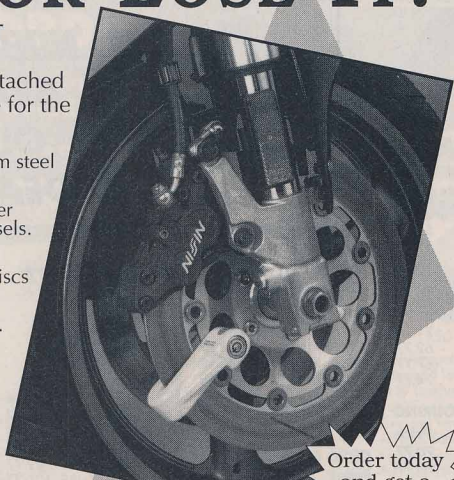
LOCK IT OR LOSE IT!

It's here! Introducing the **COMPACT DISCLOCK**, the new high security protection system, designed to be attached to the disc brake of your motorcycle for the ultimate protection.

- Made of hardened forged molybdenum steel with an armored lock.
- Resists attacks from bolt cutters, jumper jaws, sledge hammers, saws, cold chisels.
- Mounts easily on the front or rear disc brake, and is plastic coated to leave discs unscathed.
- Bright yellow color acts as a deterrent.
- Fits Harley, Suzuki, Yamaha, Honda, Kawasaki, Ducati, and more!

ORDER RISK FREE!!! Backed by a manufacturer's 5-year warranty along with a 60-day money-back guarantee! Insurance discounts may apply. **ACCEPT NO IMITATIONS!**

Send check or money for \$79.95 + \$3.95 S&H to: Extreme Designs, 5580 La Jolla Bl., Ste. 228CW8, La Jolla, CA, 92037. Or call 1-800-576-8919. DEALERS INQUIRIES WELCOME • PATENT PENDING



Order today and get a **FREE** carrying case!

RACE WATCH

CONTINUED

with them came larger purses and increased credibility.

When indoor trials promoters in Europe began applying this formula, they were greeted with unprecedented success. The move changed the sport of trials seemingly overnight. Like basketball or tennis, trials had suddenly become convenient for fans. No longer must they drive to an outdoor event and slog through the mud to view a section. No longer must they simply read about a meet they missed; if they couldn't get to an arena, chances were they could catch the event on TV. And



Obstacles are either giant versions of sponsors' products or "natural" ones such as this log section. Note the gentleman standing to Bilbao's left: He's called a "minder," and helps coach the rider through a section.

then there was the show, complete with fireworks, laser shows, music and the very best trials riders in the world. The fans loved it.

And so did the riders, for there was serious money and exposure at stake. And not just purse money for the winner; the major events, such as those in Barcelona, Milan, Paris and Tokyo, paid significant start money to the top riders. This appearance money guaranteed the presence of the big names, who in turn helped pack the arenas with fans.

How much can a top rider make? Four-time world champ Jordi Tarrés of Spain reportedly earned close to a million dollars in '92, thanks to his numerous sponsors and endorsement contracts. As Juan Cosco of the Spanish sports-promotion company Esedos says, "Television and sponsors are the key factors. Without them, there was no chance for indoor trials to become the first-rate sporting event it now is."

Today's arena trials are spectacular, circus-like events. Typically, only >

RIGHT RIDERSM

CHAIN GANG!

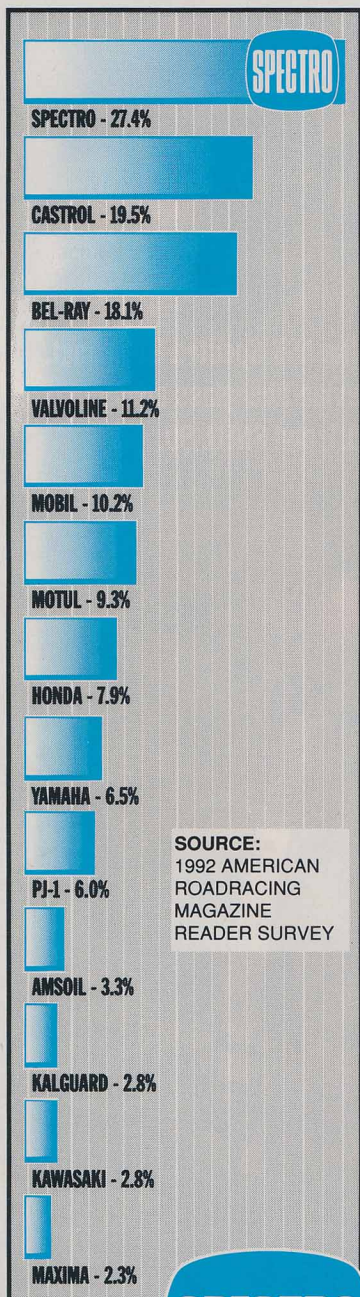
The hardest working chain lubricant you can buy is Kal-Gard's Chain Kote. A high viscosity bonding agent seals out dirt and moisture. Even the highest racing speeds won't throw it off. And Chain Kote contains Moly, a super high tech friction fighter that seeks out areas of maximum wear, lubricating both standard and O-ring chains inside and out. For superior performance, nothing beats the Kal-Gard chain gang.

KAL-GARD

17 oz. aerosol can available by direct mail. Send \$6.50 plus \$3.00 S&H (California residents add 6.75%) to:
KAL-GARD Coating and Manufacturing Corp.
 4476 Dupont Ct., Dept. CW
 Ventura, CA 93003
 805/642-0186



Which brand of oil do you plan to purchase in the next 12 months?



SOURCE:
1992 AMERICAN
ROADRACING
MAGAZINE
READER SURVEY

**THE
CHOICE
IS SIMPLE.**



1-800-2-GET-OIL

SPECTRO OILS OF AMERICA

Route 7, P.O. Box 208
Brookfield, CT 06804
(203) 775-1291

RACE WATCH

CONTINUED

seven or eight riders are invited to a major indoor event. The colorful, new-wave obstacles dotting the floor look completely unridable, and even some of the best riders have trouble negotiating them. Occasionally there are miscalculations and crashes—worth a five-point penalty and called *fiascos* by the Spaniards—though rarely do riders get hurt.

To help keep things interesting throughout the evening, promoters meld jump contests and obstacle-course sprint races into the night's competition. Winning these side events helps crown a winner for the evening, and the fans eat it up.

How do trials purists view these indoor events? "It's a natural evolution of the sport," says Len Weed, "where would motocross be today without Supercross?" Others aren't quite as enamored. Bill Brokaw, a Colorado Springs motorcycle dealer and a trials enthusiast since 1948, says he "loves the show," but adds, "the indoor events are so different from classic trials that they cast a distorted impression of the sport. I wish they'd call it something else."

"I was always for indoor trials," says Bernie Schreiber. "I thought it was good for the sport. The indoor scene makes people aware of the sport, and it shows the rest of the world how difficult it is. It's the ballet of motorcycling."

The big question, of course, is whether or not this indoor trials movement will make an appearance in the U.S. If the rumblings we're hearing are true, there's a good chance it might. The Spanish promotion company Esedos has had discussions with the Mickey Thompson Entertainment Group—promoters of all types of stadium events in the U.S.—about scheduling some American events.

"We're very interested in the indoor trials scene," says Ric Miller of MTEG, "we're looking into doing some exhibitions during our supercross events. We think that pitting the top European riders against the best U.S. riders might draw some interest."

Probably so, but even with the help of big-time promoters, it's tough to know whether indoor trials can survive and thrive in the U.S. One thing, however, is certain: The level of riding talent at an indoor event is simply mind-boggling. Fireworks or no fireworks. □

SEE THE NEW MICHELIN 89X'S AT:

- | | |
|--|--|
| Pelham Yamaha
Pelham, AL
205-664-4999 | Freedom Kawasaki
Grandview, MO
800-748-8018 |
| Cycles Unlimited
Decatur, AL
205-353-3274 | Two Wheel Tourist
Springfield, MO
417-865-9500 |
| Custom Performance
Bessemer, AL
205-424-8631 | Hattiesburg Cycles
Hattiesburg, MS
601-582-8611 |
| Twin Cities Yamaha
Auburn, AL
205-821-0439 | Honda-Kawasaki of Wilson
Wilson, NC
919-291-2121 |
| Steve's Cycle & Access.
Mesa, AZ
602-964-4754 | Capitol Cycle Supply Inc.
Garner, NC
919-772-0555 |
| Zoom Cycle Accessories
Santa Clara, CA
408-248-5780 | Honda of High Point
High Point, NC
919-869-2510 |
| Motorcycle Tire Works
Sepulveda, CA
818-893-7806 | Corral Performance Center
Monroe, NC
704-283-8586 |
| Wheel Works
Garden Grove, CA
714-530-6681 | Motorcycle Wholesalers
Keene, NH
800-660-2310 |
| Whittier Honda/Kawasaki
Whittier, CA
310-945-3494 | Albuquerque Yamaha
Albuquerque, NM
505-292-8011 |
| Santa Ana Kawasaki/Suzuki
Santa Ana, CA
714-258-3311 | M & M Honda
Albuquerque, NM
800-333-9731 |
| Mid Cities Honda/Kawasaki
Paramount, CA
213-531-1225
714-828-4080 | Motorsport Inc.
Albuquerque, NM
505-884-9000 |
| Handlebar Cycle
Durango, CO
303-247-0845 | Farr's Kawasaki
Tulsa, OK
918-834-2622 |
| Connecticut Cycle Works
North Haven, CT
203-234-7000 | Montgomeryville Cy Center
Montgomeryville, PA
215-699-7511 |
| BMW Orlando
Orlando, FL
800-626-4264 | Sport Cycle Products
Kintnersville, PA
215-847-8242 |
| Sport Cycle & Watercraft
Savannah, GA
912-354-6823 | Motorcycle Sales & Service
Columbia, SC
803-252-3381 |
| Rockdale Cycles
Conyers, GA
404-929-1545 | Yamaha of Beaufort
Beaufort, SC
803-525-1711 |
| Savannah Kawasaki/Suzuki
Savannah, GA
912-925-8288 | Redline Cycles
Myrtle Beach, SC
803-236-0758 |
| Dalton Cycle & Sprtg. Goods
Dalton, GA
706-278-4843 | Capital Kawasaki
Columbia, SC
803-787-6777 |
| Cycle Werks of Barrington
Barrington, IL
708-381-8050 | Angelo Suzuki/Kawasaki
San Angelo, TX
915-949-2453 |
| Downers Grove Yamaha
Downers Grove, IL
708-921-2602 | Casey Cycle City
Newport News, VA
804-595-9760 |
| Cedar Rapids Hon/Yam
Cedar Rapids, IA
319-396-2111 | Tacoma Honda
Tacoma, WA
206-564-8678 |
| Ray's Cycle Center
Greenfield, MA
413-773-8718 | Renton Hon/Kaw/Suz
Renton, WA
206-226-4320 |
| Dunbar Euro Sports
Brockton, MA
508-583-4380 | Bellevue Suzuki
Bellevue, WA
800-537-8314 |
| Green River Hon/Suz/Kaw
Greenfield, MA
413-774-2893 | The Brothers
Bremerton, WA
206-479-6943 |
| Rockville Harley-Davidson
Gaithersburg, MD
301-948-4581 | Jim Dandy Motorsports
Janesville, WI
608-756-1900 |