



100%
MOTORCYCLE OIL
IPONE

IPONE DISTRIBUTION UK

Telephone 01937 580 524 Fax 01937 580 548

Email ontimeracing@connectfree.co.uk

Bikes • Girls • Attitude

Supermoto Magazine™

Issue No2 £2.60
Mar/Apr 2002

Angel

CRF450SM

Motarding Honda's Latest Thumper

Plus: Husky SM570R, R30
& 6 Sets of 17" Wheels Rated



CCM R30^M Supermoto

£6500
inc VAT



The limited edition R30m Supermoto race motorcycle from CCM is the ultimate combination of style and performance and has been designed by CCM specifically for the Supermoto racetrack. The R30m is a development of the motorcycle ridden by top internationally well known personalities from the world of European Supermoto and World Superbike racing at Mettet last year – hence the R30m.



The R30m features include:

- A specially developed 640cc Rotax high compression engine giving 64 BHP with Mikuni VM 44 carburettor
- Full race exhaust system
- WP 48mm racing forks
- WP rear shock
- Front Beringer 4 pot racing brake
- 3.5" front & 5.0" rear Excel rims with Talon hubs
- Racing slick tyres
- Special R30 styling

The R30m is the ideal package for anyone who wants to race Supermoto on a factory designed and built motorcycle at a competitive price. Availability is strictly limited so you will need to order quickly to avoid disappointment.

For more details either contact your local CCM dealer, call us on 01254 296300, email sales@ccm-motorcycles.com, or log onto www.ccm-motorcycles.com

Come visit our show-room!

THE OFF-ROAD CENTRE

Suppliers of new and used trail and enduro motorcycles

Beta 

GAS GAS 

Husqvarna 

VOR 

 **SUZUKI**

AUTHORISED UK DEALER

over 50 used bikes in stock including:

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

Suzuki DR250 ■ DR250RS
DR250 Djebel ■ DR350 ■ RMX250

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

Kawasaki KDX200SR ■ KDX250SR ■ KDX200R ■ KLX250R ■ KLX250 ■ KLX250ES



New fleet of demonstrator bikes available to test inc:

New!!



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

Super Moto Centre!

Full range available to test.
Built to your specifications

PX
your road bike here

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

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

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



Jumping on Bandwagons



Well it finally happened. Despite a minor cock-up at the wholesalers which held up vital deliveries for almost a week, issue one of Supermoto Magazine made it onto the high street shelves sometime during mid-January. Months of planning (not to mention some serious hard graft) went into getting the project up and running, and judging by the levels of feedback we've had, the results have been worth it.

In fact the sheer amount of letters and phone calls to our rented broom cupboard nestling in the corner of the palatial TBM Towers shows that supermoto is enjoying a massive surge of interest right now and we want to share that with you, the reader.

It goes without saying that without you guys (and girls) spending your hard-earned cash to buy the magazine, it's pretty irrelevant how many hours we spent burning the mid-night synthetic over Christmas to get the first issue out. Supermoto Magazine is your magazine and we welcome any suggestions you care to make as to what you want to see in the mag - just so long as it's constructive of course.

It's also very interesting to note that even the sportsbike-obsessed regular bike press has finally woken up to the fun of supermotos and attempted to jump aboard the SM band-wagon. Pick up any issue of the usual monthlies right now and for certain you'll find SM bikes in there. They know it's happening, they've seen the phenomenal growth in sales of motards and they don't want to miss out.

Of much more relevance perhaps, to the SM-bike buying public on our overcrowded little isle however, is our unique slant on SM bikes. And whilst none of us can lay claim to becoming the next British motard champ, we feel that our combined knowledge and riding experience will enable us to reflect what's going on in the real world of moto out there. Something which we believe is far more important to the average rider than shaving a few tenths off their lap times around the local roundabout.

We can't offer the resources, the money or the staff of the bigger glossy mags, but what we do have is enthusiasm for our sport - by the bucket-load. Each of us here, eats, sleeps and breathes supermoto and that hopefully comes through in our editorial. What we do promise you however is objective testing with a no-holds-barred 'tell it as it is' editorial stance. If it's bad, you'll know about it. And conversely if it's good you can rest assured that it really *is* good.

Right having got that of my chest, read on and enjoy the next glossy 108 feature-packed pages of the UK's only exclusively-supermoto publication.

Get it up and keep it up!

Dave 'Crasher' Cornish

Supermoto
Magazine

Published & produced by:
Si Melber

Editor:
Dave Crasher Cornish

News/Sports Editor:
Emma Wheeler

Staff Writer:
John Harris

Editorial Assistant:
James Barnicoat

Design:
Caleb Mason

Contributors:
Peter Brock, Dave Lippett, Mick Brownfield

Editorial Address:
SM Magazine
PO Box 9845
London W13 9WP

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

Advertising Manager:
Paula Braddon
01225 786800

Distributed by Seymour:
0207 396 8000

Printed in England by:
Rowe The Printers

Supermoto magazine is published on or around the fourteenth day of every other month by Extreme Publishing Ltd, registered in England & Wales.

Company No: 3051747.
All rights reserved.

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

ISSN 14760843

6 NEWS

Jam-packed with all the latest gossip as well as a calendar of this year's most important race dates...

12 GIRL'S TALK

Emma Wheeler dreams of building a specialist supermoto track...

14 GUIDON D'OR 2002

Supermoto Mag heads for the annual Mecca of SM in Paris...

22 LETTERS

You tell us what you think, and we'll print it here...

26 WHEELS OF FORTUNE

Selecting a set of supermoto wheels couldn't be easier...

36 OLD DOG, NEW TRICKS...

Testing the 2002 version of the Husky SM570R...

50 EURO-VISION

The rad, bad and totally mad world of the Euro SM Champs...

64 NEWLY MINTED!

Does CCM's newest bike really cut it as a supermoto? This is how it shaped up...

78 SUPER MARKET!

The latest trick bits for your SM...

90 RED-LIGHT RACER

Honda's newest four-stroke dirt blaster gets the full SM treatment

102 GET LIPPY

Dave 'Lippy' Lippet races in NI...



MARCH/APRIL 02 ISSUE 02

SUPERMOTO MAGAZINE



WORLD SM SERIES...

Oh yes! It's finally happened, after years of relative obscurity, supermoto racing has at last hit the big time.

The FIM (motorcycling sport's governing body) has recently announced dates for a full blown 2002 World Supermoto Championship. The significance of a true World Championship is not to be underestimated. Media and television rights are still under discussion,

but whatever happens the new eight round series will give our spectacular sport a massive boost. The knock-on effects will almost certainly see the Japanese factories finally come on board with a range of production supermoto bikes for road and race use.

Round one is scheduled to kick off at the famous MX grand prix circuit of Namur in Belgium on 14 July and the series finishes with a hectic three round flourish in Nov. Taking in such diverse places as the USA, Australia, NZ, and of course Europe, the 2002 SM World Championship will hopefully bring motard to the masses and pump some big money into our sport.

Sadly, Britain is not on the list of countries scheduled to host a world SM round this year for obvious reasons (Blyton was busy that weekend). Nevertheless, a British round is a distinct possibility for next year if we can get a professional promoter involved and a track willing to host the

event (Brands Hatch anyone?)

Overall though this is fantastic news. And who knows, we could soon be settling down on a Sunday afternoon in front of the box to watch the world's best riders banging bars into the first corner. Check out our new 2002 events listings for places and dates, or log onto www.fim.ch for more details.

park. Despite the typically seasonal weather, nearly 2500 hardy souls turned out to watch a supermoto demonstration weekend to promote the new race series. Organised in conjunction with the AMCA and the P&O Irish Championship, the Fast Eddy series will be run over six races, three on the mainland and three in Northern Ireland.

The dates have yet to be finalised but former off-road

enduro champ Paul Edmondson told us that the events will be held at 'proper circuits with proper paddock and spectator facilities. The idea is to take the UK supermoto scene onto a higher level and make the whole race weekend into a real spectator friendly event'.

Good news for the displaced supermoto quad racers is that the Fast Eddy series will also incorporate the wild four-wheelers in the championship

plans. The main solo classes will be split into several new groups: two-strokes, thumpers up to 450cc, full monty open class muscle bikes, and a Pro class which will be open to anyone who thinks they're good enough. Race entry fees are pegged at £50 all in, no race licences, no club membership and it also includes insurance which amazingly some race promoters still don't offer.

One of the advantages of this refreshing lack of bureaucracy is that it should be easy to entice some of the top Euro racers over to compete with the best of British on home soil. Can't wait!

Needless to say here at Supermoto Magazine we will be covering and entering as many rounds as our meagre salaries allow. See the events pages for dates and venues or call organiser Tony Harwood for more info on: 01522 810432.

Pro Supermoto race series

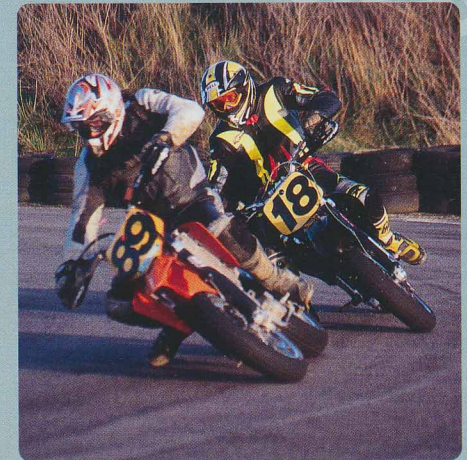
The Pro Supermoto club headed out to Suffolk and the Ellough Park raceway near Beccles for the second round of their winter series on 9 February 2002. Ellough is a relatively new kart track measuring approximately 800m long and 7.5m wide, featuring a pure tarmac surface, proper clubhouse and all the usual facilities for professional kart events.

Despite forecasts of gales, the day dawned bright but cold and 41 riders ventured out. Split into four main groups, there were A and B supermoto open classes, one class for any bike up to 450cc

(which included riders on MX wheels), and finally a quads class. Each group had two sessions of practice around the tight and challenging track, before a qualifying race seeded the open class into A- or B-groups. The riders were split into two random groups for qualifying, the first five in each group automatically went into the As (the 'bar bangers!') and the remaining five riders of each qualifier were put into the relative sanity of the Bs.

A lot of first timers had come along for a try out, and it was an ideal opportunity for them to get a taste of SM racing on a relatively low speed track with only nine or so other riders to contend with in each race. Things will definitely change as the season really kicks off later this month and a whole host of other new riders will no doubt decide to join in the fun. Andy Laister, Pro Supermoto's driving force, operated a 'two up and two down' format for the open class, so as the day progressed riders could move between either A- or B-group depending on their finishing positions.

The open class races were dominated by a couple of last year's NORA championship front runners - Ady Smith (2001 British Supermoto Champion) and Leighton Haigh, both riding for KTM again this year. Ady had chosen to ride his fiery 380SX (which seemed to suit



the point and squirt track just fine) while Leighton rode the Bracken 520EXC. Ady appeared cool, smooth and in control up front, while Leighton's more aggressive (and wild) style provided some excellent photo opportunities. He was backing the big KTM in brilliantly at the first corner each time around.

In the 'Up To 450' class Paul Rhodes was victorious on a 300KTM with Dave Paton (KTM300) and Jon Escombe (YZ400) having a seriously entertaining encounter for the remaining top positions. The track really did favour the nimbleness of a stroker, which made for a refreshing change!

Our own 'Chopper' Harris was out on his freshly prepped KTM race bike but as usual he spent more time trying to extract his bike from the tyre wall than actually riding. Still there's always next time eh John? The next round is on 31 March, and as we go to press the venue is still to be confirmed. For more info on the Pro Supermoto series call Andy Laister on 01757 630925.

SPORTS REPORTS

2002 Supermoto UK race series

The 2002 'Fast Eddy' Supermoto UK championship was launched back in January at a wet and windy Mallory



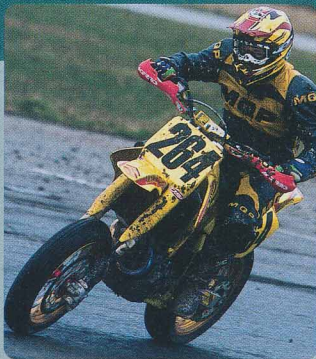
NORA race series

24 Feb saw NORA run their opener to the 2002 supermoto season. Typically seasonal weather failed to dampen the enthusiasm of the NORA regulars and Blyton Raceway in Lincs saw a full house of 125 solos all eager to blow away the winter cobwebs. Despite the freezing conditions and steady rain, the new five-heat format provided some close racing. A few of the top runners were noticeable by their absence but as this wasn't a 'points scoring' round it won't make any difference to the final standings. Needless to say Team Supermoto Magazine were out in force again and we certainly made our collective mark!

John 'Chopper' Harris (B-group) lasted all of six seconds in the first race. First lap, first corner, first crash. Going deep into turn one John got a flyer off the start and was up into fifth when the two guys in front had a coming together. With both bikes sliding across the track, poor old 'Chopper' had no escape route. Mayhem ensued as one of the stricken bikes skidded his KTM's front end. The race was red flagged as the mess was cleared away.

John emerged covered from head to toe in evil smelling mud and clutching his left shoulder. It took three of us to get his leathers off and despite a suspected broken collar-bone (later confirmed) the hard-man went out after lunch for another two races and even grabbed a third in the E-group. Mind you he did get someone to drive the van home because he couldn't lift his arm to shift gear.

Little Emma Wheeler also



came to grief with a nasty head plant onto Blyton's unforgiving concrete. The accident caused Emm to bite through her top lip, (ouch) but despite plenty of claret no stitches were needed. Understandably she was a bit shaken up. Anyway nothing a bit of lipstick won't cover up, eh Emm?

Up in the A-group NORA stalwart and SMM columnist Dave 'Lippy' Lippet was going well and challenging for third when his highly tweaked LC4 went bang. With both bike and rider liberally covered in fully synthetic, Dave looked a sorry sight pushing back to the pits. A suspected big-end failure sent the big fella home for an early bath. Better luck next time mate!

Which left 'Crasher' to fly the Team SMM flag (oh no). First time out on the new Husky 570 he discovered that the organisers had put him up with the fast boys in the A-group, 'cos they fancied 'a good laugh'. But the last laugh was on them because Crasher somehow managed to stay upright, stay out of trouble and stay in the A-group all day - despite all predictions to the contrary.

The next round is at Cadwell Park on 17 March and we'll be there, and so should you be if you fancy a good laugh at our collective expense...

INSIDE LINE

Book your holidays

London based KTM and CCM dealer Bracken Motorcycles are offering a bike delivery service and tented accommodation for the five day KTM Festival down in the French Alps in early May. No prices as yet, but call them to book yourself one of the 30 available places. Also Bracken has also announced its full 2002 diary of motard based events. Starting in March with a three day supermoto training school at Cadwell Park, Bracken will be running similar events right throughout the season until late October.

But perhaps of more significance to the average road riding motard fan are the planned SM trackdays. Run along similar lines to a regular trackday, the Bracken events will allow budding racers the chance to ride the very same SM courses as the top guys, but without the added pressure of actually competing.

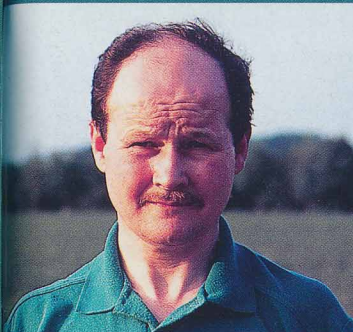
So if you fancy learning the black art of 'backing it into turn one' or just want to try out a multi-surface SM track, give Adrian or John at Bracken a call on 0207 232 1814 and tell them we sent you.

Husky's Only

By the time you read this, London based Bush Husqvarna Motorcycles will have had a grand opening of their new Shepherds Bush Husky dealership. The all new 'one stop' Husqvarna shop will be stocking all of the popular supermoto models including the SM50, SM125, SM610S, SM400R, SM570R, SM570RR and maybe even a Husky Nox.

There'll be a large clothing

and accessory section stocking all of the big named brands for both supermoto and enduro, and Bush will be offering demo rides on the more popular bikes. If you want to know more contact Heston or Quentin at Bush Husqvarna on 020 7603 3666.



So Long Phil...

Top tuner and White Bros/Mikuni/Keihin carb importer Phil Allen has unfortunately passed away. Phil died of a heart attack on 8 February while working at his Nottingham-based Allen's Performance premises. Phil was a genuine and helpful enthusiast full of in-depth technical knowledge, and always went the extra mile to help out.

Despite this tragic loss, Phil's wife Jane will continue the business with the help of her superb staff. Allen's Performance will continue with plans to race the 2002 supermoto season with Rob Meek at the helm of a KTM LC4 (tweaked by Phil himself). And our thoughts are with Jane and her family. Phil will be sadly missed...

Army Dreamers

Bournemouth-based tuners and VOR dealers Dynamite will be holding regular supermoto trackdays at Blandford Forum on MoD land. To join you need to sign up for Supermoto Club membership (£50) and entries will cost £40 for the day. Advanced booking is

a must and will be on a first come first served basis. For more info call Nigel at Dynamite on 01202 301201 or check out their website, www.dynamite.co.uk

Rumours Rumours

Our usual reliable source (Fat Bloke down the pub) has spilled the beans that Yamaha will definitely launch an all-new alloy-framed WR/YZ426 in time for the 2003 season. Fat Bloke was a bit tight-lipped about the final spec of Yam's new lightweight four-stroke, but he did let slip that there was a very real possibility of an electric start appearing on the enduro WR version.

This isn't the first time that Yamaha has built an alloy-framed off-roader. Apart from their current GP bikes, back in the late Eighties an open-class MX GP bike was raced for several seasons with varying degrees of success. Unfortunately the priceless works prototypes were actually stolen and have never been seen since. As it turns out, Fat Bloke reckons he can get hold of a lightly used alloy-framed, two-stroke powered 500 if anyone wants one cheap. Contact: Fat Bloke at The Swan, every night except Tuesdays...

Test rides

Everyone needs to know where they can test ride a new supermoto bike for themselves. The following list of dealers all have supermoto demo bikes available for the curious test rider. Don't forget to ring first to make sure the bike you want to ride is actually available.

CJ Balls M/cs (Norwich)
Honda XR(SM) - 01603 307500
Trott Racing (NW London)
Yam/KTM - 0800 0832182
Jack Lilley M/cs (SW London)
CCM - 01932 224574
Club Moto (SE London)
Husky - 020 7394 4381
Haines & Co (Forest of Dean)
CCM - 01594 822202

Bracken M/cs (SE London)
CCM/KTM - 020 7232 1814
The Off-Road Centre (Notts)
Husky/Gas/ VOR/Suz/XR(SM)
01623 428777

Windy Corner (Hinckley)
Husky/KTM - 01455 842922
Leisure Trail (Notts)
KTM/DRZ - 0115 973 2466
ML&S Bike Smart (W London)
CCM - 020 8566 0000
Premier Bikes (S Yorks)
CCM - 01302 703100
Brannons M/cs (Yeovil)
CCM/XR(SM) - 01935 474998
Bush Husqvarna (W London)
Husky - 0207 603 3666
Dealers, if you would like your name to appear here drop us a line at the usual address.

Electronic tagging

Controversy raged at the opening NORA round at Blyton Raceway. During the pre-race briefing NORA officials announced plans for competitors to fit compulsory electronic timing transponders to their race bikes. A one-off charge of £120 would be levied on each competitor and the transponder would belong to the individual rider. A quick show of hands amongst the riders present (50-ish) saw maybe a 65 percent split in favour of this scheme.

What concerns us however is that NORA now boast a full 300 solo riders (maximum allowed per meeting 125 solos) and that the relatively small number of riders present voted this motion in. NORA has admitted that they are having to turn riders away from meetings due the massive surge in interest. So you could end up paying £25 club membership then shelling out another 120 quid for a transponder only to find that you haven't got a ride due to over-subscribed race entries.

We applaud NORA for attempting to make their race series run smoother and more professionally, but have some concerns over the rising costs for the average club racer. What do you guys out there think...?



2002

Season Supermoto Calendar

MARCH

14-16 Bracken M/cs SM school Cadwell Park, Lincs
17 NORA Championship, round 1 Cadwell Park, Lincs
21-22 CCM Track Day, Lydd, Kent
23 Bracken/CCM Endurance, round 1 Lydd, Kent
24 Pro-Supermoto, winter series, Blyton, Lincs
24 Auto 66 Championship, round 1 Elvington Park, N Yorks
30-31 CCM Track Day Three Sisters, Lincs

APRIL

7 French SM Championship, round 1 Merignac, France
12 CCM Track Day Three Sisters, Lincs
14 Pro-Supermoto, round 1 summer series TBA
14 Auto 66 Championship, round 2, Oliver's Mount, Scarborough
21 NORA Championship, round 2 Three Sisters, Lincs
21 French SM Championship, round 2, Ales, France
23 CCM Track Day Three Sisters, Lincs
27 Supermoto track Day, Bracken, Blyton, Lincs
28 Auto 66 Championship, round 2, Carnaby Two, Yorks

MAY

1-5 Fourth annual KTM Festival Villars sur Ecot, France
2-3 CCM Track Day Lydd, Kent
5 NORA Championship, round 3 Blyton, Lincs
12 Euro SM Championship, round 1, Fougères, France
15-23 CCM Track Day Three Sisters, Lincs
19 Pro-Supermoto Champs, round 2, TBA
25 Supermoto Track Day, Bracken, Blyton, Lincs
26 French SM Championship, round 3, Lille, France
26 Auto 66 Championship, round 3, Elvington Park, N Yorks

June

1-2 Fast Eddy SM Series, round 1 Nutts Corner, NI
1 Supermoto School, Bracken, Lydd, Kent
2 Supermoto Track Day, Bracken, Lydd, Kent
2 Pro-Supermoto Champs, round 3, Topcliffe, N Yorks
2 Euro SM Championship, round 2, Venray, Netherlands
6 CCM Track Day Three Sisters, Lincs
9 NORA Championship, round 4, Manby, Lincs
9 Euro SM Championship, round 3, Mettet, Belgium

9 Auto 66 Championship, round 4, Elvington Park, N Yorks
15 Supermoto Track Day, Bracken, Blyton, Lincs
16 French SM Championship, round 4, Aurillac (Pers), France
22-23 Fast Eddy SM Series, round 2, Nutts Corner, NI
28 CCM Track Day Three Sisters, Lincs
30 NORA Champs, round 5, Warden Law, Sunderland

JULY

6-7 Fast Eddy SM series, round 3, TBA, England
7 French SM Champs, round 5 Lyon, France
7 Auto 66/British SM Champs Scarborough, N Yorks
11 CCM Track Day Three Sisters, Lincs
12-14 Auto 66, Cock o' the North (inc SMs), Scarborough, Yorkshire
14 Pro-Supermoto Champs, round 4, Down Ampney, Wilts
14 SM World Championship, round 1, Namur, Belgium
18-19 CCM Track Day Lydd, Kent
23 CCM Track Day Three Sisters, Lincs
28 NORA Championship, round 6, Blyton, Lincs
28 Pro-Supermoto Champs,

round 5, Rowah, Cumbria
28 SM World Championship, round 2, Valkenswaard, Holland
31 CCM Track Day Three Sisters, Lincs

AUGUST

3-4 Fast Eddy SM Series, round 4, TBA, UK
4 Auto 66 Championship, round 5, Oliver's Mount, Scarborough, Yorks
4 Euro SM Champs, round 4 Alpe d' Huez, France
7 CCM Track Day Three Sisters, Lincs
10-11 Pro-Supermoto Champs, round 6, TBA
22 CCM Track Day Three Sisters, Lincs
24 Supermoto Track Day, Bracken, Manby, Lincs
25 NORA Champs, round 7 Lydd, Kent
31 Supermoto Track Day, Bracken, Blyton, Lincs
31-Sep Fast Eddy SM Series, round 5, Nutts Corner, NI

SEPTEMBER

1 NORA Champs, round 8 Three Sisters, Lincs
1 French SM Champs, round 6, Ales, France
8 Euro SM Champs, round 5 Sessnova, Czech Republic
11 CCM Track Day Three Sisters, Lincs
14-15 Fast Eddy SM Series, final round, TBA, England
19-20 CCM Track Day Lydd, Kent
21 Bracken/CCM Endurance, round 2, Lydd, Kent
22 Pro-Supermoto Champs, round 7, Blyton, Lincs
22 SM World Championship, round 3, TBA, France
24-25 CCM Track Day

Three Sisters, Lincs
28 Supermoto Track Day, Bracken, Anglesey, North Wales
29 NORA Championship, round 9, Anglesey, North Wales
29 French SM Champs, round 7, Carole, France
29 Auto 66 Championship, round 6, Elvington Park, N Yorks

OCTOBER

1 CCM Track Day Three Sisters, Lincs
6 Euro Championship, round 6, Varano, Italy
12 Supermoto Track Day, Bracken, Blyton, Lincs
13 SM World Championship, round 4, Karntenring, Austria
18-19 Supermoto School, Bracken, Lydd, Kent
20 French Champs, round 8, Cahors, France
20 SM World Championship, round 5, TBA, Italy
20 NORA Champs, round 10, Lydd, Kent
24-25 CCM Track Day Lydd, Kent
26 Bracken/CCM Endurance,

round 3, Lydd, Kent
27 Pro-Supermoto Champs, round 8, Topcliffe, N Yorks
27 Euro Championship, round 7, Megaro, Greece

NOVEMBER

3 Auto 66 Championship, round 7, Elvington Park, N Yorks
3 SM World Champs, round 6, Bakersfield, California, USA
9 Pro-Supermoto Champs, round 9, Ellough, Suffolk
10 SM World Championship, round 7, Broadford, Australia
17 SM World Championship, round 8, Palmerston, North Island, NZ

DECEMBER

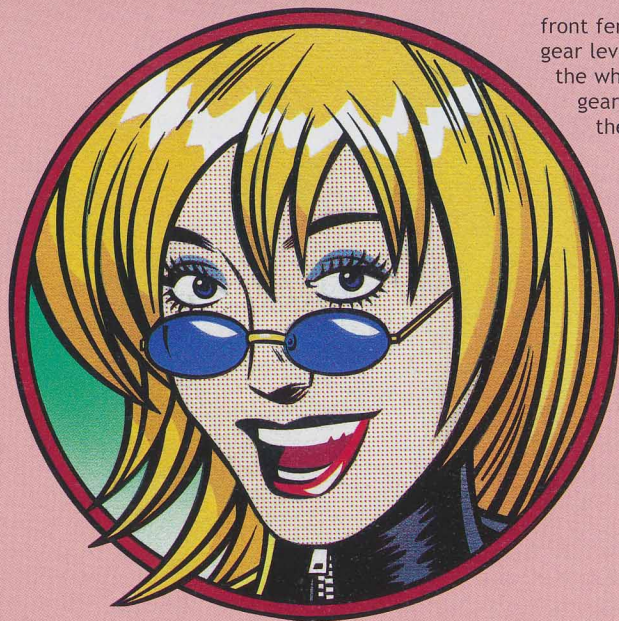
1 Auto 66 Championship, round 8, Elvington Park, N Yorks
29 Auto 66 Championship, final round, Elvington Park, N Yorks

Please note that a number of these dates are provisional and are liable to change at any time.

Useful Contacts:

- ✪ SM World Championship rounds, www.fim.ch
- ✪ European and French Championship rounds, www.ABC-supermotard.com
- ✪ NORA Championship rounds, www.supermoto.freemove.co.uk
- ✪ Pro-Supermoto Championship rounds, 01757 630038
- ✪ Bracken M/Cs SM School/Track Days and CCM Endurance Series, 0207 232 1814
- ✪ Fast Eddy Supermoto Series Tel 01522 810432
- ✪ Auto 66 Championship rounds, www.auto66.com
- ✪ CCM, Tel 01254 296321 or www.ccm-motorcycles.com
- ✪ KTM, Tel 08000 969197 or www.ktm.co.uk

For general up to date info on everything SM related, try our sister website: www.supermotech.com. If any clubs, organisations etc would like to publicise their events on these pages, contact the magazine via the usual editorial address.



Girl's TALK

Emma Wheeler dreams of building a specialist supermoto track in the home counties. Keep on taking the tablets Emm

It was almost like the flick of a switch! A fraction of a second passed and the Husky and I swung from full on flat out, to all-anchors action. With body taut I held on for the slide of my life as the back end chirped, skipped and slewed from left to right. Trailing the brakes until the last possible moment, I brushed the apex of the corner and began feeding in the power as hard as I dare, the back end began to squat and squirm and as I crested the bump on the exit, I found myself with a face full of

front fender. Flirting between throttle and gear lever with surgical precision I nurtured the wheelie until there were no more gears left to go, and ripped off down the next straight into a sort of dream. In fact I was dreaming. The reality was somewhat different. The bike lay pathetically on its side against the kerb a few yards away. I was vaguely aware that it was still running, pouring out petrol and chugging like a demented milk-float. 'Oh bumper' I thought, I've lobbed it again.

To this day I'm still not quite sure what happened, but it was somewhere around the time of the 'switch flicking' that it all went horribly wrong. The dream-like scenario was then replaced by the sensation of free-fall accompanied by a thought process which went along the lines of: I wonder how much this is going to hurt?

As it happened it hurt quite a bit (until the adrenaline finally kicked in to hide the pain, and anger replaced self pity). What an eejit, cold tyres, cold weather and red mist don't mix. As I discovered at Cadwell Park a couple of months ago.

Now I'm certainly not the first, or last, person on the SM Magazine 'Dream-Team' to show a talent when it comes to lobbing it big-time, but according to ex-WSB champ Colin Edwards: crashing is learning. So this must mean the combined knowledge-base of the SMM crew is extensive to say the least. In fact I wouldn't mind betting we're cleverer than virtually everyone - we've crashed that much.

Of course, I'd prefer practising that type of 'learning' on a trackday or a warm-up event rather than on the road - so I try and restrain myself just a little bit on the streets. Obviously none of us can predict when we're going to have an accident - unless you ride in London and then you know it'll be roughly every four to five weeks and involve an uninsured minicab, a white van or a 'psycho-list'. In fact I know a few lucky/rich/crazy people who have given up road riding entirely to con-

centrate 100 percent on their SM racing - if only we had some better venues at which to do it!

A friend of mine, a regular top runner in the NORA SM championship, was once asked by a European rider how many times a week he practised. The Euro SM sliding dude was surprised to hear that it was around every four-to-six weeks, at each race meeting!

The time has come. We need some dedicated tracks over here in the UK designed specifically to practise and learn SM. Even 100 percent tarmac tracks would be a start - like Circuit Carole in France where they actually encourage you to come along and ride around the track (and it's free). The track was actually opened because there were so many road deaths from bikers racing like idiots through the streets of Paris. We need somewhere like that over here so that we don't have to resort to paying more than £150 to do a sportsbike track day where we can only enjoy 20 percent of the track (the corners), where we get constant complaints for 'dangerous riding' from the sportsbike brigade, and where there are no jumps or dirty bits. Currently to hone our SM skills we've got kart tracks (too tight), road race circuits (often too fast, or expensive) MX tracks (errrm, too muddy!), disused airfields (too dangerous) or the streets (oops, not really officer!)

If we want SM to get bigger and better in the UK we need to get out there and build some dedicated tracks, so we can run proper championships at European championship level. Either that or get some forward-thinking council to agree to let us use the public roads for a race meet (like they do in Mettet, Belgium). Hmmm, I thought not...

The sad truth is I'm not expecting SM racing will ever reach the size of audience that supercross or road racing manages, unless we make progress on the track front - but the more spectacular and stylish the riders get, the better things will be for all those involved in the sport.

Anyone wishing to provide the land (complete with planning permission, earth-moving equipment and an endless supply of money) to build the world's finest SM-specific track along the M4 corridor can reach me via the magazine address. I'd be more than happy to help in the design and layout of the new venue in return for some free practise. Oops, there I go dreaming again...!

PWR

Leathers
The Perfect Fit

NEW FIT SPECIFIC TO SUPERMOTO BIKES

CONSTRUCTED FROM THE HIGHEST QUALITY GRADE HIDE

T-PRO CE BODYARMOUR FITTED AS STANDARD

ALL OUR SEAMS ARE TRIPLE STITCHED

DOUBLE LEATHER ON ALL IMPACT AREAS

KEVLAR STRETCH PANEL'S FOR EASE OF MOVEMENT

BREATHABLE COOL LINING

ALL GARMENTS ARE MADE TO MEASURE BY OUR OWN CRAFTSMEN (3RD GENERATION)

MADE TO YOUR PERSONAL DESIGN

LEATHER REPAIR & ALTERATION SERVICE (ANY MAKE)



SPEEDSPORT

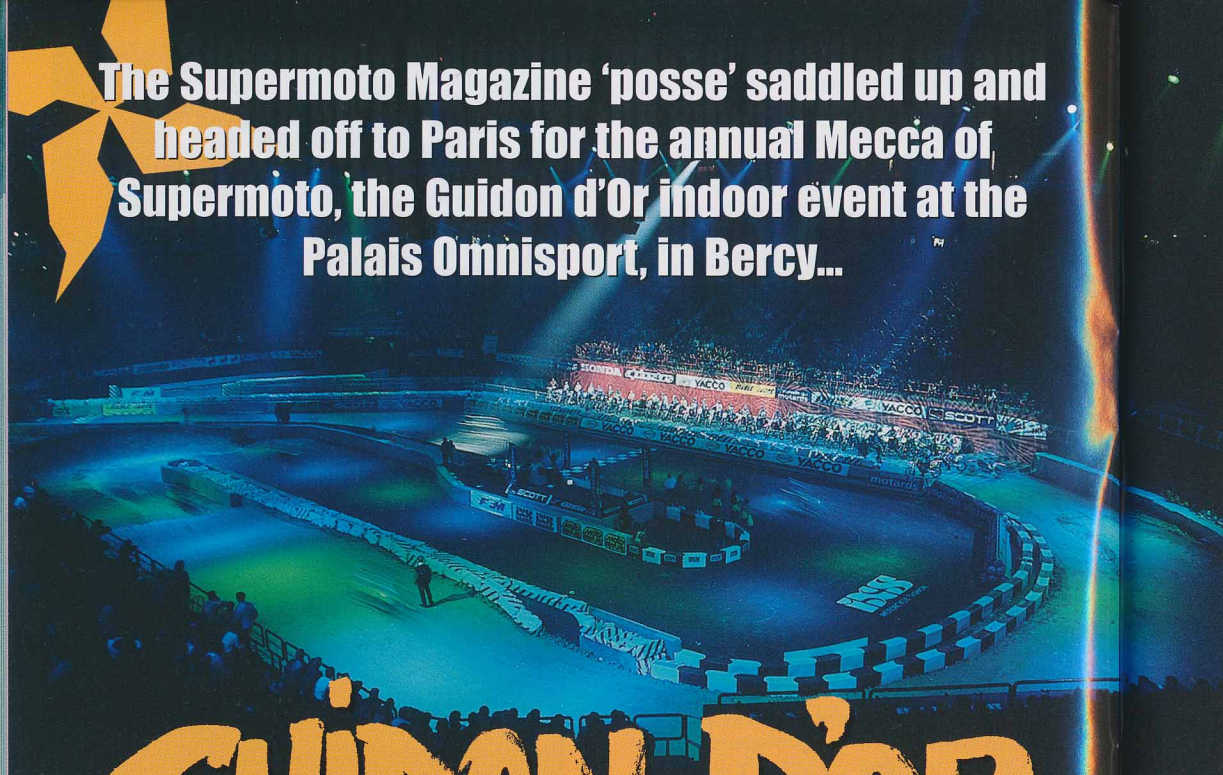
OF HULL

104 COTTINGHAM ROAD HULL HU6 7RZ
TELEPHONE 01482 445553 FAX 01482 440616

www.pwrleathers.com

SUPERMOTO MAGAZINE 13

The Supermoto Magazine 'posse' saddled up and headed off to Paris for the annual Mecca of Supermoto, the Guidon d'Or indoor event at the Palais Omnisport, in Bercy...



GUIDON D'OR 2002

Story: Emma Wheeler; Pics: James Barnicoat & Jacques Clipet

The Guidon d'Or is the closest you'll ever get to experience the thrills and spills of a star studded European SM race in a convenient bite-sized package, and without the need for a broly. Even getting a 'cheap seat' in the huge indoor stadium means that you can see 80 percent of the racing, whilst giant television screens relay the action from the tunnel section of the track.

The Palais Omnisports is easy to find, you certainly can't miss its weird grass-covered exterior, and the Novotel (a French hotel chain) at Bercy is conveniently located within staggering distance of the exits. Lucky really as when you've

watched these fruit-loops burning it up for hours non-stop, the smoke, the smell and the sentiment of the whole event will make you weak at the knees.

We've been making the pilgrimage out there every year since stumbling upon the event on Eurosport four years ago.

Back then they showed virtually the entire event live and loud! A whole four hours of it - heaven! I didn't move an inch in my seat for the whole programme - I was just so gobsmacked by the whole spectacle, I knew I was watching something very special indeed.

Since then Eurosport have been showing it less and less, until eventually this



The lights, the arena, the atmosphere... It could only be Bercy in Paris and the annual Guidon d'Or...

they stopped showing it altogether, giving priority to walking on skis or whatever. There were only two categories this year for the riders, 'Supermotard' or 'Vitesse & Tout Terrain' (for road, or off-road, racers). The 'Supermotard' class included the likes of Stephane Blot, Klaus Kinigadner, Boris Chambon, William Rubio, Gerald Delapine and Fabrice Guyot while 'Vitesse & Tout Terrain' featured last year's winner Fred Bolley, Stephane Chambon, Kurt Nicoll, Yves Demaria and Arnaud Vincent. In the early days there were even more categories for MX, enduro, road race and supermoto specialist, and the bikes

were limited on capacity. Now it's more of a free-for-all as a 70bhp monster hardly has an advantage on such a tight and technically demanding track. Last year there were quite a few big thumpers racing, but since Bolley won that event on a CR250 the trend has changed. I only saw a couple of bikes over 450cc this year.

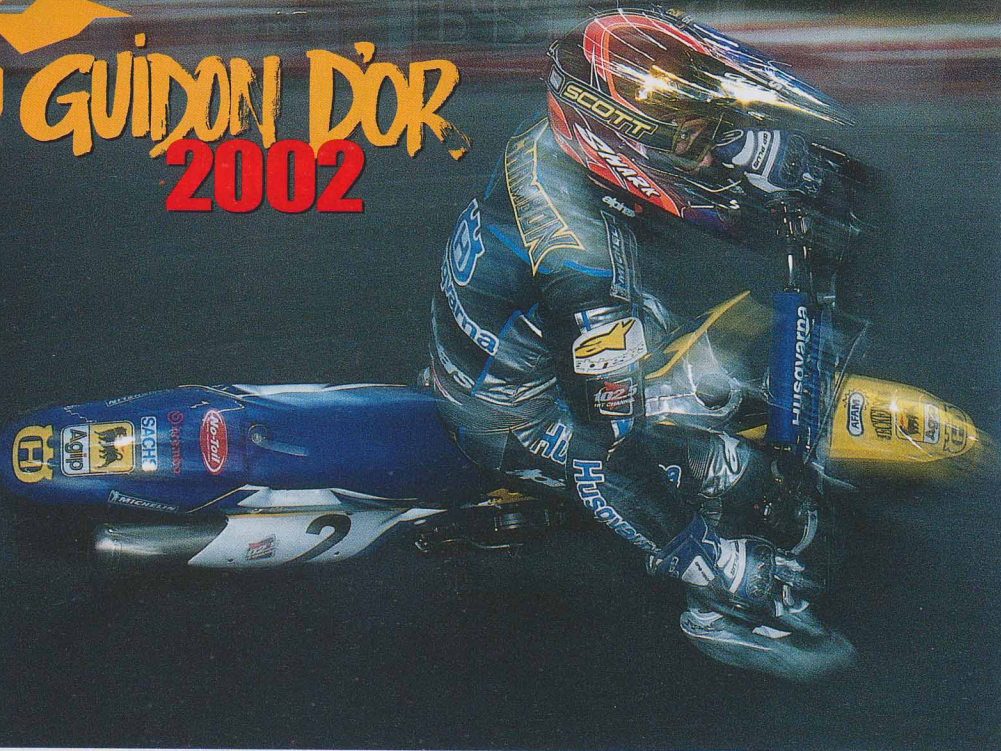
Each category was split into two groups (A and B), with the first four finishers in each, qualifying for the final. While the best of the rest were given a second chance to qualify through the 'repechage' races. These then made up the grid for each group's main final with the top five finishers qualifying for the main event: the Guidon d'Or trophy.

The first couple of heats were incredible and set the scene for the evening's entertainment. Supermoto 'A' heat saw Kini victorious on the KTM Supercomp, with Belgian Gerald Delapine on the Vertemati in second and Jerome Giraudo in third.

'With air horns blaring from the stands the ten finalists charged head-long into the first turn...'



GUIDON D'OR 2002



Above Right: to the victor the spoils. An elephant stephane Chambon could barely contain his thrill at winning...

Jean Michel Bayle crashed heavily in the tunnel while leading the TT/Vitesse 'A' race. Having re-mounted he then had to ride the wheels off his RM250 to get back up into a qualifying position.

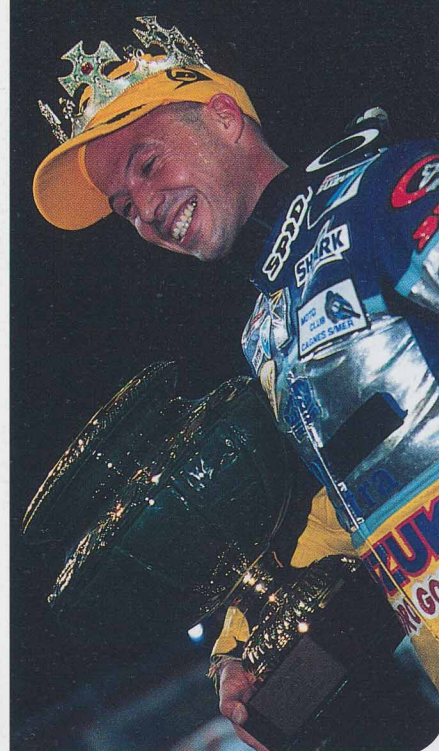
In Boris Chambon's Supermotard 'B' heat, disaster struck and the mighty 'Lupo' went for a right purler off the stepped dirt jump. Basically you either had to clear the whole lot in one go, or take it really easy on the down ramp, ride off the step and into the long dirt left-hander. Boris did neither and came up short, taking a trip over the bars and into the hay bales. After the crash the entire pack passed through at race pace, so it took him ages to get pointed in the right direction and back in the running (luckily he was riding the new 450 Husky, so he had the luxury of an electric start!) Vitesse/TT 'B' heat saw Bolley quick to

take the lead on his two-stroke Yamaha and he looked to be holding off Stephane Chambon comfortably, until there was drama once more in one of the tunnels. As Bolley bounced off the walls Chambon nipped through on the Suzuki DR-Z and went on to take victory ahead of Bolley and David Fretigne.

Interspersed with the headline races were some 'Husky Challenge' races. The riders were all on identical SMR570s (in varying states of disrepair) running identical treaded tyres and pipes. They were all highly skilled and I'm sure we'll see more of them in the future! Some were even more stylish than the riders in the main events! They certainly all enjoyed the post race celebrations, at least until they were hurried along by the officials!

During the intervals the crowd were kept entertained by the obligatory pom-pom girls and a bazooka, firing t-shirts into the stands. At one point a stunting

'Having re-mounted, he then rode the wheels off his RM250 to get back into a qualifying place...'



loon emerged from the tunnel aboard a BMW CS650, and proceeded to perform numerous stoppies, burnouts and fender-scraping wheelies. When he went for a lap of the track I was sure he'd try the dirt jump - though much to my disappointment he merely wheeled up and over it.

The 'Supermoto' final saw crowd favourite Boris Chambon starting from a lowly tenth due to his disastrous qualifying heats. He managed to get up to third with six of the ten laps to go, before crashing again, and eventually getting it back together to finish fourth. The eventual winner was Stephane Blot on a Husky, despite having a low-side crash in the latter part of the race whilst leading! Kini came in second on the big KTM and Vasseur (Yamaha) was third.

The 'Vitesse/Tout Terrain' final was won by Stephane Chambon on the Suzuki with Eric Sorby in second (on the world's most gorgeous looking yellow CR!) Fred Bolley finished third.

During the previous two Guidon d'Or events Stephane Chambon has been eliminated early on in the final (allowing his

brother Boris to win the second Bercy event in Jan '00 and Fred Bolley to win the third last year). There were times when it looked unlikely, and it very nearly didn't happen, but this year Stephane got to race his brother fair and square (much to the delight of the Chambon-worshipping crowd). The traditional start/stop 'Americaine' style final (where the last few riders get eliminated every couple of laps until there are only three left) was scrapped in favour of a straight 12-lap battle to the end.

With air-horns blaring from the stands and rock music pumping from the speakers the ten finalists charged headlong into the first corner. Unfortunately not all of them emerged! When the dust had settled it became clear that the riders on the floor were both the Chambons and JM 'smooth' Bayle. There were bikes upside-down all over the place and the decision was made to re-start the race (good job, or there could have been a riot!) I think a bit of artistic 'footballer style' licence was employed by those lying on the deck just long enough to ensure a red flag - not that I'm complaining!

At the re-start Stephane made a blinding break into the first corner closely followed by Blot, then Boris. At first it looked like Stephane would take the victory with ease, but then Boris pulled his socks up and got past Blot on lap three. He was charging hard and managed to catch his brother. But Stephane rose to the challenge and changed his line through the bermed left-hander, going from fast and wide to tight and tricky - though this seemed to help Boris catch him and they touched briefly on the up-ramp of the jump! It was all they could do to avoid a brotherly disaster and in the end Boris chose discretion rather than valour, and backed off.

With only a few laps to go, Stephane had it in the bag, Bolley scrapped hard with Kini and Blot to finish third. And the two Chambon brothers looked exhausted as they crossed the line to take the final chequered flag! Hardly surprising considering the battles they'd endured. I was exhausted just from watching them!

Over the page see the top 'GD' tackle ➤

YAMAHA 250YZ: Fred Bolley

Bolley's 2002 YZ250 featured factory Ohlins suspension...



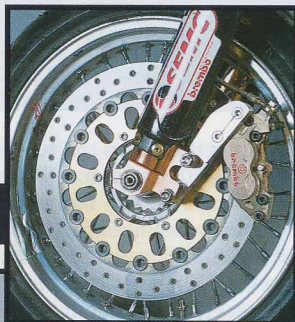
GUIDON D'OR

The Bikes...



A modified cylinder, piston and power-valve together with a programmable CDI and carbon-kevlar silencer helped Bolley's stroker stay on a par power-wise with the factory thumpers

The full Brembo Gold Series kit featured on the VOR



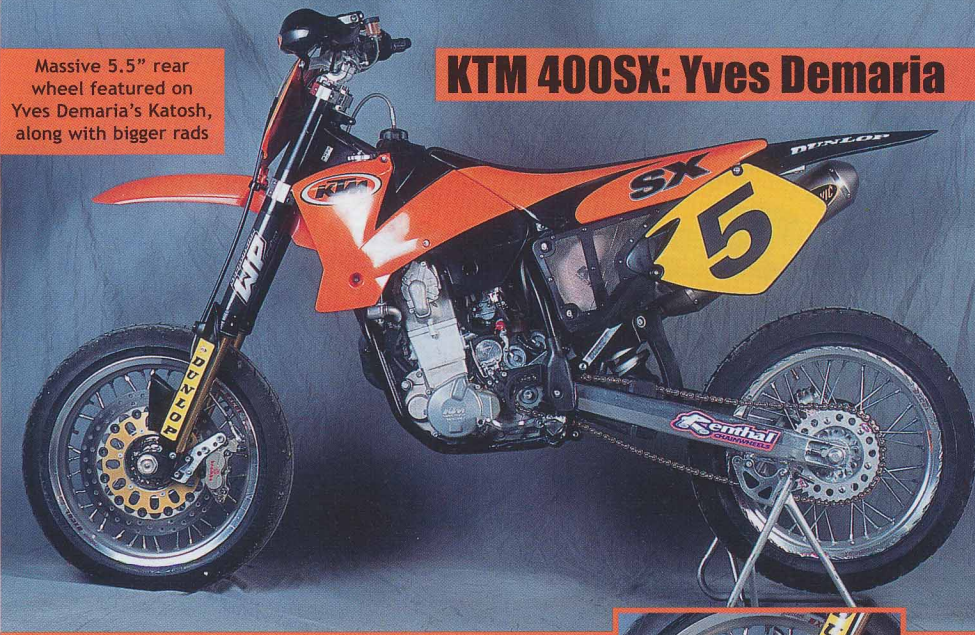
VOR 450SM: Fabrice Guyot

VOR SM featured the new perimeter frame. 450cc lump fed by a massive 41mm power-jet carb.



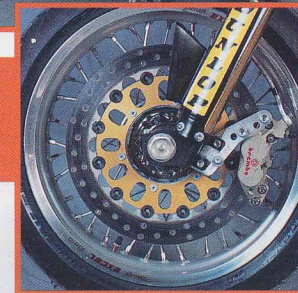
KTM 400SX: Yves Demaria

Massive 5.5" rear wheel featured on Yves Demaria's Katosh, along with bigger rads



And to help the cooling of the Brembo brake set-up, Demaria's bike had this neat air-scoop fabricated out of carbon-fibre...

Neatly styled aluminium alloy catch tank collects any excess fluids



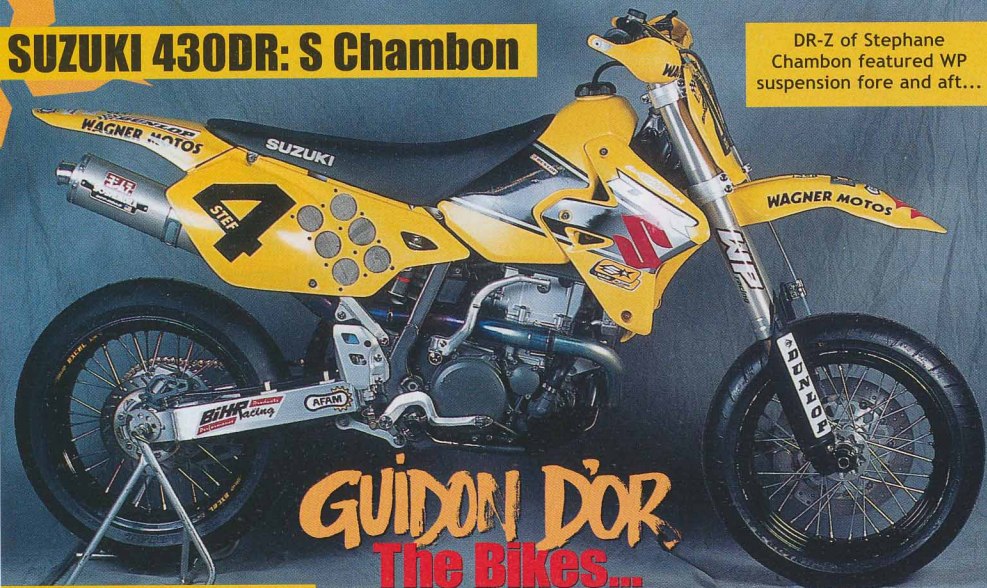
HONDA 250CR: Eric Sorby

Eric Sorby's bike was a 2001 CR250R which featured a 320mm Beringer brake set-up...

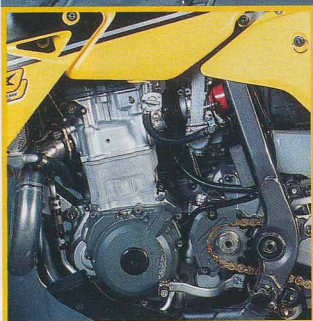


SUZUKI 430DR: S Chambon

DR-Z of Stephane Chambon featured WP suspension fore and aft...



GUIDON D'OR
The Bikes...



But it's the 430 Yoshimura motor which was trickiest of all. Apart from the over-size slug it featured Yoshi cams, a special CDI, Ti exhaust & 40mm carb

The Husky's Ti exhaust system helped pare weight to just 107kg...



HUSKY 450SMR: B Chambon

Boris Chambon's electric-start Husky featured a 16.5" front wheel, hand-made alloy tank and titanium footpegs...



MLS also stock...
aprilia
SUZUKI

Full range of Lazer Motocross helmets in stock

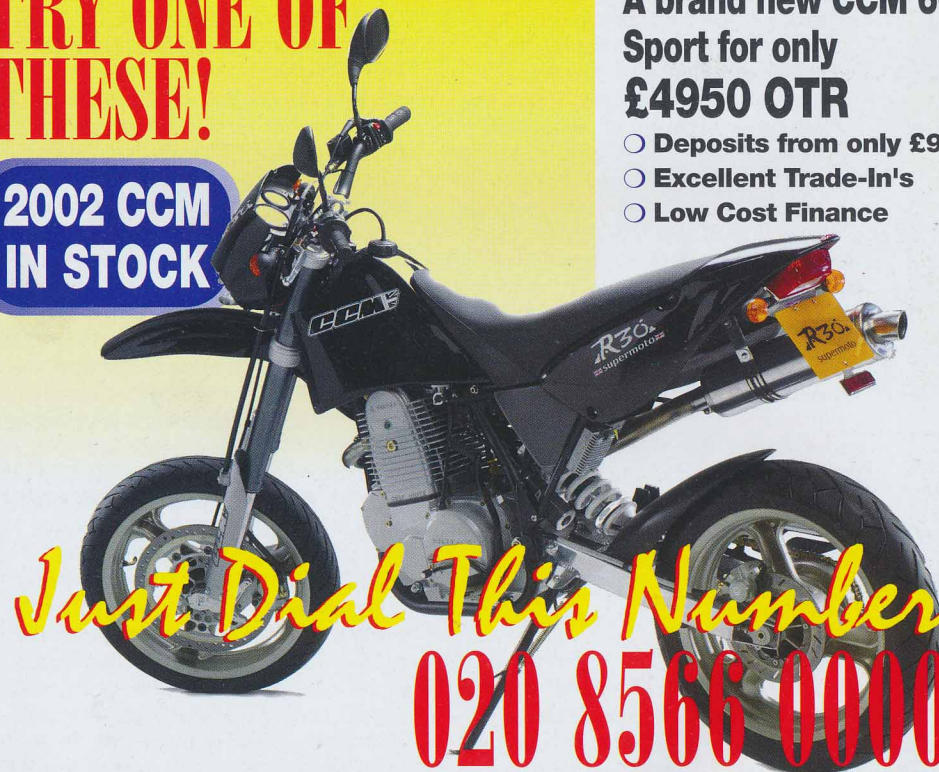
BORED WITH YOUR SUPERSPORTS? TRY ONE OF THESE!

2002 CCM IN STOCK

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

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

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



Just Dial This Number
020 8566 0000

Call the sales desk for details.

LONDON'S PREMIER CCM MOTORCYCLE DEALER

140-142 NORTHFIELD AVENUE, EALING W13 9SB

MLS bikesmart
motorcycles & scooters

OPEN 6 DAYS A WEEK!

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



Watch out, Blez is About...

Dear SM Magazine

First of all congratulations on an excellent first issue. Of all the magazines I have read this is the first time I have put pen to paper, partly to congratulate but also because I noticed Paul Blezard's name on page four. Do they still let that man ride motorcycles?

My last experience of Blez was his tyres running over my back! I dare say he will have forgotten all about this, but it was my first SM event, way back in '89 at Langbaugh. I was racing in the ill-fated TDR Cup, in which I was doing quite well until this unfortunate incident which resulted in a broken wrist. Not that this was Blez's fault of course, but he might have tried to avoid me and my fallen steed. Please pass on my regards.

Like Dave Cornish and John Harris I have also been thinking about going SM racing again. Will NORA ever hold any racing in Scotland in the future? Also, what different classes are there (two-stroke/four-stroke 250/500 etc)? Keep up the good work guys.

A Sidey
Lochgelly, Fife

Glad you like the first issue of the mag! Yup you're right, it really is the same old Blez from the Langbaugh supermoto race back in '89. Somehow he still manages to wobble around on two-wheels, but these days it's usually at the helm of an overweight super-scooter. In reply to your questions, no it's not very likely that NORA will venture that far north, but they are planning a round at Sunderland on 30 June, which I guess is as near as you will get to Fife. NORA

classes are based more on ability than two-stroke/four-stroke or any capacity grading, but of course that could all change. Oh by the way Blez does vaguely remember finding a mangled wrist-watch in his sump shield...

20 Questions

Dear Dave

Good to see a magazine aimed at a different side of motorcycling. Since getting into biking some five years ago I've been attracted to off-road style machines. The only drawback for me is that I'm five-foot-six (with a 29" inside leg) which puts most of the more interesting machinery out of my reach - literally!

Now the supermoto thing looks like my idea of fun. I currently own a Suzuki Bandit but had a Honda MTX200 over the summer. Although it was old it was a blast and I could just about cope with the seat height because of the light weight and narrow seat. What I really fancy is a KTM Duke but can anything be done about the ride height? And what about other makes? I did look at CCM at the bike show but I preferred the KTMs. I'm looking for something for fun only with plenty of grip. On tarmac, the knobbies on the MTX were 'interesting'.

Are there any dealers in my part of the world? Also I get the impression from reading your magazine that most supermotos are modified trail bikes. The 'Bike Buyer's Guide' is a good idea but more photos please and web site info - it all helps people new to this area of biking. Any help that you can give would be appreciated.

Peter Coats
Bracknell, Berks

PS: Do you really need scantily clad women on the cover, eh?

Whaddya' mean you're too short Peter? At 5'6" you'd be a positive giant amongst half the SM crew. Our own Emma's only 5'4", and I'm not much taller. Yeah a KTM Duke would certainly do the job, as the seat height is a mere 35" from the ground. CCM's R30 is a tad lower and another inch or so can easily be dropped from both. Try calling 08000 969197 for your nearest KTM dealer, and CCM are on 01254 296321. Actually not all Supermotos are modified trailbikes; both the Duke and R30 are dedicated street-bikes. Most other Euro manufacturers offer similar models in their range. Oh almost forgot, in answer to your final question: yes we do!

Gilera

Dear SMM

Just finished reading your first issue so thought I'd drop you a line and bore you with a few suggestions for the mag.

I've had my '92 Northwest for eight months now and am looking forward to a summer of scaring myself silly on it. It's my first bike and makes an excellent alternative to the usual Bandit first bike-route. I didn't have a licence when I first bought it so I was relegated to private roads to start with. Luckily enough I'm in the army and am currently based on an ex-RAF camp. The airfield soon became my own test track, though only when the Gilera wasn't eating its own big end shells. Two rebuilds and a new bottom end later and all is well. Bob Wright Gilera in Weston-Super-mare did me an excellent deal on a decent bottom end and saved me a lot of heartache. 'Italian character' my ar\$e!

Why don't you do a feature on Gilera 'Nordies'? You could call it Past Masters or something and see how they com-

pared to the newer stuff. Also, what about an article on cornering. You could show which style is better - knee down or foot out?

I quite liked the KTM on the centre-fold of issue one (them fancy KTMs aren't too bad). If you print a few shots of a Northwest being caned I'll see if I can talk the missus into hanging off the Gilera for a couple of pics. On second thoughts, she'd probably get it lower than I can!

John, Barnstaple
Devon

Thanks for the suggestions John. We'd love to do a feature on Gilera NWs, but unfortunately we haven't been offered any. Personally I think that they're a great bike, I rode one around Cadwell Park just after they were launched, and was seriously impressed! Only thing was that at four and half grand back in '91 the Northwest was horrendously over-priced. We hope to have a riding-tips feature soon, although on second thoughts maybe your missus can give us a few lessons (if you see what I mean!)

Short 'n' Sweet

Crasher

Great publication! It's about time we had a supermoto mag. Keep up the good work.

Neil
Cumbria

Cheers Neil! Thanks for the complement. Obviously you spend more time riding your bike than you do putting pen to paper. You didn't attend the same school as John 'Chopper' Harris by any chance?



Stickers Please

Dear SMM

Issue one was the mutts nutts - From Jo 'G' at the front to the excellent Renthal advert at the back! But I need more, more, more! I need my SM fix now! I need you monthly! I hope the mag is a success. SMs are appearing everywhere down here in London and the south-east. I get asked loads of questions from other riders about my DR-Z supermoto. 'Where do you get the wheels from?... the front disc? etc etc. You might want to think about doing an article on building a budget supermoto. I have noticed that

some sportsbike riders are a bit worried about getting the spanners out - what's that all about? Or are we the new specials builders of the 21st century?

Whatever we are, we seem to be upsetting the mainstream R1, 'Blade crowd, and I'm loving every minute of it. Now looks like everybody wants to be 'Billy no-mates' mate!

Enough of my scribble.

Dr Zed
London

PS Any chance of a couple of stickers?

Good to see someone appreciates our choice of front cover. We'd love to go

monthly Dr Zed, unfortunately 'Lippy' and 'Chopper' are only allowed out on good behaviour, one week in four. You could have some stickers, except we don't have any... yet. We sent Emma out to the printers with 50 quid for some stickers and she came back with a hand-bag full of graphics for her race bike. Hang in there 'Billy no-mates', only two months to go before your next SM fix.

KTM Power

Oi SMM

Your first mag is brill. Could you help me find some aftermarket gear for my KTM

LC4 640 SM? I can't find anyone who does cans or full systems, except for KTM's own and that's too expensive. Is it really worth fitting one? Also, what other mods can you do to the bike? I can only find bits for the 520 etc. A touch more speed would be nice.

B Malcolmson

KTM LC4s certainly do benefit from a pipe/air box mod/rejet, you could try KTM tuning experts Marsh Performance on 0101752 667201 or Dyno Torque on 0121 772 2453. Both specialise in tweaking Austrian thumpers for as much power (60+ bhp) as your wallet can stand. Good luck...

Moto Photos!

Following last month's CCM sponsored photo competition to find your best SM piccie, we now have a lucky winner. Despite several bribes and a few lewd pics of reader's wives in ahem, artistically posed shots, we managed to come up with a short list for the best supermoto (or related) photograph. The winner gets to spend the day at a fantastic CCM-run

track day aboard one of their big-bore SM thumpers. All the fuel, riding gear and tuition (if needed) are included in the prize.

Anyway here are some of the pics we could actually print. You lot sure are a bunch of sick puppies!

First place goes to James Lee from Southampton for his simple yet fun black and white rear-end snap of him aboard his German TT600R motard (above). Nice end-can mate. Enjoy your day out with the CCM boys, James.

Phil Thoburn from Swindon sent in a similar 'stoppie' snap of him and DR-Z400 SM in perfect harmony. Anyone who can pull stoppies like that is just too damn good to go on a CCM track day. Too stylish by half, we reckon. Better luck next time Phil.

Rodney Harrison almost got the nod with his all-action pic (left) of one of the



P&O Irish rounds. But the rest of the photos he sent in were so bad that we reckon it wasn't meant to be arty and blurred at all. And was nothing more than a lucky fluke. And what is that in the bottom left hand corner? Give the Guinness a miss and try using a tripod next time Rod.

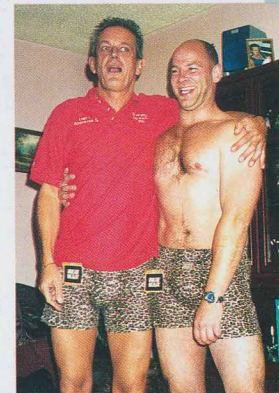
Okay! I know that Lee Williams' still-life of his neat CRM250 SM (not pictured) may not get your pecker up but the other pics he sent of his ex-missus certainly would. Much as we'd like to print Lee's other shots we don't want the vice squad raiding our gaff. Not again, anyway.

Mancunian Karl Eckersley's bribe failed miserably. A 'neatly folded 50' doesn't mean a 50p piece you tight get - though

we had a good laugh at your sense of humour. Quite how you managed to bend a 50p coin so perfectly defeats us. Lippy's still trying to straighten it out for the office coffee machine. Oh the pic! Yes the perfectly focused snap of a stunting Scouser wheelieing a CCM would have won but for the fact that it didn't. Tough luck mate and before you ask, no you can't have your money back.

Oh lordy! Talk about scraping the bottom of the barrel. Just what a pic of the lead players in the Norfolk turnip smuggling ring has to do with supermoto is beyond us city folk. Clearly Steve Cushing (Husaberg 650) and Stuart Crisp (KTM Supercomp, tarts bike) from Norwich have sent their dubious snap to the wrong 'SM' mag. Don't worry lads we'll pass on your address to 'Big Lionel' down at Root Veggie Monthly Magazine.

Any more snaps from anyone else? There are no more prizes, but we'd love to see your piccies all the same...



**Chocks away! Selecting yourself a set of super-sexy
supermoto wheels couldn't be easier.
SM Magazine helps you decide...**

WNI hether you're building your own
fire-breathing Chambon replica or
simply want to add another string
to your dirtbike's bow, you'll find yourself hunting
down a pair of trick 17 inch wheels. Road or race,
alloys or wires, the choice is bigger than you think
but one thing's for sure, a supermoto simply isn't
a supermoto without a trick pair of sexy fat rims. ▶

Wheels Of FORTUNE

Talon

Probably the best known of all the supermoto wheel specialists, Talon manufacture their own billet hubs for just about any dirtbike you choose to mention. Available in a wide range of anodised hues, the Talon hub is quite simply a work of art in light alloy. Talon also import and recommend Japanese made Excel rims which again are not only super strong but are also a thing of great beauty. These rims come in a wide range of colours (at a small extra charge) and are laced to the hubs by a set of heavy-duty stainless spokes. Certainly the most popular SM wheels in the country, and with good reason.

◆ RRP Front wheel from £337.70.

Rear wheel from £380.70

◆ Contact: Talon Engineering on 01935 471508



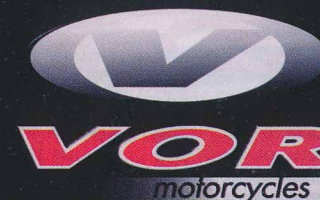
Afam

These unique French-made hubs are imported by aftermarket specialist Bike Torque Racing. CNC machined from billet, the trick Afam rear hub offers a unique reversible application that gives the rider the option of turning the tyre without removing it from the rim. This gives a fresh edge to the tyre to gain extra life from the rubber.

Simple in operation, the Afam hub has two machined plates, one for the sprocket and one for the disc. These slot into locating holes on the hub and are fully interchangeable with each other. The peg locating mechanism features a tough nylon coating to give a rudimentary cush drive and an 'O' ring is set into a machined groove to keep crud out of the bearings. The beautifully made hub comes in a light matt gunmetal finish and the design allows straight-pull heavy-duty spokes to be used. Primarily designed for enduro racing, the benefits to the supermoto rider however are slightly more limited. But it's unbelievably light and well made, and what's more the Afam/4.25 Excel combination includes a 220mm disc and sprocket. A super-trick accessory then for the motard owner who 'must have everything'...

◆ RRP Reversible rear wheel £532.00 (complete). Reversible hub only (but including sprocket and disc) £385.00

◆ Contact: Bike Torque Racing on 01373 464252



Features

Ohlins rear shock • Oversized breaking disc • Breaking Caliper • Electric start • One year manufacturing Warranty

In Chains, Ringwood,
Hants 01425 474800

No limits, Wrexham,
North Wales 01978 846507

Adrian Lappin, Ringwell,
Northern Ireland
0467 402133

Meredith Moto-X,
Brislington, Bristol
01179 714873

Dunfirmaline Motorcycles,
Dunfirmaline, Scotland
01383 732952

Kawasaki Newcastle,
Newcastle-upon-tyne
0191 2723335

Seward Engineering,
St Austell, Cornwall
01726 851733

Greg Thomas Racing,
Merthyr Tydfil, South Wales
01685 722773

Scorpion Motorsport,
Radcliffe, Manchester
0161 7249518

Taylor Racing,
Chippenham, Wiltshire
01249 657575

Holeshot Moto-X, Lisburn,
Northern Ireland
02892 634454

The Off Road centre,
Nottingham
0162 3428777

North County MX, Cumbria
01900 819982

Max Moto, Bury St Edmunds
01254 701170

Dynomite Performance
Motorcycles,
Bournemouth
01202 301201

Motorvation, West Thurrock,
Essex 01708 862828

Regent MX 01469 580312

Imported by TM UK

Tel: 01249 715523 Fax: 01249 715470

Central Wheels

Believe it or not, Central Wheels are the largest bike wheels supplier in Britain and can source anything from a spoke nipple for a classic Vincent to a full set of supermoto race wheels with brakes to match. CW sent along a trick pair of nickel-plated Talon billet hubs laced with a set of their own heavy-duty spokes to a pair of Spanish-made, satin-black Morad rims. But they can also supply a wide choice of Excel rims from stock.

The Brummy-based company actually manufactures a wide range of their own products, but merely assembles wheels for supermoto applications. Nevertheless Central Wheels can supply just about anything wire wheel related, including tyres and brakes.

◆ RRP Front wheel £316.00.

Rear wheel £350.00

◆ Contact: Central Wheels on 01675 464221



Extreme Riders

Little known in Britain, Italian based Extreme Riders offer a large selection of great value supermoto products for both road and race use. Their range of SM wheels are hugely popular with Italian moto-heads and now they are available here. Extreme Riders offer two variations on two different hubs. You can specify either standard hubs (KTM/Husqvarna etc) which utilise the OE equipment used by the factories (or use your own), or more commonly an Extreme Riders hub. These differ from the norm by being neither billet nor cast but actually a fabricated part. ER takes a large diameter alloy tube and welds on a CNC machined plate which mounts the bearings/disc and sprocket holder. This process is claimed to be as strong as billet but both lighter and cheaper. ER offer a choice of their own stunning looking super-lightweight rims (4.25 - 5 inch rear) which are recommended for tarmac use only, or the heavier but more robust Morad rims. A UK importer is shortly to be announced.

◆ RRP Husqvarna front wheel approx £235. Rear wheel approx £305

◆ Contact: www.extremesriders.com or call Italy on 0039 0432 906707



CLF

Imported into the UK by supermoto specialist Freddie Trott Motorcycles, the CLF range of wheels and hubs offer the fat-rimmed look for the rider on a budget. Not quite up to the standard of the other wheels here in terms of quality or finish, nevertheless the CLFs get the job done for far less money. But don't let the low price put you off, these Italian-made wheels are built by a subsidiary of the Kramit concern (an Italian bike manufacturer), and certainly look the part. The wheels come in a highly polished finish with a prominent CLF logo. The rims are well made and just as light as some of the more expensive offerings. Both cast hubs are machine finished and come laced together by a set of heavy-duty (but cheap looking) galvanised spokes. Freddie is actually offering a complete supermoto wheel conversion kit for your bike which includes: the full wheels (including bearings), Avon Azaro tyres, tubes, 320mm fully floating front disc, caliper spacer, 220mm rear disc and sprocket - and all for a remarkable 875 quid (inc VAT). At that price they make great sense for a rider looking to convert their dirt bike but without spending a whole heap of money.

◆ RRP Front and rear wheels only, £575. Front and rear wheels complete with tyres, discs, bearings and caliper bracket etc £875.00

◆ Contact: Freddie Trott Motorcycles on 0800 0832182



OZ

Now for something completely different. OZ wheels are used extensively by car race and rally teams. Their reputation for being strong, light and durable is second to none and they're used by several works bike teams. Vortech are the UK

importers for both car and more recently the bike wheels, but up until now the only bikes fitted with these super-light forged alloy wheels has been the top of the range Aprilia superbike.

Shortly however they will become available for road and race applications in either aluminium or magnesium. However the mag wheels are not recommended for supermoto use! The special high-tech forging OZ uses in its manufacturing process makes them not only lighter but also much stronger than traditional cast wheels. Available in a stunning range of colours, the beautifully finished OZs are lighter than most wire wheels and sensational to see in the metal. For such a potentially punishing sport as supermoto, Vortech are offering a serious alternative to the much loved wire wheel, though whether they'll catch on with the moto-racers is another matter. But you can't deny that they are objects of beauty in light alloy.

- ◆ RRP and availability TBA in a few months time.
- ◆ Contact: Vortech on 01280 706897



The first thing you should consider before buying a trick set of wheels for your supermoto is, will they fit...? It may sound obvious but you would be surprised at how many wheels are incorrectly ordered by the budding motard rider. Ensure that the wheel builder knows the application, the correct spacers and your specifications. Also what will you be using your bike for? Road or race, tarmac use only, or mixed surface riding? All of these criteria should be taken into consideration when choosing a set of rims. Some rims may be better looking, cheaper or simply the right colour to match your bike, but any serious race use (which includes any off-road sections) could ruin them on the first lap if you don't choose carefully.

If you are at all unsure, don't be afraid to ask, otherwise you could be making a potentially expensive mistake. Whatever you decide, a tasty set of wheels is a good investment. You can change your bike each season and still keep the same wheels. Or if you decide SM's not for you, a used pair of moto wheels always moves very quickly in the classifieds. Anyway, by going the supermoto route, you are in effect turning your dirtbike into a true dual-purpose machine. What are you waiting for? You know it makes sense...!

motosupplies.com

PO Box 76 Carnforth LA5 8XD

Telephone 01524 825 093

Fax 01524 824 723

www.motosupplies.com

Husqvarna
Authorised Dealer



Phone for special deals on
Husqvarna Supermotard Bikes

Sole UK Distributor for...

EXTREME Riders
SPARE & SPECIAL PARTS

EXHAUST SYSTEMS
G.P.R.
RACING PARTS

GASGAS MOTOS LTD

OFFICIAL UK IMPORTERS FOR GASGAS MOTORCYCLES



SM 250 RRP £3890.60 INCL. VAT
PLUS DELIVERY PLUS OTR

SM 400 FOUR STROKE AVAILABLE SOON £4450.00
INCL. VAT

PLUS DELIVERY PLUS OTR

CONTACT OURSELVES FOR YOUR NEAREST DEALER! ALL
MODELS IN STOCK

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

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

bike stop

World's Largest JAPANESE Stockist



MICHELIN Offer

New Michelins

From **£129** pair
(Full service at NORA rounds)



LEATHERS
Special Price from £399.99
Full Dainese Range



HELMETS & GOGGLES



BOOTS & GLOVES
SIDI Supermotard Flex Force
from £230.00



BODY ARMOUR & SAFETY GEAR



FOR ALL YOUR SUPER MOTO NEEDS

TEL: 01438 317038

www.bikestop.co.uk

104 High Street Stevenage, Herts SG1 3DW



DAINESE



ACERBIS



SCOTT USA



#30 SCOTT SHEAK 250 WEST COAST / TEAM PLANO SHARK



NEONBLUE
NEONYELLOW
NEONORANGE
NEONRED

CARBONLOOK

RACE PASSION

3400L5

5 colour schemes
Light Sensitive lenses

PROGRIP

PROGRIPDISTRIBUTOR
MITOU.K. SOLE IMPORTERS
01202 741580

WWW.PROGRIP.COM

CALL
FOR A DEALER NEAR YOU

subscribe...

to tbm



£30

- 12 issues
- postage paid
- get it early

to supermoto



£15

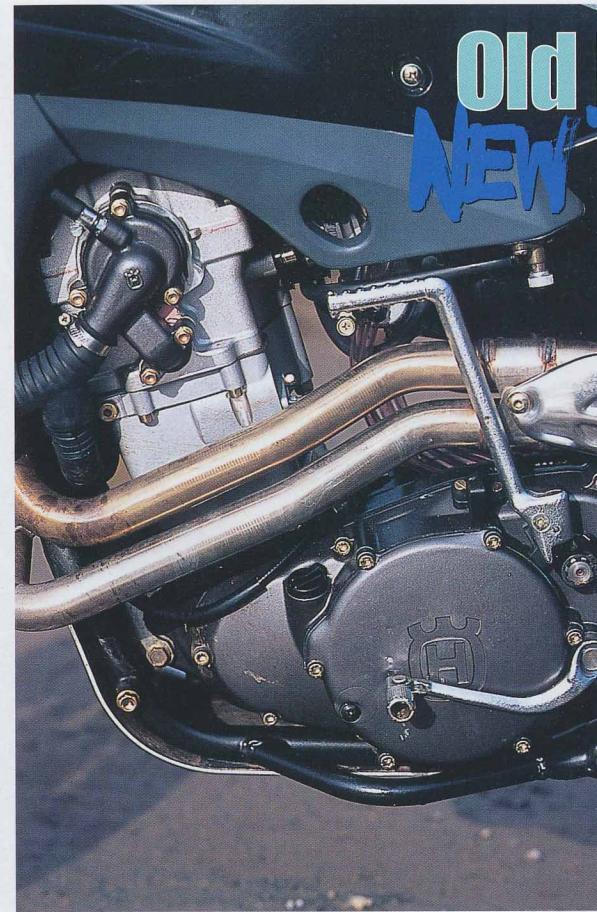
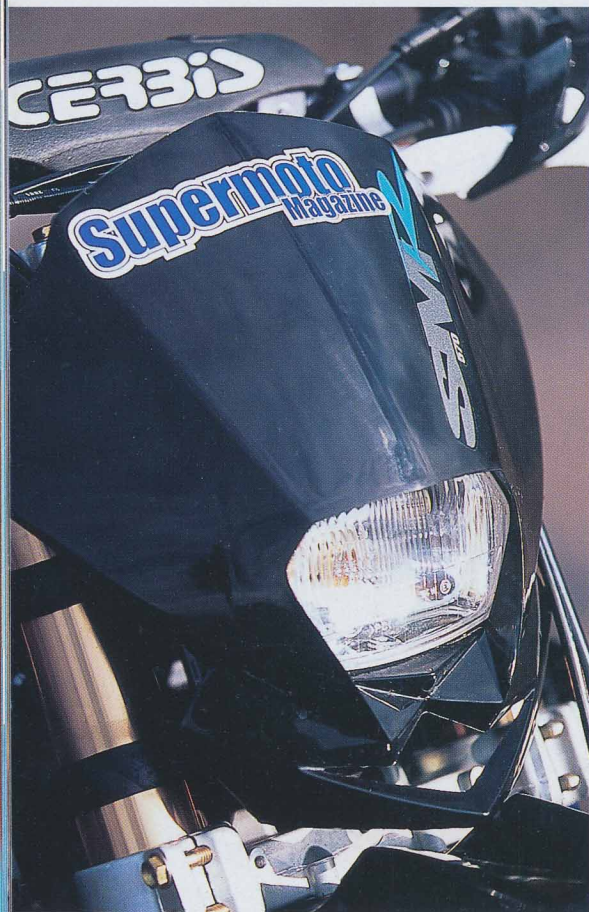
- 6 issues
- postage paid
- get it early

Old Dogs, NEW TRICKS...



Some things simply get better with age: fine wines, antique furniture and Husqvarna's big banger SMR supermoto. We sent 'Crasher' off into the winter gloom to discover the delights of Husky's 2002 version of the SM570R...

Story: Dave Cornish; Pics: James Barnicoat



Old Dogs, New Tricks...

Old-school 570 motor comes to life with the application of a traditional kick. However there's nothing old fashioned about the Husky's raw power

(re-badged as a 570), is now considered a bit of an off-road dinosaur - albeit one which is still devastatingly quick in the right hands. But the good news is that for our slick tyred pastime, the old-timer still rocks. Because the same reasons which make the bike a handful on the rough (long wheelbase, slow-ish steering, awesomely powerful motor) make the 570 a stonking supermoto bike - where high speed stability is much more important than agility and the big motor's prodigious power output can be used to the full.

This is all a bit of a long-winded way of introducing the new 2002 model Husqvarna SM570R. This bike is the full monty competition variant (the 'R' as

Crash bobbins aren't standard kit but we thought they were a wise precaution with 'Crasher' at the helm

HUSKY SPORT
UK - THE ORIGINAL

Husqvarna and supermoto have always gone hand in hand. From the earliest days of SM racing, big-bore Husky thumpers have ruled the roost at all levels of competition. Most popular of the motard Huskies has always been the factory's beefy 510/570/610cc thumpers. Masses of power matched to a super stable chassis makes a great bike for motard racing, or fast back-road hooning. And despite the original four-stroke design

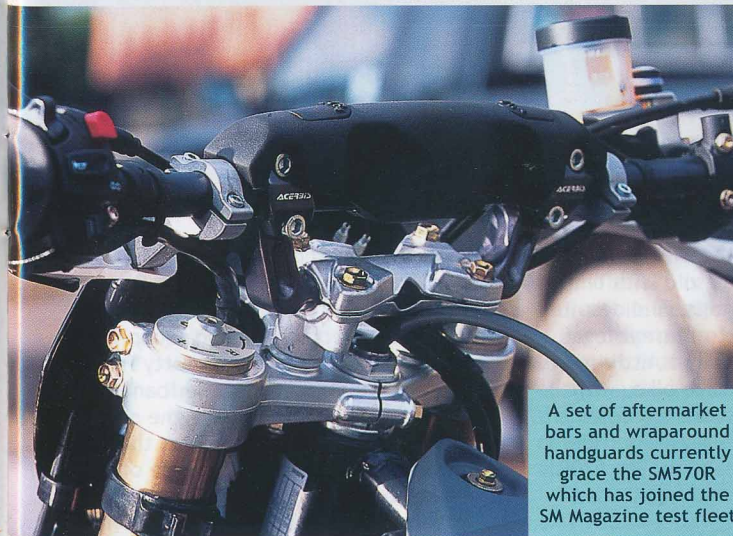
road racing, this bruiser of a bike is no longer cutting edge. And unless your name is Anders Eriksson (2001 open class world enduro champ), the big Husky thumper can be seriously hard work. At one time a four-stroke off-road bike was either for eccentrics or riders with balls of steel and the muscle-power to match. Times have

'Husqvarna and supermoto have always gone hand in hand...'

changed. Nowadays most manufacturers turn out compact lightweight powerful thumpers (Husqvarna's own SM400R for example) and now every man and his dog can hop onto a modern easy-to-ride four-stroke and enjoy the experience. Which means that the biggest Husky

dating all the way back to 1985, the race-bred Huskies still deliver the goods. Well at least they do in SM trim. Because in the cut and thrust world of pure off-

Above: The Husky is extremely well specced for a 'standard' factory built SM racer...



A set of aftermarket bars and wraparound handguards currently grace the SM570R which has joined the SM Magazine test fleet



Lookin' Good: Despite its age, the SM570R is wearing well...

opposed to the 'S' for Strada) and as such is sold with only a limited warranty. And despite wearing a set of street legal clothes, it really is little more than a thinly disguised race bike, with little in the way of creature comforts. If you want a sensible, easy-start, ride-to-work bike, look elsewhere. The 570R is a hard-edged supermoto racetrack refugee. You have been warned.

If first impressions count then the SMR is a true stunner. Finished in the new Husky race team black/blue combo, the Chambon replica paint job simply screams 'appeal'. From the shorty front fender, to the strangely styled 'banana' tank/side panel arrangement, the new colours suit the bike even better than the traditional yellow/white/blue of previous models.

Underneath the styling accoutrements,

you'll find all the top-drawer kit you'd expect on a serious race inspired machine. Up front a pair of substantial 45mm USD Marzocchi 'Shiver' forks promise multi-adjustability to suit track or road conditions, and harness a billet four-pot caliper which chomps on a floating 320mm Brembo disc. Meanwhile at the rear end, a fully adjustable

Sachs shock works through a 'Soft Damp' progressive linkage to iron out surface irregularities, while a fully floating Brembo 220mm disc and caliper stops the rear wheel.

Despite a few recent updates the single-tube (one-sided) spine frame can trace its roots right back to the early air-cooled 510TE which was one of the first Huskys to feature a single shock rear end. But the new SM570R is none the worse for that. The chassis' inherent stability is legendary and although the frame's geometry has been tweaked here and there, and an alloy rear sub-frame added, essentially what's left is what Husky have found works best to keep the big banger in check.

But the heart and soul of any bike is the motor and it's here that the 570 also displays its long race heritage. The original Eighties thumper was devoid of an oil pump - the lubrication duties taken care of by an ingenious RAL system (Reed Activated Lubrication), which basically utilised crankcase pressure to activate an oil retaining reed valve. This then allowed trapped oil to circulate up to the valve gear (via the cam chain) to lube the top end. All very simple and up to a point, it worked well.

However for extended road use and constant high-speed work the system struggles to cope. So thankfully the latest motors ('99-on) also feature a more conventional gear driven oil pump. It probably comes as no surprise to learn that the motor is devoid of any form of anti-vibration balancer shaft. If you want a smooth ride you'd better not stop at the Husky's door. The 570 is from the old school of four-stroke design: powerful and lumpy.

But despite the relatively low-tech spec this brute still delivers some seriously impressive power. And what's more, thanks to a steady stream of long-term development, in standard trim it's just about bombproof as well.

The factory Husky team (amongst others) still race this bike in the European

'The chassis' inherent stability is legendary...'

Husqvarna

ALL-TERRAIN MOTORCYCLES SYSTEM

in London

new models in stock

used Husky's bought and sold

demo bikes always available

full servicing,
repairs & warranty work
spares, sm wheels and tuning
off-road wheels
& body panels
for hire



020 7394 4381

355 Southwark Park Road, London SE16 2JN

SERIOUS ABOUT SUPERMOTO

alpinestar
Renthal
Acerbis



www.powersport.co.uk



Vertemati Racing

2002 S501 SuperMoto £5,995
2002 SR570 SuperMoto £7,695



2002 SM125 £2,995
2002 SM570 £5,495
2002 SMR570 £7,995
2002 SM610S £4,995



SUZUKI SuperMotard



2002 DRZ400 including both sets of wheels £5,195



Black Panther £4,011
SuperMoto £4,011
Mastiff £3,960

Power Sport Bikes

Tel 01274 727496
221 Sunbridge Rd, Bradford, West Yorks

Full Range Of Demonstrators Available

Old Dogs, NEW TRACKS...



SM570's lusty motor is just begging to be caned through the gears down your fave' back-road...

Championships and last year, in the hands of rapid Belgian Eddie Seel, took victory in the closely fought

2001 series giving Husky the number-one and number-two plates yet again. So don't let the age of the design put you off. It may be old but the 570 is still very much capable of winning at the highest level.

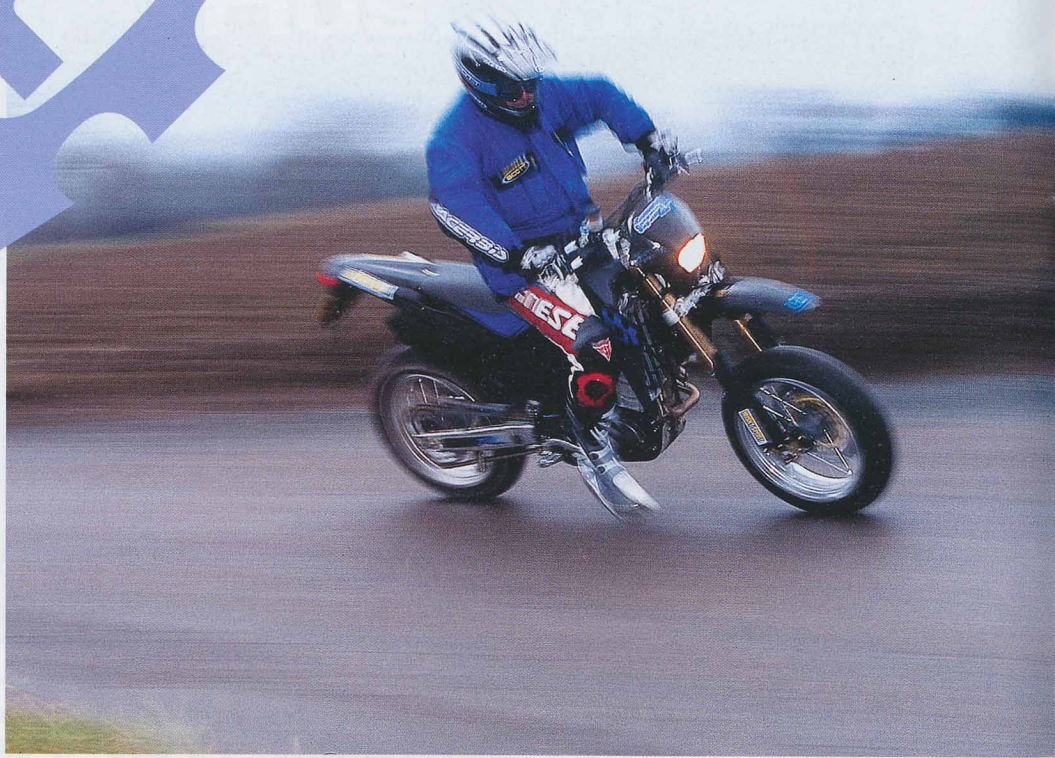
The 2002 production model is sold with a full road kit including lights, horn, switchgear, sidestand and a commendably quiet but not too bulky stainless/alloy exhaust system. A ten litre plastic tank allows a reasonable range between top-ups - 75 to 80 miles is easily possible, and there's even a reserve tap. A neat multi-function digital instrument cluster sits behind a stylish and bright, dipping headlamp (and cowl). Neat race inspired touches abound: wide supercross type footrests, easily accessible suspension adjusters, a sensible alloy glide plate to protect the motor from

errant stones etc. In fact it's obvious that the bike has benefited greatly from years of steady evolution rather than any radical up-grading. Quite simply it's a visual treat and has a certain indefinable feel that reeks of 'factory' racing.

Firing up the big Husky is a tad more involved than you expect with more modern thumpers. Thanks to the left side kickstart lever, I found that it was easier to stand on that side and use my right boot to get things going. It's best to nudge the 98mm piston over compression using the manual de-compressor, don't touch the throttle at all, then simply boot it into life. Being a bit of a shortie it can be a fair stretch, so I took to standing on a kerb or anything else that raises you a few inches above the ground which gives a lot more leverage to the kick. This usually fires up the motor first or second time.

In this respect the 570 is no different to many other hi-comp, kickstart-only Euro thumpers. It's just a knack that takes a while to acquire. To some the hassle of going through a starting ritual

'The bike has benefited greatly from years of steady evolution rather than radical upgrading...'



Husky's flat seat makes it easy to slide yourself forwards and pin the front end coming into turns...

is reason enough not to buy a particular model, and it just depends on which way you look at it. Personally I always welcome the extra convenience a lekky boot

gives, but it wouldn't necessarily put me off buying a kickstart-only machine such as the SMR - particularly not one in motard trim. Anyway the point is that the Husky sparks up without too much effort and, surprisingly for a race bike, the exhaust note is actually fairly subdued.

In fact apart from the vibrations working their way through the footrest, seat and to a lesser degree the bars, the bike seems to be almost civilised. Not exactly as sanitised as say a converted DR-Z400E or XR650, but certainly much quieter

than both. Just how slim the Husky really is becomes obvious once sat astride the thing. It really is a slender machine for a bike of this capacity - far slimmer than the KTM Supercomp for instance. This combined with the narrow rad panel and tank set up lends the bike an almost insect-like quality.

Low though the seat may be, it's by no means the most comfortable of perches. Granite hard, narrow and waif-like, it might be perfect for racing, but for extended street use it's a buttock-biter. Nevertheless

with a seat height of under 34", even 5ft 8" shorties like myself can easily manage to reach the ground.

Anyway, once the SMR had been fully warmed up I set off up the Norfolk coast road in search of some twisties to see if the old girl still has what it takes.

'For extended use the granite-hard seat is a buttock-biter...!'

Old Dogs, NEW TRICKS...



Right: look it's winter-time, I'm on cold tyres and the ground is wet. Crasher's excuses for being bolt-upright in the pics come thick and fast as usual...

Short shifting up through the six-speed box, the acceleration at the lower end of the scale is nothing if not impressive. Open up that big 41mm flat-slide Mikuni (new for this year) and the motor responds with a burst of pure raucous energy. That huge piston draws in its explosive mix, lights up the volatile

cocktail and clears its throat with a shudder of violence. This propels both bike and rider down the road in a seductive roar of intake noise and a healthy 'blat' from the alloy muffler.

It's simply a pure adrenaline rush riding the SM570R. A real sensory treat that has an almost alive, organic feel to it. Always straining at the leash, waiting to be thrashed up through the sweet-shifting



Husky's excellent headlight helps cut through the gloom of another cold and damp winter...

box, the Husky demands to be ridden hard and it certainly delivers. Sure the vibes always make their presence felt, in fact at certain rpm they are distinctively uncomfortable. But hey, what do you expect? This is a race bike after all. Best to work the light throttle and hunt out some curving blacktop to take your mind off it. In this mode everything else is of secondary importance. And

comfort (or the lack of it) is quickly forgotten in the quest for speedy thrills.

Needless to say the race-quality running gear puts the motor's power down to the road with barely a twitch. The rangy 1485mm wheelbase is in fact just about the same length as that of the rather more flighty KTM 520, but the Husky's steering geometry is more 'relaxed' and that makes all the difference. This blesses the SM570R with superb high-speed stability that other bikes simply can't match. But thanks to its slim dimensions matched to a claimed dry weight of only 117.5kg (and it feels light for a big-'un), the SMR still changes direction swiftly. Slide your way up the slimline seat, weight the front end and open the throttle. Hard. Tight corners are dispensed in a blur, and the Husky accelerates out of turns like a works rally car.

Fortunately, reigning in the bike requires nothing more than a two-fingered caress of the Brembo lever. Retardation is both instant and totally predictable, without any hint of grabbiness that some race systems can suffer

from. In fact it feels just about spot on for road use, very usable with heaps of feel at the lever - though on the track we found that the brakes could do with being even stronger (perhaps a change of pad material might help). The rear anchor is the normal 220mm (dirtbike-sized) item and works well enough without threatening to lock up at the merest touch of an insensitive MX boot. So in this department the SMR is probably best described as well-equipped.

Down most of the greasy salt and mud encrusted back roads, the Husky's rear wheel could be spun up with ease - just by getting on the throttle a little too quickly. Move some weight up front, gas the throttle hard and the rear tyre lights up as the 150-section Dragon Evo gives

up the unequal struggle for traction. The resultant surge of acceleration could

'The Husqvarna factory SM team still use the 570 as their weapon of choice...'

then be controlled by shifting your body weight fore and aft. All a bit childish really, but great fun nevertheless.

Again the fantastically stable chassis coupled to plush well-damped suspension endows the Husky with a magical confidence-boosting stability that allows you to use the powerful single cylinder lump to the full. And it's not difficult to see why the Husqvarna factory team (amongst others) still use the tried and tested 570 as their weapon of choice for the Euro Championships. Even in standard road trim, the relatively low-tech SOHC motor shoves out an extremely respectable 48-50 true rear wheel horsepower. So don't for one minute, write the old girl off just yet.

However the downside to this 'olde-worlde' school of four-stroke design is the rough and ready nature of the beast. Not in its power delivery which is seamless and glitch-free, but in the ever present vibes which get to you in the end. Vibration is the key word here. Trembling, shuddering, thudding, pulsating vibration - and plenty of it. I've raced the SMR570 subsequently

Husky's left-sided kickstarter is quite high up for shorties like Crasher



and found that I didn't even notice the vibes - not once all day. But on the road, well that's another matter.

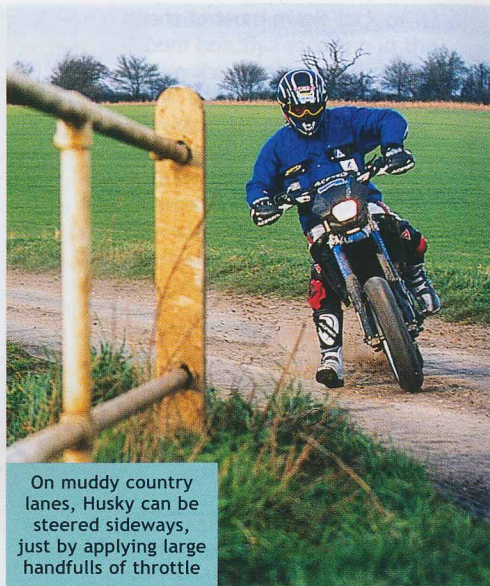
Whereas the SMR's obvious competitor (KTM's 520EXC) is much smoother and demands much less effort from the rider, the age gap between these two motors really shows up on the Husky. That said you can't simply walk into a KTM dealers and buy an SM520 off the shelf. And even if you could, it would sting you at least 1500 quid more than the fully motard-kitted SMR Husky. You pays yer' money...

Performance wise the SM570R delivers a punch every bit as fearsome as the 520 Katosh, and whilst we didn't have a 520 to run alongside the SMR as a comparison, I'm pretty convinced that the Italian bike would ultimately be quicker, especially on the road. The extra stability coupled to a good choice of ratios in the transmission lends it a true long-legged feel. In fact the faster you go the better it all gets together.

To be honest, I was well impressed with the Husky and its all round performance. It goes, stops and handles like a true SM bike should. The standard of fit, finish and general componentry is more Italian than Austrian (obviously), but it's still damn good for a factory SM bike.

Yup the old girl may be showing her age, but where it really counts (brute performance), the latest SM570R still delivers the goods. Granted it's not the most comfortable of bikes nor the most practical of machines, but that's missing the point. This type of competition based supermoto bike is after all, as single minded as it gets. The SMR is designed and built to win races, which quite clearly, it still does. The fact that Husqvarna offers the discerning motard the option to buy this bike in street-legal trim just has to be applauded.

Ignore the vibration and harshness and



On muddy country lanes, Husky can be steered sideways, just by applying large handfuls of throttle

2002 HUSQVARNA SM570R

Price:	£5495
Engine:	Liquid-cooled, sohc, four-valve single, kickstart only 576.3cc
Displacement:	98 x 76.4mm
Bore & stroke:	Mikuni flatslide TMR 41mm
Carburettor:	Six-speed (wide ratio)
Transmission:	Cro-moly single spine with alloy sub-frame
Chassis:	Marzocchi USD 45mm, fully adjustable
Front suspension:	Soft Damp progressive linkage with Sachs fully adjustable shock
Rear suspension:	Brembo four-piston billet caliper, Brembo 320mm floating disc
Front brake:	Brembo two-piston caliper, Brembo 220mm floating disc
Rear brake:	1485mm
Wheelbase:	845mm
Seat height:	10 litres
Fuel capacity:	117.5kg (claimed)
Dry weight:	Chambon works replica black/blue only
Colour options:	Importers Husky Sport on 01962 771122
Contact:	

just make the most of the fact that bikes like this exist at all. Somehow they manage to slip through the ever tightening Euro-rules. Because if the Eurocrats get their way, bikes like this will be a thing of the past. The Husqvarna SM570R is in many ways quite simply one of the most focused, off the shelf street-racers you can buy. And for me that's what a supermoto is all about: big thrills, serious attitude and with the kind of race heritage money simply can't buy.

• Thanks to Husky Sport (01962 771122) for the loan of the SM570R which we'll be running as a long-termer this year.

Plus

Power output
Performance
Brakes
Stability and neutral handling
Looks
Race ready
Race heritage

Minus






Vibration
Hard seat
Vibration
Awkward kick-start
Vibration

AIR WITH ATTITUDE • SUPERMOTO • RACE • ENDURO • RALLY • MX

without oxygen
you can't breathe...



oxygen rush

-  pleated foam
-  rimlock seal (neoprene re-inforced)
-  optimum air-flow
-  maximum dust retention
-  factory oiled - ready to fit



oxygen rush: air with attitude
for all enquiries: on time racing 01937 580524



Euro- VISION

The rad, bad and totally barking mad world of the European Supermoto Championship is as varied as it is exciting, as Tony Brook explains...

In Europe it's Supermotard. In the UK we call it Supermoto. It's the same thing, but somehow it sounds less offensive. If you've travelled around Europe, you'll already know that many things aren't quite the same as they are back in good old Blighty, and the Maxxis European Supermotard Championship is

no exception. It's the Gauloises full strength, full monte fried pigs trotters with a side order of sauerkraut, and a glass of Ouzo. It's the Avgas (with extra octane booster) of bike sport and without a catalytic converter. And frankly, it doesn't care less who it offends.

Last year, the UK saw an explosion in



Check out the sideways style of Husky-mounted William Rubio. Below: Awesome stunts are all part of the spectacle...



all things Supermoto; bikes, trackdays, national championships you name it, but in Europe, Supermotard was already massive. Still is. A couple of years ago now, I read an article in one of the monthly bike mags written by a man who had tried his hand at all types of racing including the TT, but after watching the top European riders in a supermotard race, he was driven to write: 'Right here, right now, I'm watching the purest form of two wheel sport on the planet. You

Euro- VISION



Most riders prefer the foot-out style, but a few still go for the knee-down option...

I'm happy to confirm, he was right. But it's not only the racing, it's the whole mad atmosphere that surrounds it as well.

This year, even if you have to pawn something sacred to raise the money, try and take in at least one European Championship round. Be careful though because watching the 'Slide Kings' as they are nicknamed in French, is as addictive as crack cocaine. Here's a slice of some of last year's Euro memories...

Mettet, Belgium, July

If you are looking for a long weekend with excitement, good beer and people sliding it in backwards (and you've already been to Amsterdam), then this year, try Mettet.

They've had bike racing here for years at the Circuit Jules Tacheny. The road racing circuit is actually made up of closed public roads, but the supermotard circuit uses two parts road racing circuit, one part field (with loose gravel, ruts and a jump) and one part odd perimeter track, to make up a mighty entertaining venue.

have to see it for yourself. Ten glorious laps of shouting 'did you see that? Did you ***kin' seeeee that?' made me as hoarse as I've ever been.'

Well that article galvanised me into action. I vowed there and then that I would have to see this for myself and travelled across Europe watching the races in last year's championship. And



GTS Racing Ltd

Supporting The Sport

Bush House 294 Ongar Road Writtle Essex CM1 3NZ



CRF 450
Supermotard &
Enduro available

Motocross,
Enduro,
Supermotard,
Road, Quads and
Trials available

All Brand New 2002 Models (Prices inc. VAT):

KTM LC4 640 Supermotard	£4800	Husqvarna SMS 610	£4250
Husqvarna SM-R 570	£4800	Husqvarna SM-RR 570	£6500
Husqvarna Sm Nox	£8400	KTM Duke II	£5000

Most makes and models available, so if the bike you want isn't listed, please call!

Telephone: 01245 420111/420600

Fax: 02145 423063

Monday-Saturday 9am-5pm

Mobile: 07712 630163

Monday-Sunday 9am-9pm

MOTORCYCLE HQ

**SUPERMOTO
MX AND ENDURO
HUSQVARNA
KAWASAKI**



SUPERMOTO

RACE PREPARATION

BRAKE CONVERSION

EXHAUSTS

WHEELS AND TYRES

ACCESSORIES

SPARES

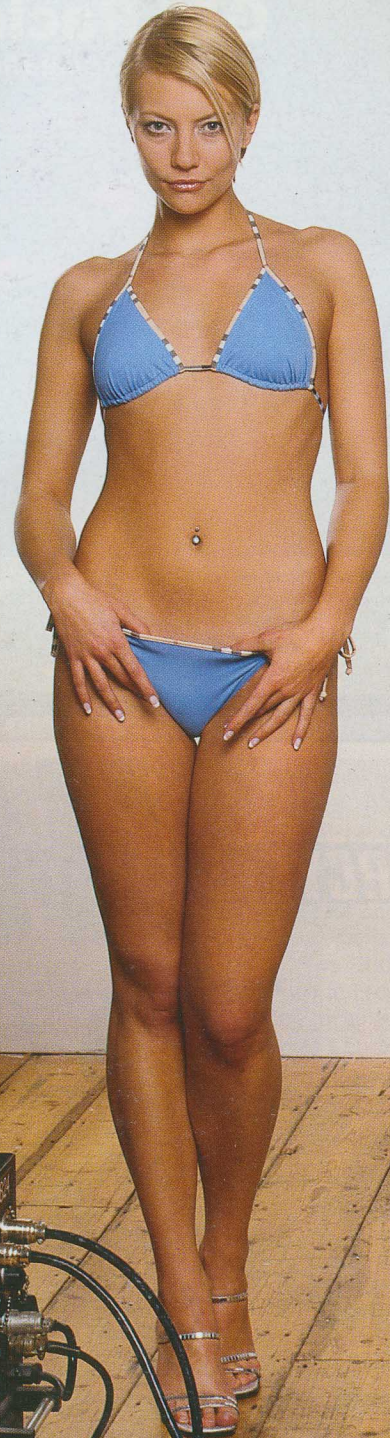
PHONE: 01895 442 595 WEB: www.motorcycle-hq.co.uk

9 High Street, Yiewsley, West Drayton, Middlesex UB7 7QG

FINANCE AVAILABLE

EMAIL: sales@motorcycle-hq.co.uk

Supermoto Magazine



Model: Angel; Photographer: Ben Swyre; Bike: CRF450 SM

PDQ

MOTORCYCLE DEVELOPMENTS

Superior Tuning Products
For Road and Race



01753 730043

SPIEGLER
Eisenstechnik GmbH



Spiegler Discs, Master Cylinders
4 or 8 pot brake conversions

www.pdq1.com

PDQ Motorcycle Developments

Marshgate Trad. Est. Hitcham Road, Taplow, Berks, SL6 0LX

Also: Wheels, Tyres, Exhausts, Carburettors, Clutches, Instruments, Race Prep, Servicing, Repairs...



DynaJet

We can dyno & set up your
Supermotard on our state-of-the-art
DynaJet 250 Load Control Dyno

RACE TECH
Race-Tech springs,
Gold Valve kits & Suspension
Set up services



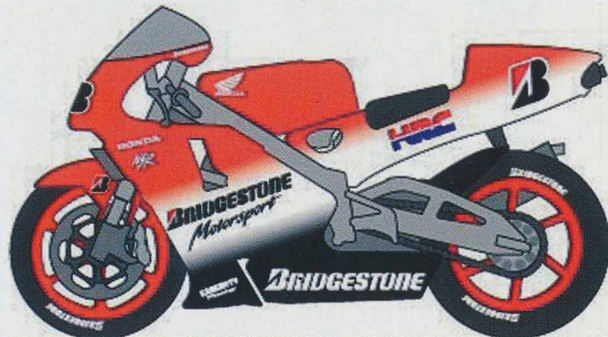
BRIDGESTONE **BATTLAX** RACING

Available from **M.R.T.S. LLP**

Ideal for SUPERMOTO, wets & slicks as used by Warren Steele.
Mail Order direct from M.R.T.S. or when you buy your brakes
and wheels from JACK LILLEY's in Shepperton.

Tyre Cutting Service
Trade enquiries welcome.
All major Credit Cards.

Neil McCarthy
0870 750 6787
www.mrts.co.uk



Euro- VISION



Boris Chambon
styles it up for
the camera over
one of the dirt
jumps...

Everybody should watch on the inside of the first hairpin bend, at least once in their lives.

Approaching the corner laying flat on the tank, the top riders sit up and knock it down the gearbox whilst using the back brake and some trick clutch control to effortlessly kick the back of the bike out at well over 80mph, a full 200 feet away from the apex of the turn.

Completely sideways and with both feet still up on the footrests, they glide towards you like a synchronised mechanical ballet troupe seemingly defying the laws of physics. At the apex, steadying feet are thrust out, footrests are scraped and suddenly they are gone, with just a loud barking exhaust as a clue to their direction. It is quite simply, breathtaking.

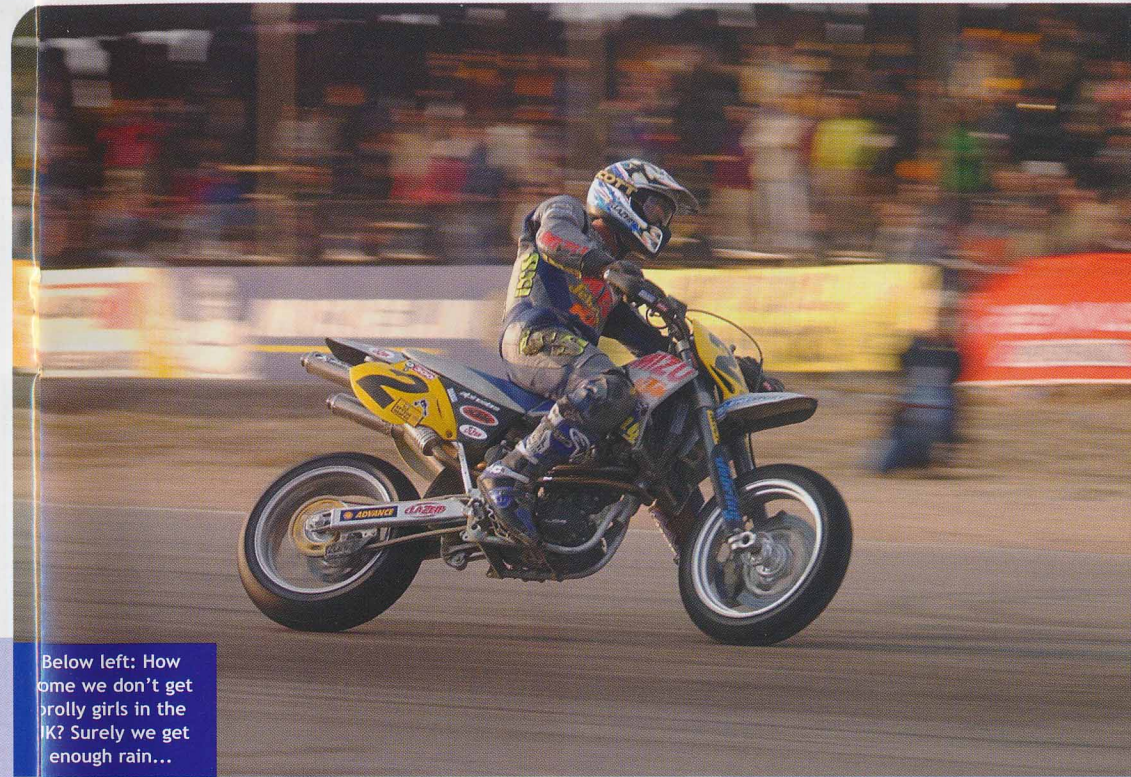
Of course, I've saved the best



till last. I forgot to mention that you are watching all this action from a garage forecourt that just happens to have a pub attached to it. The proprietor, knowing that he'll be selling precious little petrol to locals this weekend (as he is surrounded by racetrack on all sides), has put out benches and tables and rented out a lit-

Euro- VISION

Caught out on the dirt section, this Husky rider finds a different line...



Below left: How come we don't get proddy girls in the UK? Surely we get enough rain...

tle area (thoughtfully located well away from the petrol pumps) to giant barbecue owners.

A sensory attack begins. The smell of frites with mayonnaise mixes with Shell Advanced, and melting Michelin Pilots. Images of riders arriving at breathtaking speeds clash with waiters gliding effortlessly between petrol

pumps and tables. Even Salvador Dali in his prime would have struggled to recreate the surrealism of watching the races from the confines of 'Au Circuit'.

And the admission price at Mettet last year to see Europe's best riders in action?

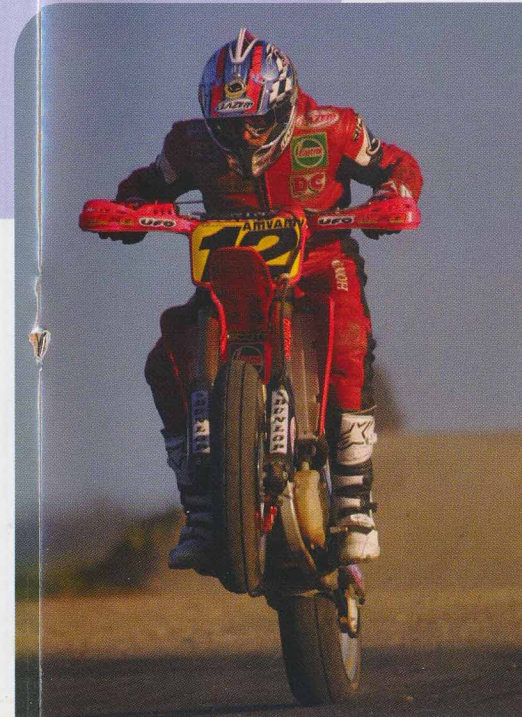


A wallet wrenching six quid! This is for both days (Saturday qualifying, Sunday racing) with two championship races, a superpole shootout, a completely open paddock and a race programme! Makes you weep doesn't it?

Alpe D'Huez, France, August

Not to be outdone by the Belgians, the organisers of the French round of the Maxxis European Supermotard Championship manage to arrange their race in the centre of a picture postcard ski resort, 6000 feet up in the Alps.

The French circuit consists of the town's superbly presented, international-standard kart track, together with a large car park and last but not least, a very steep, sand and grass hill with an enormous jump on top. The hill has a convenient ski lift so there's no excuse for being out of breath as you make your way to the various vantage points, each one different to the last. The paddock is the town's main street that closes for the weekend, and Saturday's qualifying is run deliberately late which results in the last timed sessions being held under floodlights and starlit, clear alpine skies. At the culmination of this triumph of pragmatism over bureaucracy, there is a ten minute firework display just so that



Euro-Vision



Van Den Bosch ran the number one plate in 2001. Eddie Seel will ride with it this year...

everybody is in the right frame of mind for the races on Sunday.

Back in the UK, now picture yourself at your local town hall in front of the council, outlining your plans for a similar event.

Alpe D'Huez's main source of income is from winter tourism and as a ski resort in the summer is not normally the busiest place in the world, they're keen to bring people into the town. Consequently, in an attempt to boost the number of summer tourists, the town goes all-out to promote and subsidise activities that will draw the crowds. The net result is that the supermotard races have no entry charge at all - it's a completely free show.

Back in the UK again, imagine the scene at the town hall when not content with asking the council's permission to run a motorcycle race in the middle of town, you ask them to pay for it!

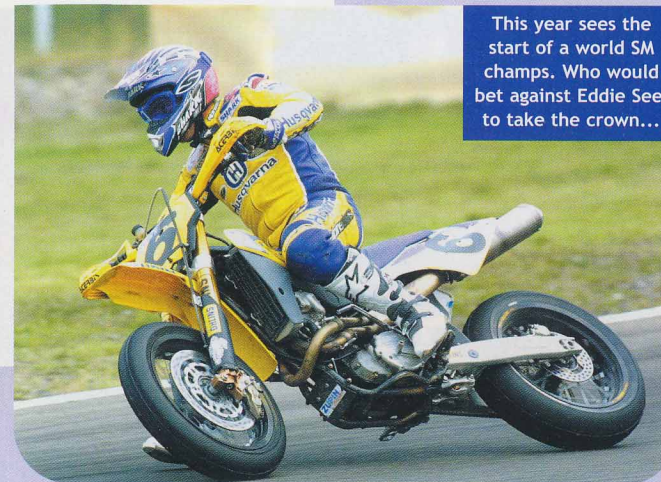
Needless to say the racing is just as spectacular as in Belgium. The seemingly impossible slide angles and fast, close racing are just as prevalent. Being able to walk to your hotel (the race is in the

town centre remember?) straight from the track makes this an even more social weekend than normal.

Varano De' Melegari, Italy, October

The Italian venue is the Riccardo Paletti motor racing circuit just down the autostrada from Ducati's long time home at Bologna. Although conservative on the circuit location when compared to their French-speaking neighbours, the Italian organisers manage to clean up in the style and coolness stakes.

Just to prove that they are capable of organising complicated events despite constant jokes to the contrary, the Italian hosts manage to organise a track half-day on both Saturday and Sunday morning, which makes way for the Supermotard riders in the afternoon. The track is converted from pure road race to full supermotard spec (complete with jumps and back again with absolutely none of the red tape, which in the UK would undoubtedly accompany this kind of ambitious plan. Even more importantly,



This year sees the start of a world SM champs. Who would bet against Eddie Seel to take the crown...

the latest factory supermotos. On track or in the paddock, the all inclusive ticket price really does offer spectacular variety and value and only a dose of un-seasonal warm rain on the Sunday conspired to upset the proceedings in 2001.

Unlike some of the other venues, this circuit features a very long (in supermotard

terms!) main straight, by the end of which, some riders estimate they are reaching speeds of nearly 115mph. Unbelievably, despite the rain, I'm staggered to say there is absolutely no difference in commitment. The riders simply change from slicks to wets and carry on at unabated speed with perhaps only a little less angle on the sideways attack into tight bends to confirm it is raining. Watching the top four riders in the second race, drafting each other down the long straight in the wet, then backing it in, millimetres away from each other's elbows is definitely a sight I will remember for a long time to come.

Megara, Greece, November

Okay, so it's no good for plane spotting, but where else can you watch supermotard racing in 20 degree temperatures in Europe, in November? This is the first time a motorcycle race of this magnitude has ever been run in Greece and judging by the success, it won't be the last.

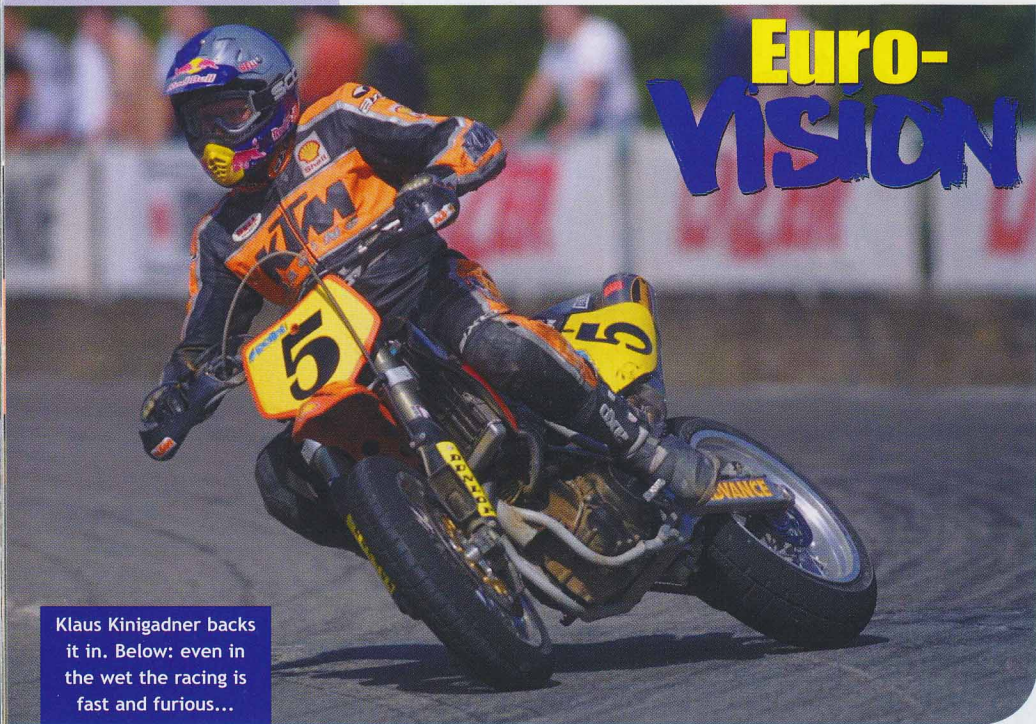
A giant crowd constantly on the verge of hysteria certainly gives the weekend an atmosphere to remember. When local rider Spyros Kefalonitis wins the support race on his CCM, the reaction is easily equal to a Foggy win at Brands, and then some! In 2001, Eddie Seel and Husqvarna emerge victorious in their respective championships and the final race of the season is a fitting climax for the championship with the two pre-race title con-



Jumps feature much more heavily in the European series than they do in the UK...

nobody takes their sunglasses off or looks at all stressed whilst doing it.

The crowd, having lashed out £6.50 for a weekend ticket, is consequently treated to a very diverse mix - everything from race prepared R1s, pukka ex-works 1960s 350cc Honda six cylinder racers and of course,



Klaus Kinigadner backs it in. Below: even in the wet the racing is fast and furious...



tenders (Van Den Bosch and Seel) both adopting a do-or-die attitude which flips the already feverish crowd into complete sensory overload. Many Greeks leaving the circuit, simply overwhelmed with what they have witnessed, are already making plans for 2002.

At the end of the second race at all the rounds in the championship, the riders perform for the crowd. There are a multitude of stunts to behold, with everything from wheelies, stoppies,

burnouts and other demonstrations of superb bike control. This sums up in a sense, the rapport between riders and the crowd. They know that the crowd have come to see an event, not just a sponsor-friendly demonstration of mechanical engineering and the riders don't disappoint.

The Maxxis European Supermotard Championship is down to earth yet spectacular, full of variety yet consistently entertaining, easily accessible but consummately professional. In fact, it's just like the bikes that the riders compete on. On paper, it's a mad blend of seemingly incongruous ingredients, yet in the flesh, it just works.

For more information and full details of this year's championship rounds watch out for updates on the official web site: www.abc-supermotard.com. Last year it was mainly in French, but this year we're promised a full English version before the championship kicks off in May.

Book time off work, take the kids, do what you have to do, but be there for one of these races. It'll change your life!

Premier BIKES



Premier House, Selby Road, Askern, Doncaster DN6 0EP
 Telephone: 01302 703100
 Fax: 01302 703101
 email: bikes@premierbikes.co.uk

No.1 for CCM in the North
 All models in stock, R30 Demonstrator available, Excellent P/Ex and Finance Deals
 Over 150 new & used motorcycles in stock — call or visit our website for details



FREE
 SET OF TRAIL WHEELS
 WORTH £850 WITH EVERY
 NEW 604E SUPERMOTO
 WHILE STOCKS LAST



No.1 for Service

Also Dealers for:
 Aprilia · Moto Guzzi · Axo · RSR · Putoline



www.PremierBikes.co.uk

GRASS ROOTS

For the ultimate rush **CCM** 
 call Jack Lilley for an unforgettable test ride!

Great range of Demos available
 and the best deals in
 the South!




2001 BRONZE AWARD "MCN DEALER OF THE YEAR"

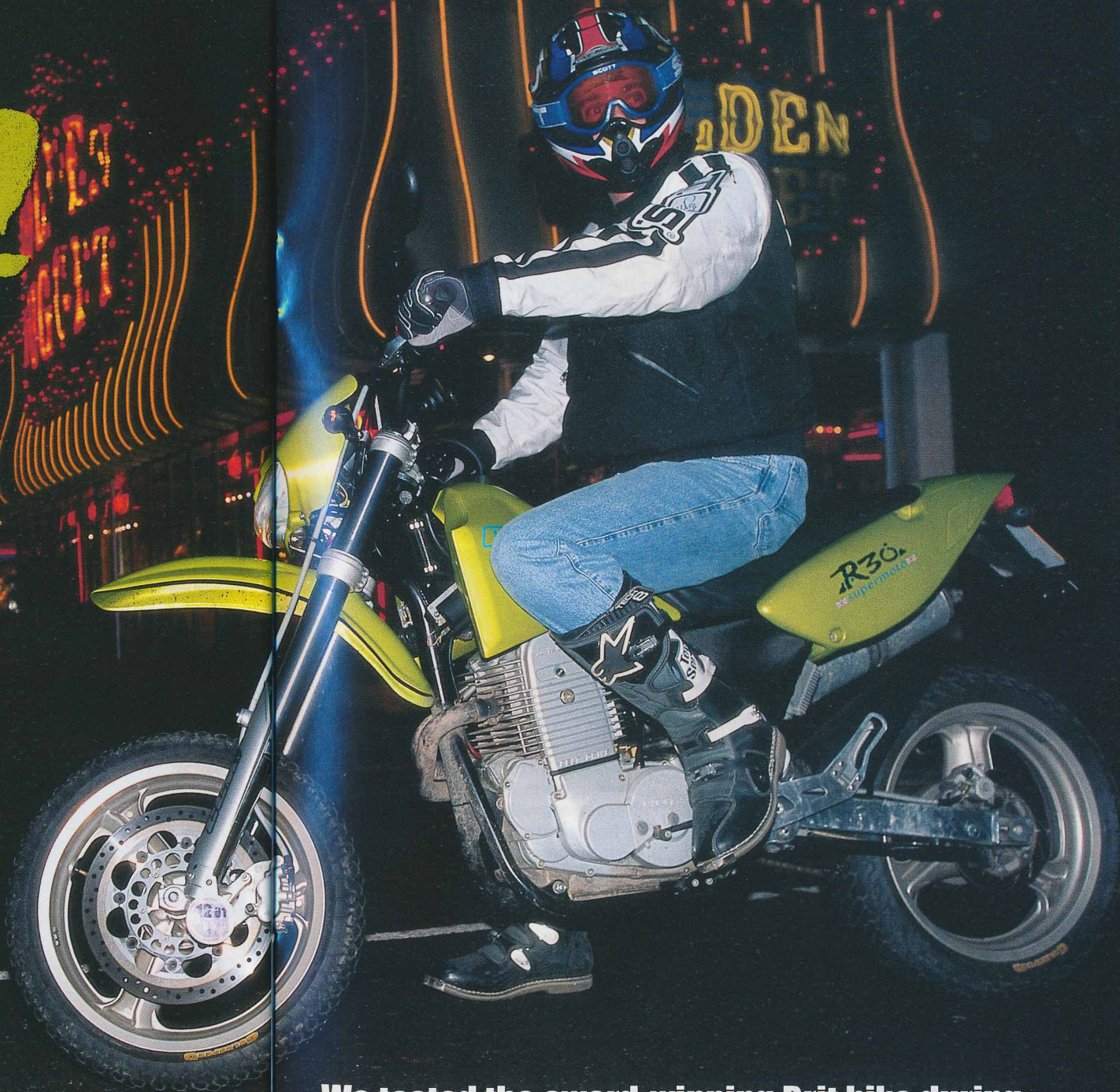


109-113 High St.
 Shepperton
 MIDDLESEX TW17 9BL
 Tel: 01932 224574/246055
 Fax: 01932-244673 e-mail: ccm@jacklilley.com website: www.jacklilley.com

Newly

MINIATED!

Does CCM's newest bike really cut it as a supermoto? Or is the R30 nothing more than a 604E wearing a smart suit?



We tested the award-winning Brit bike during the depths of winter. This is how it shaped up...

'CCM see the R30 as the acceptable face of supermoto'



Newly
MINTED!

CCM can't seem to put a foot wrong these days. A combination of a unique British hand built bike and some truly inspired marketing has seen the Blackburn based company go from strength to strength in recent times. Since a major re-shuffle (and a big capital investment) a few years ago, CCM's sales have climbed rapidly to the point where they are now producing in excess of 1000 bikes a year.

Much of this success can be credited to the fact that CCM has shifted its attentions away from pure off-road competition to the booming leisure markets of trail and supermoto. An inspired decision, or just the realisation that in terms of competition use, their bike's time has been and gone?

Whatever your take on CCM's conversion to the leisure scene, you can't fault them for ingenuity. Just because their product's are no longer in the first flush of youth, doesn't mean they're ready to be pensioned off just yet. In fact CCM should be congratulated for their ability to wring a bit of extra life out of the old girl. The current bike has had more facelifts than Joan Rivers, and the latest is arguably the best yet. The urbane and urban R30 'Supermoto' (we reckon 'Street-Moto' would've been a better name) offers a slick alternative to the more basic 604 off-road/supermoto CCM models. More importantly it offers a reassuring halfway-house for disillusioned sportsbike riders. Not that there's any half-measures with the R30, it's just that CCM have tried to make their road-going supermoto concept a little more civilised than your average no-frills motard.

Which is probably no bad thing. You see most streetbike riders (CCM's target market) are used to a higher standard of fit and finish than you'll find on the average off-roader. Coming off a super sleek sportsbike straight onto a rough and ready dirtbike can often come as a bit of a culture shock for the poor dears. CCM see the R30 as the acceptable face of supermoto. And I reckon they have just about hit the nail square on the head. I say *just about* because despite the R30's apparent air of sophistication, there are still one or two small details



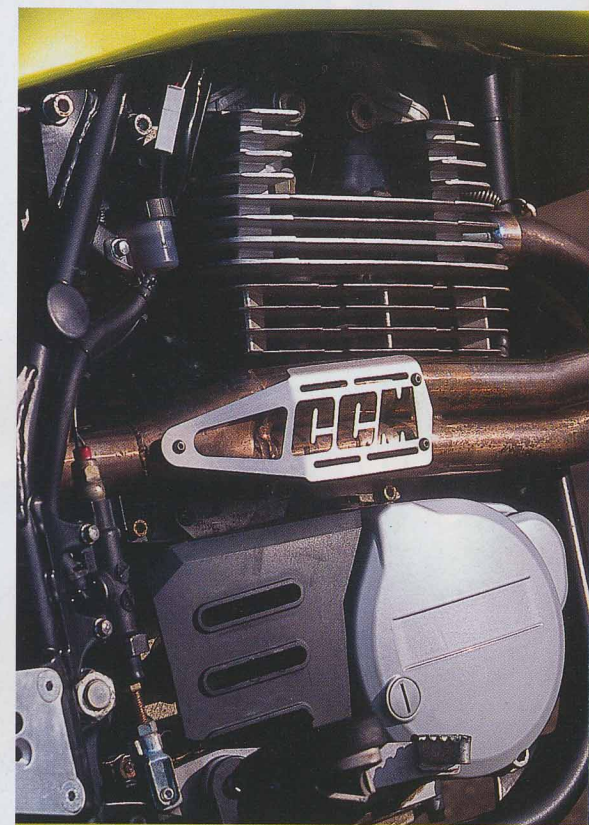
Nice detailing and high specification helps make the R30 an easy bike to live with.

that betray it's dirty roots and give the game away. More of which later.

Our first ride of the R30 was on a freezing Monday night on the seafront in Great Yarmouth (*now there's two words which rarely appear in the same sentence: Great and Yarmouth*). Fortunately the R30's luminescent lime green paintwork was there to brighten

up a dull winter's evening. Reflecting the garish neon lights, it certainly stood out from the crowd, and so it

Deep laquered paintwork is simply streets ahead of most of the competition.



M I N I T

Newly
MINIATED!





Newly MINTED!

Well balanced and agile, the R30's sure-footed road holding inspires confidence even for the novice!

wasn't long before the Brit bike had gathered a small but enthusiastic audience admiring its muscular and sensual flanks.

The R30 is certainly an attention grabber, even the local plod stopped to check it out. The distinctively cropped lines of the stylish rear seat unit, duck nicely down to the nine litre plastic tank and provide a comfortably low 900mm seat height. Up at the sharp end a small nose fairing holds the white faced dials, idiot lights and ignition

switch. The bodywork is finished off with a cool looking cropped SM front guard. All of it dripping in that gorgeous lacquered metallic lime green paint - which looks as though it's inches deep.

Silver and black are an alternative colour option, but take our advice and go for the green. It's simply stunning. Offsetting the deep lacquered paint is the beefy air-cooled Rotax, which sits in an oil bearing, black-painted duplex steel tube frame. The whole styling exercise is finished off with a pair of gold painted cast alloy wheels, which is a first for CCM.

So the bike looks great which is always a good start, but as always with CCMs the running gear is also well specified. WP supplies the 43mm USD forks as well as the linkage-less rear suspension unit. Needless to say the WP springers are both fully adjustable and that lets you dial in the sort of ride you want: soft and plush or medium firm - depending on your mood. Braking is taken care of by a 320mm NG front disc worked by a

twin piston Brembo caliper and this is backed up by a 220mm item at the rear.

Look around the R30 a little longer and you'll discover a few other delights. A pair of Renthal 'Fat Bar' tapered handlebars is a nice touch, as is the discreet CCM logo cut out of the exhaust heat-shield. The CCM logo also appears on the dials, and it's detailing such as this which helps give the bike customer appeal. Just ask Triumph owners. The R30 may not have the Teutonic tailoring of say a KTM Duke-2, but it certainly has heaps of 'trinkets' for a motard. Add good quality



Old Rotax may not have the muscle of a vee-eight but it feels like it has a similar torque curve...

switchgear and a general high standard of workmanship - not to mention those odd 'Marmite' good

looks (you either love it or you hate it), and it all adds up to a stylish package.

Our particular test bike came with a couple of deviations from standard. An optional CCM Remus race core alloy silencer (which is claimed to boost peak power from 53 to 56 northern pit ponies), and a pair of the new street legal super sticky Goldspeed supermoto tyres.

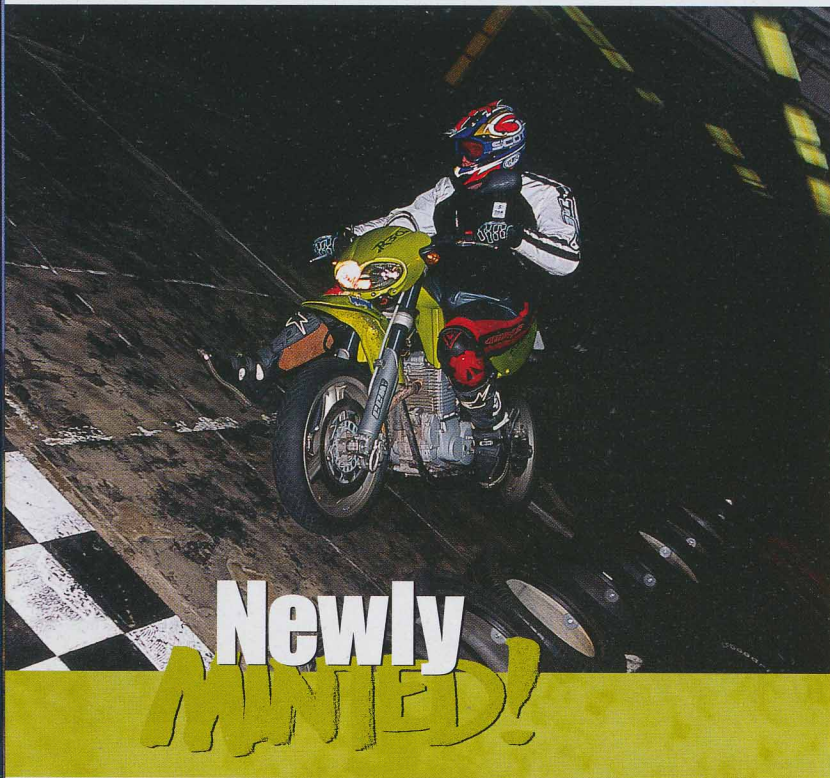
CCM told us that they were a bit worried about the combined talents of the SMM wrecking crew coming to grief on the slick winter roads, and we needed all of the help that

we could get. The usual choice of rubber for the R30 is a brace of Dunlops, which we know work well once warmed up, but this time of year I was only too pleased to see the Goldspeed 'inters' squeezed onto the alloy rims.

We didn't get a chance to dyno the R30 but I reckon CCM must be measuring the power output at the twist-grip. A decent rip snorting Husky SMR or KTM Supercomp puts out around 48 to 50bhp at the rear wheel, so even with the race-core silencer there's no way the R30 will get near the Euro race bikes. Having said that however, this was definitely one of the fastest CCMs

'This is one of the fastest CCMs we've ever tested'

we've ever tested. Not only that but it carbureted beautifully and shifted gear easily as well. A special press bike perhaps? Who can tell! Let's just say that if all CCMs are as good as this one then CCM are onto a winner. Of course you can be the judge of that because all CCM



Newly MINTED!

Road or track you won't find an easier-to-ride supermoto bike than the Blackburn bomber.

dealers have a demonstrator and you can try one out for yourselves. See if you're as impressed with the torque and gearchanging as we were - and if not,

write in and tell us!

Next morning greeted us with a misty start - letting the CCM stretch its legs for the first time revealed a mild mannered but grunty engine which was virtually vibe free and delivered its power in a smooth and creamy surge from low down, right up to around the 7500 red-line. This helps make the R30 quick and easy to ride in town and great fun once out in the country.

With the fat torque curve spread more or less evenly across the range, it's easy to find yourself frequenting the red-line in all five ratios. In fact once the CCM is wound up, it's certainly no slouch, eating

'It's every bit as much a hooligan's tool as the KTM Duke'

pure speed, they're about handling, braking and attitude. They're also a great place to start when learning to ride. Instead of jumping straight onto a high powered sportsbike, try one of these instead and we reckon you'll actually be quicker, point-to-point.

These days, all CCMs come complete with electric starters, which is a godsend not just for the road rider making the crossover to a supermoto bike, but for anyone using one as everyday transport. It's not that the R30 is difficult to start using the left sided kick-starter - in fact it lights up fairly easily - but in this

day and age who needs the hassle of kicking? With a flick of the right thumb the R30 barks into life instantly, and settles down to a slightly uneven tickover - typical of a singleton.

Despite appearances to the contrary (the bulky air-cooled engine makes the

up the undulating Norfolk roads with ease. Our test bike's performance was certainly very impressive - the R30 was slightly faster than our own Duke-2 and more importantly, was much smoother than the Austrian bike as well. Winding the throttle all the way to the stop the speedo shows an indicated 110mph with ease - making this bike every bit as much a hooligan's tool as the Duke. CCM say the bike can be geared to pull around 120mph, but these things are not about



Britain's industrial power might well be a thing of the past but the latest CCM still has what it takes

ours tipped the scales at around 146kgs with about two or three litres of fuel on board. That's no flyweight, but it is on a par with bikes like the Duke and XR650, though it's strangely heavier than the claimed 132kg (dry) shown in the brochure.

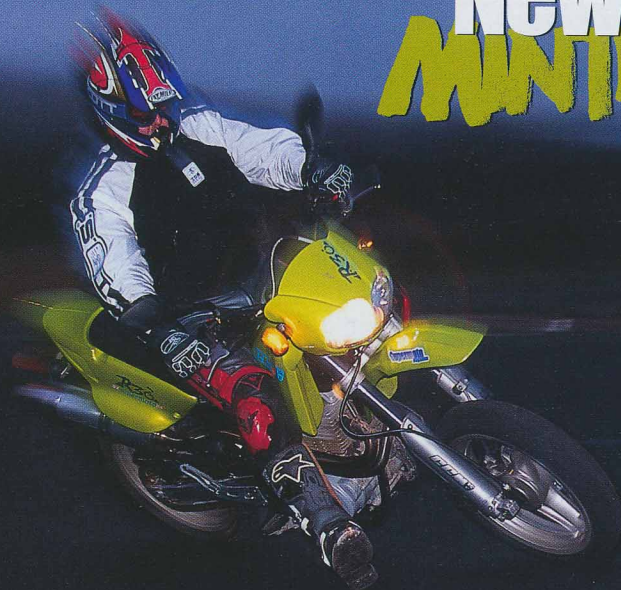
Nevertheless, nowhere is that modest weight felt better than around town where the slim and agile R30 is a dream. See a gap; tweak the gas and the job's done. This is where supermotors come into their own - around town - but it's fair to say that the R30 is one of the nicest we've tried. With plenty of torque on tap, there's no need

CCM look heavier than it really is), the R30 is actually fairly light. We were pleasantly surprised when

to think about changing gear, just look ahead and roll on the throttle.

On faster roads when the pace really hots up the WP suspension and sweet handling chassis keep the bike composed at all speeds. As delivered from the factory the suspension is spot on. Smooth and supple but superbly damped, the WP set up offers a fantastic level of comfort and control - just right for the bike's intended use. In fact this rolling chassis package is one of the bike's trump cards and helps make the R30 one of the most practical and comfortable street-motos on the market.

Not quite so practical however is the tank range. The factory claims fuel consumption to be somewhere in the region of around ten miles per litre (that's how it was explained to us by CCM), which equates to a reasonable if not extraordinary 45mpg. Doing the maths however means that with only a nine litre tank, your face is going to be on more fore-court security cameras than the average



Newly MINTED!

Excellent rolling chassis helps the R30 keep its cool when the pace heats up...

the front brake hose. Okay you generally only use the key twice during every ride, but each time you do, you notice that it's a pain, getting your hand in under the hose.

And talking of the front brake hose for a moment, it covers up the speedo between the crucial 50 to 70mph. I wonder if that would be an excuse to tell the traffic cops? Anyway it needs a clip or something to keep it out of the way - or better still - re-routing altogether.

And finally the cool looking 'shortie' moto front fender sends a steady stream of road debris straight off its front edge and onto your goggles. Annoying - but something that you can live with. And that's about it really. All in all, the R30 is a much much better bike than we ever imagined it would be.

Conclusion

Clearly CCM have identified a specific niche and targeted it very effectively with the R30. It offers potential SM customers supermoto performance and credibility in a package which is a little more stylish and just

For

- Funky styling
- Deep quality paint and graphics
- Suspension
- Throttle response
- Mellow but grunty motor
- Electric start
- Nimble but stable chassis
- Loads of factory options available
- And by jove it's British!

Against

- Spray from front mudguard
- Detailing not quite there yet
- Sidestand
- Dash layout

Crimewatch villain. With a true useable range of less than 90 miles, you're going to start having to look for fuel after only about 75 clicks. Of course you could always fit CCM's optional 13.5 litre fuel cell which may spoil the lines a tad but would make the bike a much more useful proposition.

Another optional extra which CCM supply is a lowering kit, which has picked up the nickname of 'Shortass kit'. This is basically shorter suspension, which lowers the bike by up to three inches. Though the R30 is not all that high as standard (especially not compared to its off-road cousins), but it still could seem a little tall for anyone coming from a sportsbike, so the lowering kit really makes sense for some people.

Niggles? Well yeah I suppose the R30

has a few. Just how important these are, really depends on your attitude to this type of bike. Coming from a dirtbike background the R30 is sheer luxury and extremely well appointed. But conversely if you've just stepped off a VFR800 you may start to wonder whether you can get your money back.

'More refined than your average SM, without sacrificing any of the performance'

Anyway here's a list of gripes that we noticed during our six week test period.

The sidestand is a real pain to get to if you are sat astride the machine. Actually it's a pain, full-stop. Number one on the

'to do' list if I owned one of these bikes would be to make the sidestand more accessible. CCM tell me that they are 'looking into this'.

The second niggles is that the ignition switch is difficult to access - located as it is somewhere between the handlebar and

a bit more refined than your average SM, without sacrificing any of the performance or agility. And in fairness it looks better than some other motards. You may or may not like the three-spoke alloys, the glass headlamp or the shortie 'duck-tail' styling, but it sets it apart from the crowd and that gets you noticed.

Yes there still are a few minor gripes but CCM do take heed of customer feedback and sure enough improvements are constantly being carried out at the factory. With a CCM dealer in every corner of the country it's never been easier to get a test ride aboard a factory built supermoto bike. Get down to your local dealer and try an R30 for yourself. First open your mind then open the throttle and we reckon you'll be impressed. We were...

CCM R30 SUPERMOTO

Price:	£5495
Engine:	Air-cooled, belt driven sohc, four-valve single, electric and kickstart
Displacement:	598cc
Bore & stroke:	97 x 81mm
Power output:	53bhp (claimed)
Transmission:	5-speed wide ratio
Chassis:	Twin cradle chrome-moly
Steering angle:	WP Usd 43mm fully adjustable fork
Front suspension:	WP Usd 43mm fully adjustable fork
Rear suspension:	WP linkage-less, fully adjustable single shock
Front brake:	320mm NG disc, Brembo twin piston floating caliper
Rear brake:	220mm disc, Brembo single piston floating caliper
Wheelbase:	1482mm
Seat height:	900mm
Fuel capacity:	9 litres
Dry weight:	146kg (inc 3 litres of fuel)
Colour options:	Green, Silver, Black
Factory options:	640cc conversion, 13.5 litre tank, loads of others

Thanks to CCM Motorcycles Ltd 01254 296300 or www.ccm-motorcycles.com. Also cheers to Karting 2000 in Great Yarmouth, 01493 854041

HONDA
Bransons
MOTORCYCLES



R30 and XR650
Supermoto Demos
Book your ride!

Full XR range at Yeovil & Gloucester Ring for best deal.
Full CCM range inc. R30 & XR650SM Demo at Yeovil.
Power-up, Lowering Kits, Supermoto wheels, exhausts etc.
YEovil 01935 474998 GLOUCESTER 01452 313131


GREG THOMAS
Racing

Off Road Motorcycle Specialist

Sales authorised  dealer stocking all road going accessories -
Vemar helmets, Richa Helmets & Jackets, OXTAR,
Michelin Tyres, Castrals, Alpine Star

Pentrebach Road Merthyr Tydfil Mid Glamorgan CF48 1YB
Tel: 01685 722773 Mobile: 07971 104804 Fax: 01685 373177
Web: www.gregthomasracing.co.uk

Husaberg



JIM AIM
(ESSEX)
01787 460 671

GARY GROVER
MOTORCYCLES
(NEWBURY)
01488 658 667

S&S RACING
(SHREWSBURY)
01743 246 009

S&R OFF ROAD
(DERBY)
01332 679 958

NORTHERN TRAILBIKES
(YORK)
01904 750 101

DAVE CLARKE
RACING
IMPORTER

TELEPHONE
01772 612 118

Hot & Windy

The Home of Supermotos in the Midlands



WINDY CORNER

1 0 0 % D E D I C A T E D

7/8 Moat Way, Barwell, Leicester LE9 8EY

Website: <http://www.windycorner.co.uk> • E-mail: roger@windycorner.co.uk

Sales: 01455 842922 • Spares: 01455 844067 • Service: 01455 850206 • Fax: 01455 841503

Propa-Lok™
The Original

Bikes Stolen Tonight!

Supermoto is the fastest growing bike sport in the UK - so is the crime committed against it. **If it's not anchored down it's not safe!**

10% OFF these prices until Jan 31st 2002 for readers.

COMPARTMENT MEMBERSHIP **bmf** 0200112121

Propa-Lok equipment protects

The owner asserts and we enforce any and all copyright and design rights subsisting in the products shown herein.

DEMON-Duo
Anchor two bikes with one anchor

GORILLA
Anchor two bikes with one anchor. Don't mess with this!

DEMON
The Best Anchor Available

Ground anchors have revolving parts - even harder to beat

No Digging
No Concrete
All you need is a hammer drill

£59.99
£59.99
£59.99

THE BEST GROUND ANCHORS, CHAIN and PADLOCKS FROM Propa-Lok

Stop them before they start with a Garage Door Lock

Quick and Easy to Use

£29.99

Garage Door Lock - The Entry Sentry
Up & over garage doors / sheds

Versions Available
Bike Shoe £159.99
Compact £149.99
Rapid £99.99

£59.99

Propa-Lok Shoe
The flagship of our range, awesome and effective
"Simply the Best Product Around" - not our words, Yours!

Wheel Clamp £49.99
Anchor & Wheel Clamp Package £119.99

Feel Range of Super Metal, Steel, Steel / ATV & BMF. All locks Available

Easy to Use

Package £119.99

Full Ground Anchor Security System
Includes Demon Ground Anchor & Wheel Clamp

Save £10 Top Value
Complete set of 4 anchors plus lock package only £99.99

1.5m chain & anchor only £99.99

£99.99

Various chain sizes 1.5m / 2m
e.g. 10mm square section HD chain
1.5m long + armoured pad-lock - ONLY £39.99 +vat

APPROVED CHAIN AND LOCKS AT DISCOUNTED PRICES
Trade Enquiries Welcome



To Order Direct Call: **01484 402302** lines open until 7pm daily
Buy online 24hrs a day www.propa-lok.com



Buying made easy



SUPER MARKET!

PWR SM Race Suit

For track or race use a full set of armoured leathers is a must, but the main problem with off the peg leathers is that the majority of them are cut for a road-race crouch - which isn't ideal for supermoto. PWR Leathers recognise this fact and have recently introduced a new race suit specifically for the supermoto application. The suit features a broader chest and shoulders (for the elbows-up 'attack position') as well as a more upright cut.

Constructed from top grade hide, all the joints are triple stitched and feature extra elasticated Kevlar panels to allow for ease of movement on an SM bike. Cooling vents are incorporated into the shoulders along with perforated panels (on the inside of the arms and legs) and a fully breathable lining to keep you cool when the action heats up.

Naturally the PWR SM suit is fully kitted out with CE-approved T-Pro body armour in all the vulnerable areas and includes a full-length foam back protector. The sample we received was extremely well made with good attention to detail and numerous waterproof sponsor patches sewn on. As is the case with top-notch bespoke leathers, the colours and design are only limited by your own imagination.

At a shade over seven hundred quid, these leathers



promise to give years of happy crashing, and the manufacturers Speedsport, also offer a full alteration and repair service. All in all a top quality suit at a keen price, with the only downside being the inevitable weight penalty which comes with a high quality garment such as this.

Verdict: Quality suit which is supermoto specific, and at the right price.

- RRP £595-£720.00
- Contact: Speedsport 01482 445553 or www.pwr-leathers.com

Extreme Riders heavy duty Husky Clutch Cover

If you own a big bore Husky thumper one of these alloy clutch covers is essential insurance against potentially expensive damage. How do I know? Well going back a few years my old 510 Husky fell off its stand in the garage and the gearlever punched a big hole straight through the expensive magnesium casing. Doh!

Back then if my bike had had one of these beauties fitted, this would never have happened. Check out all of the top Husky race pilots and you'll find their bikes are kitted out with something similar to the Extreme Riders billet cover. CNC-machined and beautifully finished in either anodised black or gold, this trick looking Italian cover will give you peace of mind and the confidence to crash at will! Available for all models of Husqvarna 610/570, the Extreme Riders cover is only one of many goodies for sale on the web-site. Check it out.

Verdict: Can you afford not fit one to your Husky?

- RRP £46.27
- Contact: Extreme Riders on 0039 0432 906707 or www.extrem riders.com



Supermoto Magazine is always on the lookout for new products, if you have any products which you think may be of interest to our readers send a press release to Supermoto Magazine, PO Box 9845, London W13 9WP



Sidi SRS Supermoto Boots

The latest Sidi SRS Supermoto Race boots recently landed at the SM office. Basically a standard top of the range Sidi SRS off-road boot, the motard version features an additional set of moulded nylon sliders that screw directly to the original fixings on the sole. It doesn't take a genius to work out that these sliders will prevent you wearing your boots (and feet) away when you ride in a foot-out style, and could save you a small fortune in conventional resoling and repairs.

Once in place the sliders won't move unless you attack them with a cross-headed screwdriver. They do actually feel like a pair of high heels to walk around in - not that I normally wear high heels of course - (course not Dave!), but sat on the bike you don't know they are on. The Sidi SRS also feature a screw-on sole so although they may seem a bit pricey at first glance, they should give years of frantic foot-down cornering on the way to Tesco's.

Available in the usual choice of colours, the Sidis even include a neat T-drive screwdriver to remove the sliders. Ours came from Jack Lilley in Shepperton who has them in stock. **Verdict:** Great idea, why hasn't anyone thought of it before?



- RRP £219.99 boots, £9.99 sliders
- Jack Lilley M/cs, 01932 224574

Acerbis Supermoto Universal Front Fender

About to be launched by Acerbis is their new Supermoto universal front fender. Short and stubby with a wide KTM style front end, the new SM fender features rear vents to help keep the exhaust headers cool. Available in a wide range of colours including black, red,

silver, white, YZ blue and KTM orange, the new fender will retail at a smidge under 20 notes and will (we're assured), be better quality than the pre-production item we were sent. At that price it sure beats cutting down your expensive OE fender.

Verdict: Okay shape, average quality, good price.



- RRP £19.95
- Contact: Bert Harkins Racing, 01582 472374

330 St James Rd, London, SE1 5JX

TEL: 020 7232 1814 FAX: 020 7231 9438

BRACKEN

WWW.BRACKEN.CO.UK

MOTORCYCLE WORKSHOP

KTM
SPORTMOTORCYCLES
Official Dealers

CCM
MOTORCYCLES



#1 FOR
SUPERMOTO
LONDON

RING FOR DETAILS OF 520
EXC BASED SUPERMOTO

DUKE 2
LC4
SUPERMOTO
DEMO
AVAILABLE NOW
Supermoto Track Days
Supermoto Schools
Performance
Parts, Tuning,
Service, Spares, Repairs

TOURATECH

TOURING RALLEYE RACING TECHNOLOGY

Full Range of Enduro and Overland Equipment Catalogue Now Available.



The best riders in the world . . . wear or have worn Scott Leathers.



John Crawford, Karl Muggeridge, Joey Dunlop, John McGuinness, Colin Edwards, Steve Hislop, Jim Moodie, James Whitham just to mention a few . . . need we say more?

Our GP Suit is built to full race spec available from dealers nationwide. Complete with race hump, knee sliders and CE approved body armour. Made to measure is our speciality.

For more details call 01833 638913
or email sales@scottleathers.com

On road off road

get on the
road to
Colin
Collins



Take a ride on the wild side

colin collins

- New & Used bikes
- Demonstration models available
- Clothing & Accessories
- Servicing & MOT - Rider Training

90-108 Pinner Road, Harrow
Tel: 020 8861 1666
www.colincollins.co.uk

The F50 of the Super
Motard world...(Supermoto
Magazine January 2002)



Super Motard S501

Serious about winning?

Get some factory backing behind your racing this season! Special discounts and support package available to competition riders! See our web site for full details.

S501 SuperMoto £5,995
SR570 Racing £7,695

**2002 Models in
Stock Now**

Full parts backup
**Factory trained
technicians**

**Part exchange
welcome**

Finance available

Vertemati

www.vertemati.co.uk

Exclusively available from **V-Moto**

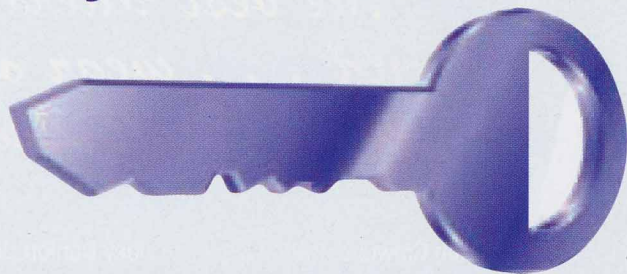
Tel: 01274 201122 Fax: 01274 201121

221 Sunbridge Road, Bradford
West Yorkshire, BD1 2LG

Racing

Mitchell & Partners

Your key to better bike insurance



020.7272.9393
or online at mitch.co.uk

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

top level motorcycle products

Meet the new
generation
Supermoto
tyres

MAXXIS



Slick

Rain

Intermediate

GOLDSPEED Goldspeed supermoto tyres are available in a wide selection of compound and tread patterns and easily meet the highest demands of today's competitive market. Besides been an excellent race tyre, the intermediate range is also EU-homologated for use on public roads.



Distributed in the UK by **ATV-World**
• Now Appointing Dealers •
Contact Sales on 01132 778663

SUZUKI
SUPERMOTO SPECIALISTS

CONVERT YOUR DRZ TO THE ROAD

TALON WHEELS
YOSHIMURA EXHAUSTS
ALLOY BASHPLATES
ALLOY FRAMEGUARDS
LIGHT UNITS

ENGINE TUNING, PARTS & MUCH, MUCH MORE

WE CAN BUILD
A SUZUKI DRZ 400
TO YOUR SPEC

Ring For Details
01249 657 575

TAYLOR
Racing

23-25 Station Hill, Chippenham, Wilts.

1st Ady Smith (640 KTM)
2nd Dean Hemmings (610 Husky)
3rd Leighton Haigh (520 KTM)

at the
Nora UK Supermotard Championships
all using



and of course all three
are using the systems this year.

Supermotard pipes available for all competitors models.

All systems are handmade in Belgium.

Sole UK Importer Planet Motocross

0 1 7 8 6 8 1 7 4 5 6

TREVOR POPE **KTM**
SUPERMOTO

BIKES

2002 KTM
MCN TOP BIKE
LC4 E.S. S/MOTO
625 S.COMP
SX 520 4/6 SPEED
SXS 540 6 SPEED
DUKE BLACK/RED
START RACING UK OR EUROPE
- CALL FOR TOP ADVICE



TRICK BITS

- GOLDSPEED TYRES
- WHEELS
- BRAKES
- EXHAUSTS
- KTM SX C/RATIO
6 SPEED CON
- KTM SX ELECTRIC
START KIT
- KTM CARB KITS

POPE RACING

TELEPHONE 02392 521111 FAX 02392 342222
WWW.POPE-MOTORCYCLES.CO.UK

MX
DIRECT

EM Excel motorcycles



YORKSHIRES NUMBER ONE FOR SUPERMOTO'S

UNIT 2, BLACKWOOD HALL, NORTH DUFFIELD, SELBY TELEPHONE: 01757 289121

FAX: 01757 289450 MOBILE: 07050 381560 EMAIL: mark@excelmotorcycles.fsnet.co.uk

WE SELL NEW AND USED SUPERMOTO'S AND BUILD TO INDIVIDUAL REQUIREMENTS FOR ROAD & RACE USE. WE ALSO STOCK A WIDE RANGE OF SUPERMOTO GOODIES eg TALON WHEELS, 4 POT CALIPERS, WHITEBROS EXHAUSTS..... BIKES RANGE FROM HUSKY NOX TO YAM TT600R

www.excelmotorcycles.co.uk



FINANCE AVAILABLE



TROTT RACING

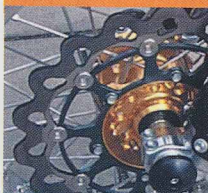


Freephone 0800 0832182 / 020 8863 5644
551 Pinner Road, North Harrow, Middlesex, HA2 6EQ

No1 for Supermoto's

Honda
Husqvarna
Kramit
KTM
Suzuki
VOR
Yamaha

www.fctrott.co.uk



Wheels & tyres
Exhausts
Brake conversions
Race preparation
Accessories
Spares

FINANCE AVAILABLE

full details on request

MAIL ORDER

all major credit cards accepted

hmracing.co.uk

22 British Championships

Supermoto Specialists

Engine tuning packages for 4 stroke Husky's, Yamaha's & KTM's
HMR performance tuning parts - Rolling road Dyno testing with Data logging facilities
Periodic servicing - Race cans - Beringer Brakes - Magura hydraulic clutches
Talon wheels, discs, sprockets & clutch baskets - Venhill cables & stainless hoses
Try hm first for all your supermoto needs!

We can build you a full race bike or tune & supply quality parts for your own machine



Personalised suspension set ups
for road, track or racing
from £70.00 + vat



OFFICIAL SALES & SERVICE CENTRE

Suspension service & revolve
Supermoto conversion & setup

SUSPENSION VALVING PRODUCTS

Engine tuning - call 01689 862 398 Suspension works - call 01689 859 211

Dyno centre - call 01689 856 595



81 HIGH STREET GREEN STREET GREEN
ORPINGTON KENT BR6 6BJ



www.hmracing.co.uk

FOR PERFECT WHEEL ALIGNMENT

GADGET

HONDA SUZUKI KAWASAKI KTM YAMAHA

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



Bash Plates £49.94

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



CRF 450 SKID PLATES AND BASH PLATES AVAILABLE NOW



2002 MODELS NOW IN STOCK

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

29/31 ASHTON ROAD, OLDHAM, LANCASHIRE

MOTO-X-MOTORS

OLDHAM - LANC
TEL: 0161 652 7393

SALES: 0161 652 7393

PARTS, SERVICE & REPAIRS: 0161 624 2313

SUPERMOTO IN MANCHESTER

HUSQVARNA NOX
£P.O.A.

SUZUKI DRZ400E
£P.O.A.

KAWASAKI TRACKER
£3599 O.T.R.

RIEJUL RR50 SPIKE
PRO £2225 O.T.R.

HUSQVARNA SM125
£3199 O.T.R.

HONDA XR650R
FROM £4999 O.T.R.

HUSQVARNA
SMR570 £5199

YAMAHA WR426
£P.O.A.

SACHS ZZ125 £2995
O.T.R.

HUSQVARNA SM610
£4399 O.T.R.

RIEJUL SMR50
£2225 O.T.R.

311 WHEELS SUPPLIED & FITTED

FINANCE AVAILABLE FROM
ONLY £25 DEPOSIT



16 TO 60

**WE HAVE SUPERMOTO FOR ALL AGES
MOST MAKES AVAILABLE**

SUPER MOTO BRAKE KIT

Beringer has the largest range of kits available. High quality, genuine race proven product. Most European and Japanese, MX and Enduro models covered. 4 Piston caliper/310mm ø cast floating racing disc.



DISC & CALIPER KIT
£489.98 INC VAT

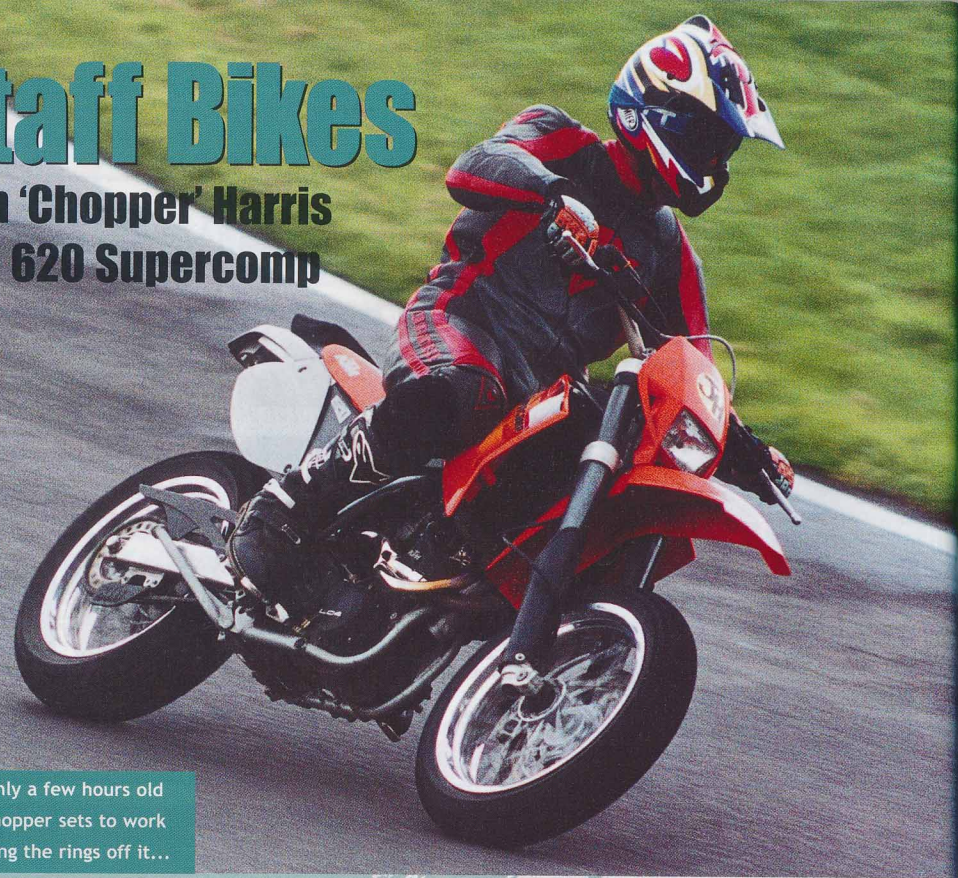


109-113 High Street, Shepperton, MIDDLESEX TW17 9BL
Tel: 01932-224574/246055 Fax: 01932-244673
e-mail: steve@jacklilley.ltd.uk website: www.jacklilley.com

TRADE ENQUIRIES WELCOME

Staff Bikes

John 'Chopper' Harris KTM 620 Supercomp



Still only a few hours old and Chopper sets to work thrashing the rings off it...

Back at the end of last year when the first issue of Supermoto Magazine was still being pieced together on the office photocopier, it seemed an appropriate time to get rid of my much loved KTM Duke-2 and buy myself something a bit more serious in preparation for the forthcoming SM season. I decided to stick with something that I knew, and a KTM 620 Supercomp sounded ideal; lighter, more powerful and cheaper to buy and crash than a Duke. And after a few calls around the dealers, Bracken Motorcycles came up trumps with a brand new 2001 model at the right money.

Although it was a 2001 model it's not all that dissimilar to the brand new 2002 625cc version, with just a few little differences between them. Buying a bike at the end of the season (particularly just before the new models are set to land) is always a great way of getting a bargain - so with my old Duke-2 left in the capable hands of my little sister (one careful owner, never raced or rallied sis!), the very next day I was off like

a heard of turtles in the faithful Toyota truck to retrieve my new weapon.

As time was short and the KTM needed running in before the following Monday's Supermoto track day at Cadwell, on arriving home it was a case of straight on with my riding gear and hit the road. By now it was almost 9pm, pouring with rain and with the odd patch of mist forming. I got kitted up and headed off along my favourite stretch of black-top (the Norfolk coast road towards Cromer) in an attempt to bed the KTM in before its baptism of fire.

One hundred miles is what I wanted to see on the odo, but I only managed 50 before the rain and the gloom got the better of me. The next day a couple more were added doing wheelie and stoppie practice (not on the public road I may add). So with under 60 miles showing, I set off to Cadwell leaving it all standard with the exception of taping over the lights.

Arriving at the track I was greeted by about two dozen other supermoto fans with some pretty cool looking tackle. I decided

to keep a low profile, as it looked as if I wouldn't be able to mix-it with this bunch of loons, my new Katie-M still not broken in yet. Well that sounded like a pretty good excuse to me.

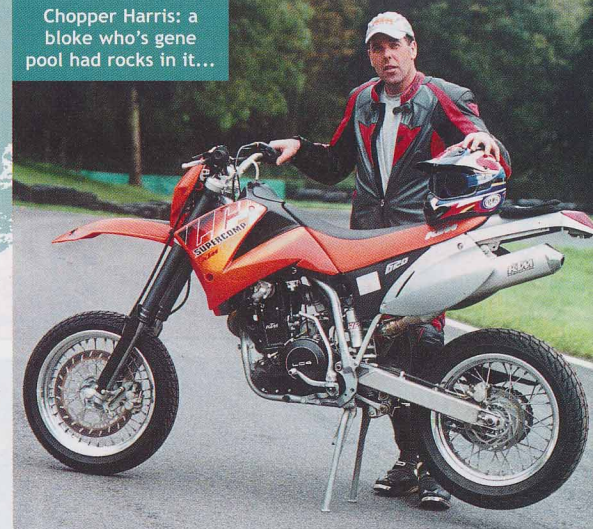
The first session was taken gently so as not to over-stress the still tight motor, but the second session was a different matter. Working on the principle that an engine which is thrashed from day one is usually faster than one which is run-in to the manufacturers specs, the poor old girl had to have it. And still with only 85 miles on the clock.

As the day progressed I was getting more and more used to my new 620. It's not too different in terms of out-and-out performance to my old Duke-2 (about the same top speed). Gearing is standard 17T front, 38T rear, with 105mph showing on the back straight. However the Supercomp has a little more get up and go, and I guess being a lot lighter at a claimed 120kg compared to the 145kg of the Duke, acceleration is noticeably more brisk.

The suspension is also a little stiffer than the Duke's, but I figure part of this is down to the newness of the bike. Brakes are the standard enduro issue twin-piston sliding Brembo caliper biting onto a 300mm KTM disc, and luckily they seem to hold up to some pretty severe abuse. Ground clearance is also a lot higher than on the Duke - up by about two inches I reckon (not that I've measured it, it's just that a piece of six-by-two timber takes up the slack on the old Duke paddock stand), which enabled me to use my MX boots in true SM fashion - feet out styleee. On a previous track day on the Duke I got black-flagged (much to the delight of a fellow SMM staffer) for leaning over too far and scraping the right hand peg, causing an impressive shower of hot orange sparks on every corner. Ooooh naughty!

The afternoon sessions were going pretty well considering I

Chopper Harris: a bloke who's gene pool had rocks in it...



was using full wets on a bone-dry track. The heavily block patterned treads of the soft compound race tyres coped amazingly well in the earlier damp conditions and once the track dried, they hung in there, despite large chunks of rubber de-laminating and breaking off. In fact by the end of the day they were, to put it in a word, totally fried (that's two words - ed).

In the meantime, it's back to the workshop to shed the bike of any unwanted weight (what about the rider? - Ed), and prepare it properly for the forthcoming season. This will be the first time I've competed in anger since 1982 but most importantly it will be the first time I can officially put a few crafty moves on 'Crasher' and simply say 'hey that's, racing'. See you out there... **John 'Chopper' Harris**

STEVE PLAIN MOTORCYCLES

IMPORTERS OF ALFA 250 SUPERMOTO STREET BIKES

STAINLESS STEEL 4 STROKE SILENCERS
RACE AND STREET SUPERMOTO WHEELS
OVERSIZE BRAKE DISCS AND CALIPERS
MICHELIN RACE AND STREET TYRES

Unit 1, Wern Goch Workshops, Crossgates,
Llandrindad Wells, Powys LD1 5SL
Telephone 01597 825 817

**SUPERMOTO
MERLIN**
www.motomerlin.co.uk

GAS GAS 250 two STROKE£3899
GAS GAS 400£4599
HUSQVARNA SM610S / SM570R£4399
KTM 640SM£CALL
CRF 450/YZ 426 conversions£call
honda xr650, crf450F, yamaha wr/yz426F,
tt600 r supplied£call

BESPOKE SUPERMOTO SERVICE
WE BUILD & SUPPLY USING TALON WHEELS,
BRAKING BRAKES, RENTAL, ACERBIS,
ARROW, DEP, ETC.

PHONE FOR LATEST DETAILS • NEW BIKES
PRICES INCLUDE VAT • E&OE

MERLIN MOTORCYCLES FREE CATALOGUE PHONE/FAX: 01403 257 626

www.pbtyres.com

**NEW ARAI TOURCROSS SUPERMOTO
HELMET AVAILABLE NOW!**
SIX DIFFERENT COLOURS AVAILABLE
PLUS BLACK, BLUE IRIIDIUM & RAINBOW VISORS.

ALSO AVAILABLE, SUPERMOTO WHEELS, BRAKING DISCS
& CALIPERS, MAGURA MASTER CYLINDERS & HYDRAULIC
CLUTCHES, AKRAPOVIC, FMF & ARROW EXHAUSTS,
DSP CARBON FIBRE, UFO PLASTICS.

Call NOW for great prices
Tel/Fax: 00 353 6 57 08 17 07
Order Lines open till 9pm Every Day

**TO ADVERTISE
HERE CALL
PAULA BRADDON
ON 01225 786800**

Dirt Bike Depot
www.dirtbikedepot.com

TrialTech Panoram Computer
The UK's leading purpose built
Motorcycle and ATV Computer.
Pictured with optional mounting kit.

Off Road Hardware
Pulse Racing Products
GPR Stabilizers
Cyber Bark Busters
Cyber Handshields
Plus much, much more

Dakar Lighting Kits
At last a lighting kit that works
at night with no headlight dimming
at low RPM.
Kits for CRF-1R / YZ-WR / DRZ

**PULSE
RACING PRODUCTS
IN STORE NOW**

Dual Sport - MX - Enduro - Supermoto - Worldwide - CALL 01642 554534

SMR

talon wheels
braking
wave discs
Goodridge
hoses, race
preparation
spares

Doma pipes
Engine work
Suspension
Graphics
Smith goggles

OPEN: Mon-Sat 9.30am-6.00pm
2002 BIKES AVAILABLE
www.smracing.info
0161 724 9518

SEWARD RACING

Main dealer
Supermoto specialist

- Mail order spares and accessories
- Tuning parts
- Alloy fuel tanks
- Performance Exhausts
- Carb Tuning Kits
- SM Wheel Building and Tyres

New and Secondhand Bike Sales

2002	S.M. VOR EL 503 New	5442-00
2001	S.M. VOR 530 Full Race Choice	4500-00
2001	S.M. VOR 503 Roal Legal Choice	4000-00
2001	V.O.R 503-400 EN Enduro Choice	P.O.A.
2000	S.M. VOR 503 Road Legal Choice	3250-00

Seward Racing, Trethurgy Garage, Trethurgy, St Austell, Cornwall 01726 851733

CCAV
HONDA
ACERBIS
Fenthal
SCOTT
SCOTT

Haines & Co.

FOREST OF DEAN 01594 822200
R30 Demonstrator Available
Many After Market Parts Available
www.hainesmc.co.uk

T PRO

POWER SPORTS BODY ARMOUR

Tel: 00 44 (0) 1933 410 818
Fax: 00 44 (0) 1933 315976
email: info@tprobodyarmour.co.uk
website: www.tprobodyarmour.co.uk

The UK's High Performance CE
protection Manufacturer

DAVE COOPER TRAILERS

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

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

PRICE INCLUDES LIGHTBOARD AND RAMP

TRAILERS

Single Bike	£199
Double Bike	£299
Treble Bike	£299
Quad Trailers	£325

ALL PRICES INCLUDE VAT

DAVE COOPER
DEPT TB, UNIT 7, ERITH BUSINESS CENTRE, HIGH ST. ERITH KENT DA8 1RT
TEL 01322 359393 (DAY OR EVE) & 07860 702112 (MOBILE)

Talon
RIMS DISCS AND SPROCKETS

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

320mm Oversize Front Discs
available in round and wavy designs

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

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

MW Racing
SUPER MOTARD SPECIALISTS

HONDA XR650 RSM

SUPER MOTARD SPEC
SEE OUR WEBSITE OR PHONE FOR DETAILS
£5,295 O.T.R.

HONDA XR650 R

NEW
£4,250 O.T.R.

YAMAHA YZ426

2001 SUPERMOTARD
TOO MUCH TO LIST,
SEE WEBSITE OR PHONE
£4,295

KAWASAKI KX250

99S
ROAD REGISTERED,
TAXED, MINT, C/W
ENDURO WHEELS,
PHONE FOR SPEC
£3,295

HONDA CR500 RWJ

SUPERMOTARD
VERY HIGH SPEC,
PHONE FOR
DETAILS
£3,200

www.mwracing.net
Tel. 01744 885 035 / 07770 600 878
UNIT 3 SANDWASH CLOSE, ST HELENS, WA11 8LY

Honda's latest four-stroke dirt blaster gets the full SM treatment, as Crasher Cornish found out...



Red-Light RACER

HE very now and then a new bike is launched that forces the other factories to sit up, take note and listen. And after spending a day at the bars of a motarded version of the new four-stroke Honda CRF450R it has to be said that the goalposts have been moved yet again.

Quite simply the latest mid-weight thumper from the big 'H' offers performance that until recently was really only available from open-class bikes. Now it's available in the 400cc sector to the likes of anyone with the requisite five grand. Using Honda's GP technology in the super lightweight race motor, the new quick-revving 450 offers heaps of low- to mid-range torque matched to a screaming top-end rush. All of this in a package that in MX trim tips the scales at a claimed 102kg.

Needless to say it wasn't long before a supermoto conversion was made available for us to test, built by a dealers in Norfolk.

The tech spec reveals some seriously impressive numbers; peak power of 45bhp arrives at a heady 9000rpm (though it revs on to 11000) with the CRF's claimed torque figure of 49.8Nm chiming in 2000 revs lower. A trick 95mm 'mini-skirt' twin ring slipper piston lives inside a high tech plated bore and is a direct

spin-off from F1. The lightweight crank no longer has to share sump space with the (five speed) transmission and has its own separate oil supply. The advantage being that the trannie lube can't contaminate the engine oil which in turn can be fully synthetic without affecting the operation of the wet multi-plate clutch.

Honda also boast about a new lighter 'Uni-cam' arrangement (an old fashioned SOHC to you or me), that gives less internal friction. The lightweight valve-train is aided by the use of (30% lighter) titanium for the twin inlet valves but curiously the



CRF was simply one of the best wheeling bikes we've ever ridden. Tweak the throttle and up she comes...

Red-Light RACER



Surf's Up: Take the CRF to a local round-about where the sportsbikes all gather and Hang Five...



pair of hotter running exhaust valves are still plain old steel. A three lobed cam opens the valves via a forked rocker on the exhaust side and directly on the Ti inlet valves. Adjustment is by shims.

Fuelling is taken care of by a whopping 40mm Keihin FCR flatslide carb which features small rollers on the slide for a smoother, lighter throttle. This is quite important, because large carbs on big singles can cause the slide to stick due to the immense vacuum produced in the inlet tract. Another neat touch is the bar mounted 'hot-start' lever, which resembles a de-compressor lever but is in fact a simple slide-lifter to aid warm starting.

To get rid of the spent gasses, titanium is used again in the construction of the single header pipe which in turn feeds into a large oval section aluminium re-packable muffler. An advanced 8-bit Cdi unit aids starting and performance and twin alloy rads keep the high-revving mill nice and cool. All of this advanced technology in an engine package that weighs in at a claimed 29.5kg. Seriously impressive.

But if the power plant is cutting edge then the chassis is much more conven-

tional. A twin beam alloy frame based on the long running CR250 houses the compact mill in an alloy cradle. The chassis is a mixture of alloy extrusions and super strong forgings, which in the MX world has a proven track record for light weight and good durability.

So it's got a great spec, but just how would it stack up as a supermoto bike? We were about to find out...

'If the power plant is cutting edge then the chassis is much more conventional...'

Rob the Builder

Supermoto fan (and Honda salesman) Rob Wagner is no stranger to converting Honda MX and enduro

bikes into trick SM specials. His track bike is a rather well used CR500 crosser, but more recently he's turned his attentions to the popular XR range. In fact CJ Ball Motorcycles in Norwich (where Rob works) always have a supermoto XR on demo, but for his next project Rob turned to the latest addition in the Honda stable, the CRF450R.



Trick design and the extensive use of exotic metals make for an incredibly light-weight motor...

Despite being in the trade, such was the strength of demand for the CRF that Rob still had to pull a few strings to get a bike at all. Once the packing crate had been eagerly ripped apart, he set about taking stock of what was required to get the thing up and running in the desired SM specification.

First on the list was a pair of Talon wheels, gold anodised hubs laced to a set of sexy satin black Excel rims. Onto these a brace of super-sticky Michelin full race boots were levered - a wet on the front matched to a 160-section cut slick at the back. Talon also supplied the taller gearing of a 14-tooth front matched to a 41-tooth rear to give the CRF a reasonable turn of speed on the road - although this isn't quite sorted yet, but read on.

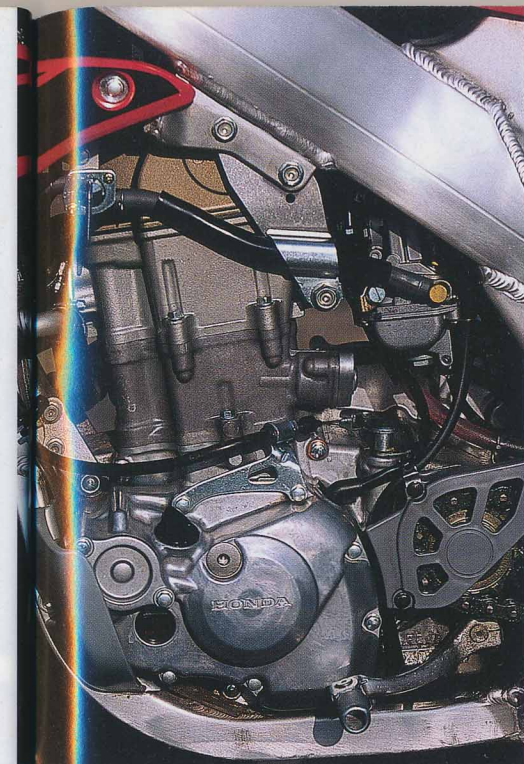
The essential frisbee-sized disc is a 320mm Wave item from the Braking catalogue as is the four-piston (CRF specific) billet caliper which mounts straight onto the Honda's fork leg. The next step was to get the bike street legal(ish) so Rob invested in an XC lighting kit from Pro-Racing in Northants. This includes a full stator and lighting coil, horn, switchgear, brake light switch and loom to suit the Acerbis DHH headlamp and tail-lamp assembly.

By this time the bike was almost ready



Right: Honda have kept the engine and gearbox oil separate, minimising contamination to both...

Red-Light RACER



The Braking kit has stunning performance. But a new master cylinder is needed to do it justice...

Above: What better way to spend a Sunday afternoon than hooning around in the sun...

to rock, but Rob resisted the temptation for a quick blast until a Panoram trip/speedo unit arrived. This neat little digital instrument sits in front of

quarter litre piston let alone 450cc of open class, tyre-shredding power. The diminutive lump is finished in a 'works' look alloy and it's obvious that Honda's engineers have been briefed to pare down weight wherever possible. Simply wheeling the bike around for the static photos I could tell that this bike is indeed something special, and once sat astride the CRF's flat seat everything feels just right in a typically well-designed Japanese way.

'Everything feels just right in a typically well-designed Japanese way...'

The riding position is spot on, footrest and controls are all top notch and the levers are super light in operation. What's more, with the aftermarket 17" SM wheels fitted I could easily get both feet on the ground. Super slim body-

work compliments the overall anorexic feel of the lithesome CRF, and I couldn't wait to get out and play.

Spin Doctor...

A couple of firm kicks on the alloy lever, combined with a touch of choke saw the

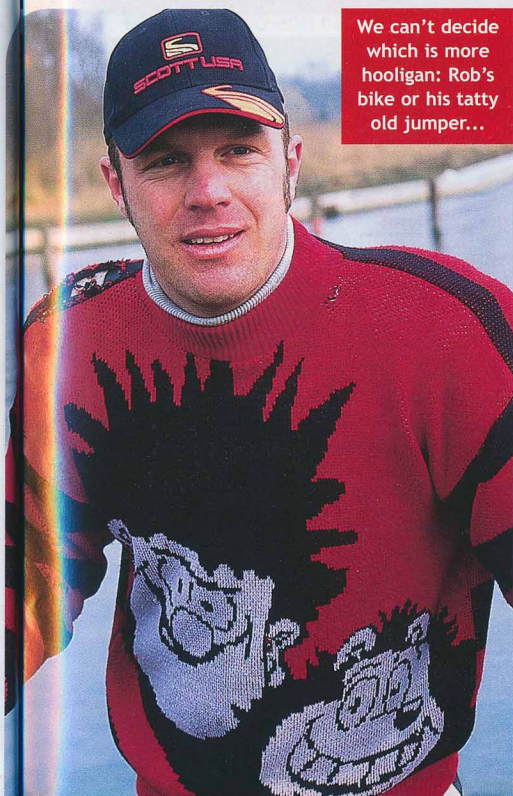
a pair of Acerbis PHS tapered bars, which in turn mount a pair of Rally handguards from the same company.

And that's about it, MX to SM in about three days flat. The stock MX suspension has been left well alone for the moment but could be in for some lowering surgery before the bike makes its track day debut.

On a bright and bitterly cold Sunday morning we met up with Rob at his Norwich based showroom. I knew we were off to a bad start when Rob forgot the front door keys, which necessitated an hour's delay to the day's fun. This did however give me chance to give the CRF450SM a good once over.

Tiny. That's the first impression. The motor looks barely capable of housing a

We can't decide which is more hooligan: Rob's bike or his tatty old jumper...



CRF clear it's throat and bark into life with a boom that's loud enough to set off car alarms (I kid you not). The standard exhaust (*silencer is clearly not the right description*) is definitely not for road use. It may be okay on a closed circuit, but in this trim it can only be a matter of time before the long arm of the law takes an un-healthy interest in you.

Once warmed up it's not advisable to allow the motor to sit idling at a standstill for too long; the lack of cooling fan and high thermal transfer from the powerful four-stroke lump means that the CRF needs to be ridden to get some cooling air through the twin alloy rads.

A tweak of the light throttle sends the revs soaring, snick into first, slip the clutch a tad and wooooaaahhhh! The front wheel simply launches skywards off the blacktop. A quick shift into second and 'Jayzuss' the same thing happens again. Up into third and blow me if the process isn't repeated once more. It's not until the bike's into the top two of its ratios that the whole plot calms down enough to grab a quick breather.

Masses of low end grunt combined with

XR650 SUPERMOTO

FROM £4995

DEMONSTRATOR AVAILABLE

cjBALL
Honda Specialist



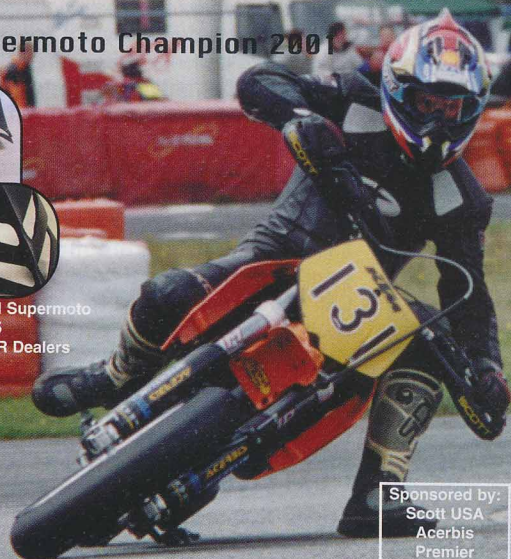
C J BALL TELEPHONE 01603 307 500
WOODLANDS SALHOUSE ROAD NORWICH NR7 9AB

EAST ANGLIAS N°1 DEALER

Ady Smith
British Supermoto Champion 2001

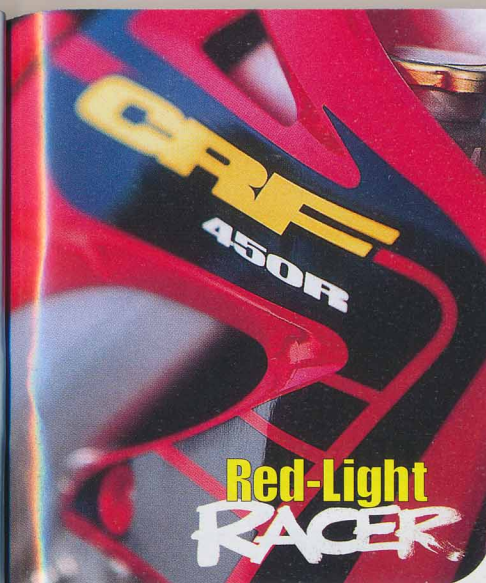


NEW
Acerbis universal Supermoto front fender £19.95
Available from BHR Dealers soon.



Sponsored by:
Scott USA
Acerbis
Premier

Distributed by:
Bert Harkins Racing Unit 6 Townsend Centre Houghton
Regis Dunstable Beds LU5 5BQ
Tel 01582 472374 Fax 01582 472379

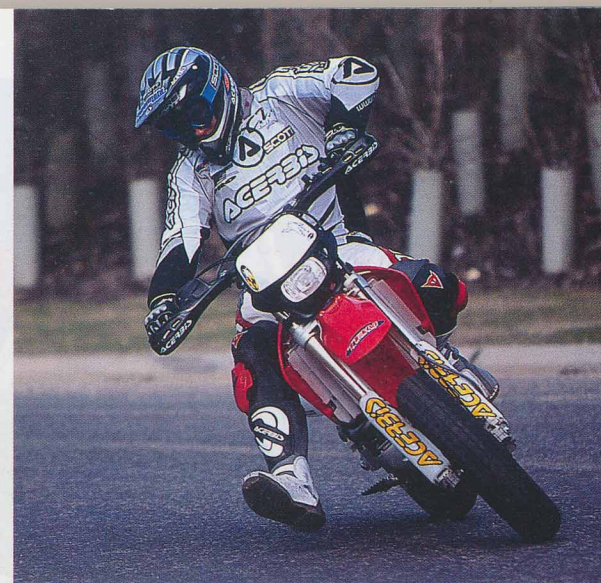


Right: Light and nimble, the supermoto'd CRF is a joy to chuck around...

the bike's short gearing means the CRF quickly surges through the awesome mid-range and revs through

the roof to a truly eye watering top-end hit. This is one hell of an impressive motor. To compare it to a 426F Yam, I'd say that (at the bottom end at least) the Honda would leave the 426 high and dry until the WR's awesome top end kicked in. And not only is the CRF extremely responsive, powerful and torquey, but thanks to an anti-vibration balancer shaft squeezed inside those tiny crankcases, it's also uncannily smooth with very little in the way of vibes getting through to the rider. Working the super smooth throttle and yanking open the big flatslide Keihin sees the CRF take off down the road with the front end light all the way through into top gear.

Once into fifth I found that I was always looking for yet another cog. On the 14/41T gearing Rob has right now the bike is only geared for around



85 to 90mph max which no doubt explains the rather manic acceleration and instant explosive response to the throttle in the lower gears. Great for tight and twisting B-roads but a real pain on longer straight sections where I found myself shutting off and cruising to save any unwanted mechanical mayhem. In fact some level of mechanical sympathy and right hand restraint is needed to ride this bike on faster going. Rob admits that for road use the gearing needs to be taller, but he's still experimenting with it, and because the bike's so new, he didn't have a baseline to work from. Once the gearing's right I'm sure that (just like the Yamaha 426F) the CRF would have no trouble at all in pulling well over a ton.

'The Showa suspension soaked up everything I threw at it even while braking hard...'

The Package

So the motor is feisty but thankfully for both the racer and scratcher alike the rest of the CRF450SM is extremely reassuring. Even on standard settings the Showa suspension soaked up everything I threw at it without any hint of wobble, weave or excessive fork dive - even while hauling hard on the superb Braking front anchor. Needless to say all of the top spec Showa kit is fully adjustable for



Red-Light RACER

The CRF takes its styling cues from the rest of the CR family. Stunning simplicity or a little too plain..?

pre-load, compression and rebound damping, while the rear shock features separate high and low speed compression-damping adjustment.

Similarly the seriously strong beam frame will absorb much more punishment than the average road (or SM track) rider can throw at it. After all if the CR can win world class MX races, even severe tarmac use won't give the running gear anywhere near the same sort of abuse as landing from 30ft up off a triple.

Even the R1/GSX-R boys we met on the local bypass knew that this wasn't just a normal 'dirtbike'. Mind you I had just mugged two of them on the brakes going into a tight roundabout, and despite the back end being a little loose on the way in, the CRF always felt composed even when out of shape (if you get my drift!). This handling neutral-

ity must be at least partly down to the Honda's overall weight which endows the bike with a stunning combination of agility but reasonable stability as well.

The sportsbike lads were up for a laugh and accepted the challenge of a roundabout surfing competition. Needless to say despite the boys' best knee-down efforts the CRF450SM could simply be squirted up the inside at will - holding a much tighter line with an in-built safety margin 'just in case'. And although this wasn't anything like a truly scientific test of the differ-

ent characteristics of an SM v sportsbike, all agreed that the CRF was comfortably quicker at our roundabout challenge.

But it's out on the dry and dusty back lanes that the CRF really shines. Always eager, the motor spins up so quickly it's difficult to keep the gearlever mobile enough. Snick up through the box and

'Simply hang on for a fast and furious high speed ride...'



a cinch to do, despite the unavoidable rear to front weight transfer under extreme braking, the CRF always retains its composure. The Braking four-pot caliper bites hard onto the 320mm Wave disc and shrugs off speed quicker than a junkie in narcotics bust. Again the CRF's lack of weight helps the impressive brake set up achieve an amazing level of retardation. However be warned that the standard MX master cylinder is not really up to the job and gives a vague and spongy feel to the lever. Rob has tried bleeding the system several times but this lack of feel still persists.

Clearly a quality master cylinder is required to get the desired results of power and the all-important feel. As it is, despite the awesome stopping power it's very difficult to gauge exactly what's happening at the sharp end. Other niggles that may or may not be of importance depending on what the bike is being used for, are the tiny fuel range. About 45-50 miles is all the 7.5 litre tank will give before the bike runs bone dry. Not a problem for racing but out hooning with your buddies on a Sunday afternoon in the middle of nowhere it could turn into a real pain. Especially as there's no reserve tap!

Rob's bike is also devoid of a side stand at present and for road use that raucous pipe is simply asking for a pull. Again these things can be sorted, but if you are thinking about a DIY CRF450SM conversion this has to be budgeted for in the final build up. And talking of budgets, a CRF isn't cheap straight out of the box - even if you can find one.

Whilst I'm moaning I can't say that the styling is exactly my cup of Darjeeling either. I know that this kind of thing is very subjective, but even when new, the Honda's 'Explosion Red' plastics look as though they've been stood in the sun for years. And the huge front mudguard (since cut down) looks to be straight off a 1978 XL250 (ask your dad). When you look at how the Europeans style their off-road bikes and supermotards with stunning shapes, colours and graphics, it makes you wonder why the Japanese don't com-

simply hang on for a fast and furious high-speed ride. Stability is never an issue but on the other hand rapid direction changes can be dispensed with, in an instant.

Even when a corner suddenly and unexpectedly tightens up, the CRF can be made to respond rapidly to the slightest amount of rider input. Some of this is clearly down to the bike's light overall weight, but whether by accident or design, in supermoto trim the CRF will carve a fantastically quick inside line. This point is just as relevant on the road as it is on the racetrack and is either a performance aid or a safety aid depending on which way you look at it.

Scrubbing off speed is also

Left: This picture was taken in a controlled environment using an unprofessional rider...

mission a Euro designer to come up with a more fresh and appealing look.

Anyway minor gripes aside, the latest high-tech thumper from Honda passes the MX to SM transformation with flying colours. For racing the CRF450SM would be up near the top of my A-list, but for road use despite the awesome motor's undoubted all-round performance it just feels a touch frantic. Needless to say Rob is gearing up the bike as I write this and this may help dilute the overall manic feel to the quick revving 450.

For sure, the CRF's got potential, but it needs further owner-development to really make the most of its awesome capabilities. Honda are known to be looking into the current SM boom, and who knows...? 2003 may well see a factory-built 450F SM available off the shelf. Here's hoping...

Thanks to CJ Ball (01603 307500) for their CRF...

HONDA CRF450R SUPERMOTO

Price:	£4995 in standard MX trim
Engine:	Liquid cooled, sohc, four-valve single, kick start only 449cc
Displacement:	96 x 62.1mm
Bore & stroke:	11.5:1
Comp ratio:	Keihin 40mm FCR
Carburettor:	flat slide
Transmission:	Five speed close ratio, separate oil bath
Maximum power:	41kW @ 9000rpm
Maximum torque:	(approx 45bhp) claimed 49.8Nm @ 7000rpm, claimed
Frame:	Alloy twin beam with alloy box section cradle
Front suspension:	Showa 47mm USD, fully adjustable, 305mm travel
Rear suspension:	Showa single shock/ProLink, fully adjustable, 318mm travel
Front brake:	Braking 320mm Wave disc, Braking four piston caliper
Rear brake:	Standard 240mm disc, single piston caliper
Wheelbase	1488mm
Seat height:	915mm
Fuel capacity:	7.5 litres, no reserve



The CRF450R was a bike which was always destined to be motarded. The fat-tyred look suits it perfectly...

For

Power delivery
Fuel range
Throttle response
Great torque
Light weight
Easy starting
Honda build quality
Light controls
Good ergos
Super trick

Against

Price of full conversion package
Too loud for the street
Bland styling
Not quite finished as a street-moto

S&P motorcycles
Main **GAS GAS** dealer
Massive off road parts & clothing range to cater for all your off road needs

Trefoil Works, Trefoil, Bodmin, Cornwall
PL30 5BA
Tel/Fax: 01208 831774
www.snrmotorcycles.com

SUPERMOTO WHEELS
F&R, inc 320mm f/disk and std r/disk, sprocket, caliper bracket and tyres!
£875 inc fitting
FC Trott Motorcycles
020 8863 5644

RIDGE SPORT
MOST SUPERMOTO MODELS SUPPLIED INCLUDING:
GAS GAS EC250
YAMAHA WR 426
WITH ROAD KIT £4,495
OVERSIZE DISC KITS,
PERFORMANCE PARTS,
SIDI SUPERMOTO BOOTS

CALL FOR WHEEL DEALS
0113 255 3636
50 OAKLANDS ROAD IND. EST.,
RODLEY, LEEDS

VOR **tm** **GAS GAS**
HEBO PJ1 ARAI SCOTT
SMITH
PHONE FOR BEST PRICE
01708 862828
after hours 07801 978768
Motorvation Unit 17
Breach Road
West Thurrock
RM20 3NR
FREEPOST

Looking for KTM in Norfolk
Look no further

Dave Barkshire
MOTORCYCLE CENTRE NORWICH

01603 614863
www.motorcyclecentre.co.uk
41 St Augustines St., Norwich NR3 3BY

XC LIGHTING

SUPERMOTO LIGHTING KITS
Converts Crosser to Supermoto
YZ 250 - 400 - 426 F
CR 250 - 500
KX 250 - 500
KTM 380 - HUSKY 610
HUSA - CCM - VOR - KTM

SUPERMOTO LEGALIZER KITS
WR 250F - 400 - 426
DR 400 - DR 400E
ALSO FLASHER KITS FOR THE ABOVE

PRO-RACING, 15 GRESLEY CLOSE, DRAYTON FIELDS IND EST, DAVENTRY, NORTHANTS
TELEPHONE 01327 301 322

Team Assassin
MOTARD SLOGAN T-SHIRTS & CLOTHING
VISIT THE SITE - JOIN THE CULT...
TALK: 0781 66 48 490 TEAM-ASSASSIN.COM

TO ADVERTISE HERE CALL PAULA BRADDON ON 01225 786800

Fluid RACING **KTM, HUSABERG & GAS GAS**

Get ready for the summer with a NEW 2002 KTM, Husaberg or Gas Gas. Take a look at just some of our fantastic deals.

KTM 125SX	£3600	KTM 250EXC	£4000
KTM 400SX	£4600	KTM 300EXC	£4100
KTM 520SX	£4700	KTM 250EXC4T	£4800
KTM 125EXC	£3700	KTM 400EXC	£4950
KTM 200EXC	£3900	KTM 520EXC	£5050

CALL NOW TO CHECK AVAILABILITY AND PLACE YOUR DEPOSIT!
All prices correct at time of going to press. Full VAT receipt supplied.
TEL: 01449 775003 Mobile: 07778 446849 or 07980 130084
Website: www.fluidracing.co.uk E-mail: info@fluidracing.co.uk

Eurotek KTM

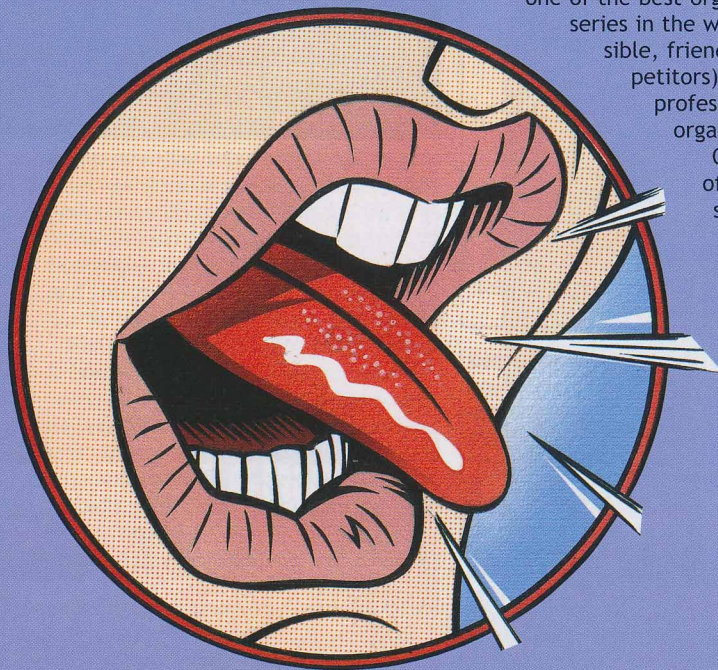
The North of England's leading solus KTM dealer with product support and customer care second to none.

WE KNOW KTM - WE RIDE KTM - WE LIVE KTM

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

KTM RACING 2002 Models **ALL MODELS IN STOCK NOW**
SEE THEM ONLINE @ WWW.EUROTEKKTM.COM

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



Get Lippy

Columnist Dave 'Lippy' Lippet goes over to Northern Ireland to take up an offer he couldn't refuse...

After a very long, hectic (and wallet draining), season of racing last year, I'd made a rather reluctant decision to miss out on the excellent P&O sponsored Irish Supermotard Winter Series. It was a difficult decision to make as the P&O series is

one of the best-organised motard race series in the world; offering accessible, friendly racing (and competitors), combined with slick professionalism in their organisation.

Over the last couple of years, along with a small group of mainland based racers I'd made the trip over to the Emerald Isle for every round of the excellent winter series. We'd forged some strong bonds with many of the local racers having also taken in some European events with them, and then exploited every spare minute in NI socialising in a way that only the Irish know how - with a twinkle in their eyes and a lock-in at the pub.

Mrs L wanted me to spend some time re-decorating Lippy Towers, and with the need to save some dough for a new enduro/trail sled I'd sadly conceded and gone off to the garage to sulk and try and find some paint-brushes amongst the small jungle of scuffed plastic parts and part-worn slicks.

Luckily for me I have a bunch of

very persistent motard racing mates, some of whom are connected in the right places. Warren Steele was 2000 ACU British motard champ and was (at the time of writing) CCM's number one racer. So when he called me and said that CCM were willing to loan me a 604E for the

upcoming double header, I scurried back into the garage and hid the paint brushes under a stack of sprockets. Another mate, Craig Taylor (my supermotard mentor and all-round moto guru), offered to share a van to NI and everything slotted neatly into place.

Woohoo! Roadtrip!

Friday afternoon and we're rattling along towards the Cairnryan ferry in Scotland with the clear water of the Solway Firth to our left and the multi-coloured autumnal splendour of the fir tree line to our right. Warren is a couple of hours behind us in the CCM truck. Craig and I manage to jump onto an earlier boat and join some of our fellow mainland weekend ex-pat racers in a quiet village Friday night pre-taster of Irish hospitality! Warren being the consummate pro, heads straight to the guesthouse and bed.

Oooh, if it's a Saturday morning race track with a thick head it must be Nutts Corner. We squeeze our van next to the CCM race truck and get sorted for scrutineering. Back in Blighty, my own personal race steed is a bike that's been painstakingly developed over three years of intensive dyno time and a plethora of expensive tuning options. I could tell you how much it's cost but Mrs L might read this and figure out that we could've bought that holiday home in the Bahamas after all. Suffice to say that it makes big power and is fitted with almost every go-faster goodie on the planet!

Comparing it to a bone-stock road going CCM is probably a little unfair. The 604E was in absolutely bog-standard trim, just the lights had been removed, otherwise it was just as you'd buy a road going model. Right down to the road tyres, mirror mounts and side stand. I grabbed a pair of tyre levers and swiftly swapped the treaded tyres for a race-wet front and a cut slick rear, slapped on some race numbers, sailed through scrutineering and got changed for practice.

Riding a standard road going spec bike I had few delusions of grandeur given the hyper competitive nature of the P&O series. What I did have, (and I'm afraid it's a terminal affliction that I suffer from), was a burning desire to enjoy myself 110 percent in the company of like minded 'eejits' on the super slippery Nutts Corner circuit. I whipped the kickstart out and started the usual ritual to find TDC.

'Eh Dave, ya' great muppet, it's got a 'leccy' start'. 'Errr, okay, ta for that Warren', course I know what I'm doing. Right, time to get rolling. The marshals let us out onto the circuit and I use the lovely smooth bottom end grunt to re-familiarise myself with the twists and turns of the long-loop track. One of the first things that always strikes me about CCMs, (and I've ridden loads of 'em before), is that the relatively low seat height and smooth power delivery make for superb traction on the dirt. The big Rotax just hooks up and finds grip, shooting across the dirt sections in a calm unflustered manner. Well at least as calm and unflustered as I can manage that is.

Nutts Corner is not really a power circuit, but there is one quick straight where the standard motor feels a little breathless. Fortunately for me it's preceded by a slimy, slick, dirt-encrusted tarmac turn where I'm able to exploit the CCM's magic traction hook-up and carry a bit more corner speed onto the straight to compensate for the slight lack of top end grunt. Finding more top end on the Rotax is not a problem, in fact it's simple if you know what you're doing. All it needs is to breathe a little easier, mostly via a free-breathing aftermarket exhaust system.

I know of several CCMs that reliably produce around 20bhp more than stock including Warren's fully fettled factory weapon. I had a rip around the pitlane on Warren's bike and toyed with the idea of swapping over the race numbers on our two bikes. But Study, (Warren's race mechanic for the weekend) looked at me with daggers in his eyes and I had a rapid rethink, and instead we fiddled with some of the power sapping (but quietening), discs from the Supertrapp style exhaust.

The standard bike now has a little more sparkle and I really enjoy the second practice session, revelling in the joys of thrashing someone else's machine. The heats roll around and I fall asleep at the start of the first one. Still the persistent drizzle makes it all much more pleasant! I make up a few places and end up twelfth or thirteenth.

Only good enough to send me to a second round of qualifying heats. Ninth in the next one isn't good enough to make the cut either and I end up getting relegated to one of the lesser finals.

Get Lippy

Warren is in great form and qualifies straight through on the factory bike to the A-finals with polished ease. We've been good mates for a fair time and he berates me with some harsh language for being such a slouch. It's probably what I needed and as the rain falls steadily I use the CCM's great hook up to snare the holeshot in the first of my two finals.

Overshooting the third turn doesn't help my cause though and the pack motors by as I turn around and re-enter the track. The race passes in an unremembered blur but I pick 'em off steadily to finish sixth after a fun tussle with Husky mounted Dubliner Big Dave Fleming. Hey, it could have been better, but it could've been worse too. More importantly I really enjoyed it and felt as if I was starting to get to grips with the bike now.

Time for some yeeehaar action

It's my second final and though I don't get the holeshot this time, I do manage to get past the turn three still on the track (thank heaven for small mercies). I pick my way up to third and engage in hand-to-hand combat with a YZF426 mounted local. Contrary to what you might think the big CCM motors past the Yamaha on the shale section but the YZF picks me off in the turn at the end of the straight. I get right back on his tail and as we enter the next dirt section I get on the power a touch earlier and sneak by. At the same spot in the next lap he tries to dive up the inside but I've already shut the door and his front wheel gets sucked into my back wheel... Down we go, gambling into the muck in synchronised fashion.

We're both back on our feet quickly but it takes us precious seconds to unravel the two bikes. As soon as they're separated I hit the magic button and the CCM barks instantly back to life. Sadly, YZF man doesn't have e-start and I feel every sympathy for him as I pass him for the following three laps still balefully kicking at his lifeless bike. I motor on for a finish and cross the line satisfied at having achieved my aim of enjoying myself on the Rotax engined thumper.



Warren has two fantastic race-long battles with Irish aces Davey Tougher and Michael Laverty in the A finals, culminating in a second place finish for CCM behind defending P&O champ and all-around nice guy, Tougher. I wander over for a chat with Davey to try and quiz him about his success. Typically he modestly deflects the chat from his own victory to ask me what I think of the CCM.

Good question Dave. I have to admit to being pleasantly surprised. The level of machinery preparation in UK SM racing has moved up a few notches over the last couple of years. Almost all of the bikes competing at the higher levels have been subjected to fairly extensive mods. Even so, the CCM is pretty good in stock trim, but you can sense that there's a lot of untapped race potential waiting to be unleashed. A bog standard 604E is ideally suited to road use where the softer tune of the motor gives it a long and stress free life. However, a few simple mods are enough to unleash some of the lurking ponies, and the full race CCMs are competitive at almost any level of SM racing as Chris Walker proved at Mettet. A spot of race development and CCM may have a machine that could take on the larger European factories at their own game at the highest levels.

Postscript

So a great weekend was finally over, and sadly since writing this, Warren has amicably parted company with CCM. I guess this means Team CCM needs a fast, talented motard racer now - I wonder why they haven't called us, up till now...

FREE CLASSIFIEDS

BIKES

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

KTM Duke II, 1999, V-reg, 1800 miles, summer use only, John Deacon tuning kit, vgc, fast, big single fun, £3800. Tel 01484 306837 (W Yorks)

Husqvarna 570SMR, 2000, W-reg, black, low miles, kickstart only, USD forks, very quick, only 60 in the UK, £3500. Tel 01622 738910 (Kent)

CCM 640 supermoto, 2001 model, big disc, USD forks, WP suspension, Remus can, awesome, includes spares and trail wheels, £4495 ono. Tel 01773 874819

Kawasaki KX500, road reg'd, T&T, barkbusters, Dunlop inters, loads of spares plus off-road wheels, £1700 ono. Tel 01322 660329 (Kent)

KTM Duke, 1997, cherry black, dual start, exc cond, bought stolen/recovered and repaired hence price, £2700. Tel (mobile) 07939 262468 or 0208 385 0514 (Camps)

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

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

Yamaha WR426F, 2001, 900km, taxed, Pro Tapers, FMF pipe, black Excel rims, gold Talon hubs, Werx graphics, lighting kit, includes off-road wheels/tyres, £4650. Tel 07713 788219 (Notts)

Honda XR650R, 2000, X-reg, 2000 miles, Talon wheels, FMF pipe, Renthals, CRD bits, low insurance, exc cond, mean machine, £4850. Tel 07785 995507 (Cheshire)

Kawasaki KLX650 supermoto, 1993, RGV wheels, Remus exhaust, good cond, £1100 ono. Tel (mobile) 07808 738703 or 01900 64347 (Cumbria)

CCM R30, green, only five months old, showroom cond, 500 miles, ally sprocket cover, new house forces sale, £4500. Tel 01444 246893 (Sussex)

Honda XR650R supermoto, Talon hubs, wavy disc, fat bars, Acerbis barkbusters/light, braided hoses, original parts and wheels, £4250. Tel 07967 150138 (Dorset)

CCM 604 supermoto, Y-reg, 2500 miles, as new cond, £4000 ono, or p/x cheaper supermoto. Tel 01946 824431 (Cumbria)

KTM Duke series III, N-reg, T&T, Dam pipe and tuning kit, inc original equipment, superb cond, £3500 ono. Tel 07779 802067 (Surrey)

Husaberg FE501 supermoto, road reg'd, Akront rims, big disc, some spares, dirt wheels included, very quick,

baby forces sale, £2200 ono. Tel 01653 692412 (N Yorks)
Husqvarna 610TE supermoto, X-reg, black, 5200 miles, exc cond, £3150. Tel 0208 940 0566 (Surrey)

Honda Dominator supermoto, 1994, black, MoT, Laser exhaust, Goodridge hoses, perfect cond, ready to ride, £1499 ovo. Tel (mobile) 07970 852117 or 01775 840517 (Lincs)

Husqvarna TE410E supermoto, W-reg, new polished rims, gold hubs and casings, new tyres/pads, 320mm disc, cats removed, £3100 ono. Tel 01539 735137 (Cumbria)

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

Husqvarna 610 supermoto, 2000, elec start, vgc, not registered, £2295. Tel (mobile) 07977 768639 or 01322 336945 (Kent)

Muz Black Panther, 2001, 600 miles, Renthals, guards, front lights, BSM carbon exhaust, as new, £3400. Tel 01352 742122 (Cheshire)

Husky TE610 supermoto, 1998, 5000km, Renthals, guards, sprockets, recent engine rebuild, good reliable bike, £2400 inc enduro wheels. Tel 01352 742122 (Cheshire)

KTM 620 Supercomp, 2001, Y-reg, UK bike, 1100km, FSH, one owner, no track or off-road use, Bracken exhaust mods and Acerbis handguards - otherwise as it left Austria, £4500. Tel (mobile) 078767 136223 or 01692 402948 (Norfolk)

CCM 604 Supermoto, Y-reg, Talon, Excel, Supertrapp race pipe, £3900 or part ex for trailie/SM. Tel 01946 824431 (Cumbria)

WANTED

Wanted KTM 640SM, 1998 or newer, must be vgc, air box mod and race can desirable. Tel 07767 644116 (Lincs)

Wanted Husqvarna 610 frame, preferably with log book, ring Steve and leave a message. Tel 07811 892114 (Worcs)

Wanted radiator for 1998 CR250, plus gearbox casing (lefthand side) for 1990 CR500 motor, will pay cash. Tel Steve on 01438 215375 (Herts)

Wanted wheels for '99 CCM 604E. Tel 01497 831474 (Herefordshire)

Wanted big brakes to stop CR500 (four hole disc), plus race suit 46/56. Tel (mobile) 07733 137181 or 0116 240 2809 (Leics)

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

Wanted big tank for CCM 640, must be at least 20 litres. Phone Malcolm on 01870 610373 (Scotland)

Wanted supermoto wheels (Talon/Excel) for 2000 CCM, cash waiting, will collect. Tel 07797 737400 (Jersey)

Wanted supermoto wheels, anything considered. Also race pipe/can for water-cooled XR650. Tel 02838 333676 (N Ireland)

PARTS

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

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

Honda XR600 supermoto wheels and discs, 17" Morad rims, spacers etc, £550 ono. Tel 07977 573746 (Herts)

KTM SXC comp exhaust, as new, cost £275 sell for £130. Tel 01420 588491 (Hants)

Gilera Northwest cylinder head and cams, ex Garry Rowe, fully ported, instant power gain - just bolt on, exc cond, £190. Tel 01768 779085 (Cumbria)

Pirelli Dragon Corsa, 178/55x17 - special, brand new, £100 plus postage. Tel Tim on 0208 303 5616 (Kent)

Gilera Northwest spares, new EMC shock, pair of Pirelli radial tyres, standard exhaust, factory workshop manual, new rotor tool. £300 ovo. Tel Aidan on (mobile) 07788 716004 or (work) 0208 650 7276 (Surrey)

DR-Z400 supermoto wheels, Excel rims, Talon hubs, discs and sprockets, new tyres, four months old, £600. Tel 01236 733493 (Glasgow)

Yamaha XT600E stainless front pipe, brand new, £40. Tel 0115 956 8172 (Notts)

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

Brembo gold calipers, front and rear, £100 the pair. Tel 01494 474807 (Bucks)
KTM LC4 supermoto front brake disc, caliper and master cylinder, brand new. Also standard exhaust system, handlebars and much more. Offers. Tel 07703 574197 (Cornwall)

FREE CLASSIFIED ADVERTISEMENTS
SELL YOUR SUPERMOTO
 ABSOLUTELY **FREE**

HERE'S WHAT YOU DO



FILL IN THE FORM
 (ONE WORD PER SPACE)

AND TICK THE BOX
 FOR THE SECTION
 IN WHICH YOU WANT
 TO ADVERTISE



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

DO NOT FAX...

TEL NO (CODE)	TEL NO	COUNTY

THIS SERVICE IS NOT AVAILABLE TO TRADERS

PLEASE NOTE: THIS FREE SERVICE IS PROVIDED TO ENABLE YOU TO SELL YOUR SUPERMOTO, NOT YOUR OLD SUPERDREAM OR YOUR MUM'S WASHING MACHINE. ADS NOT FOR SUPERMOTO BIKES WILL BE FILED UNDER 'B' FOR BIN!

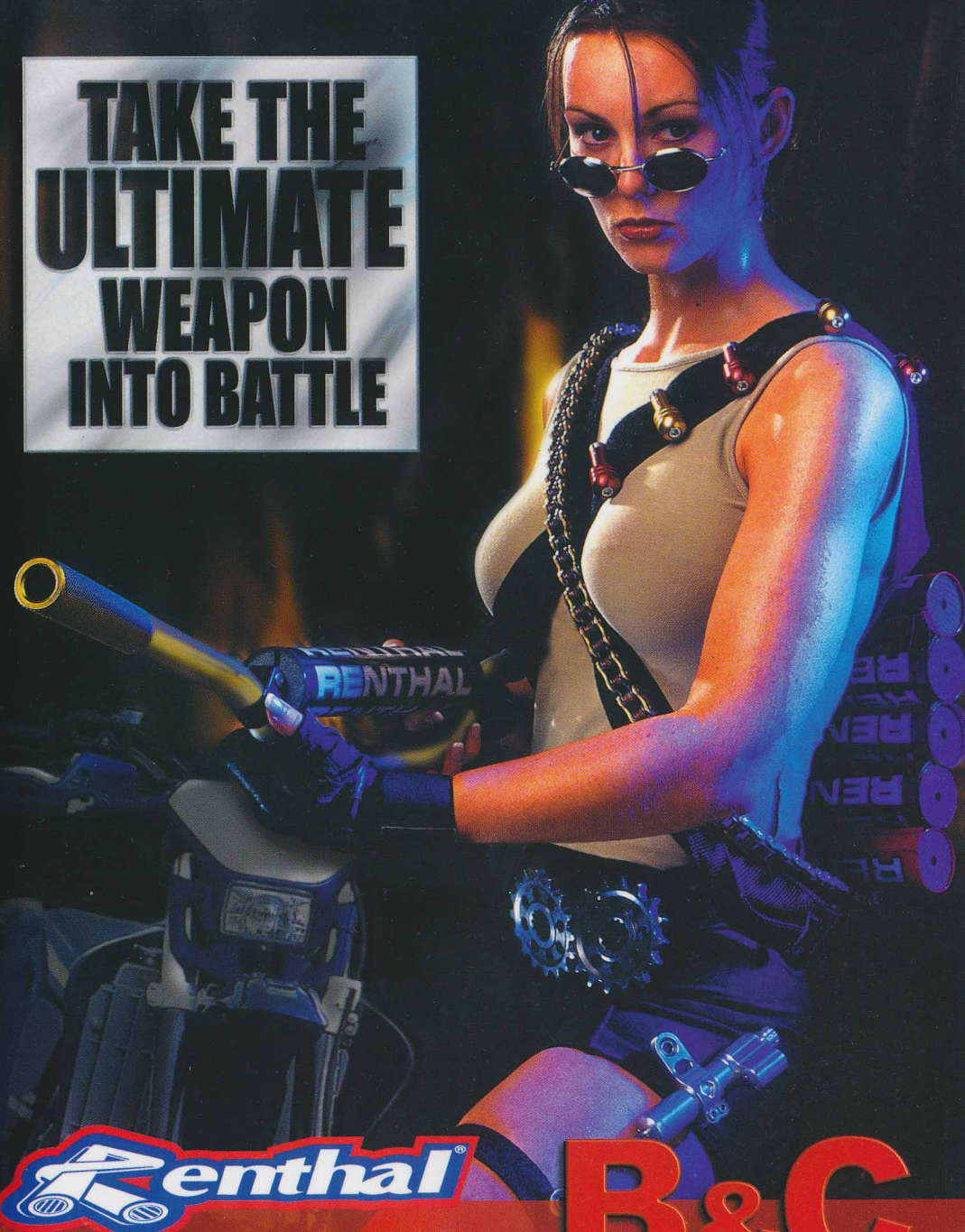
BIKES **WANTED** **SPARES**

NAME
 ADDRESS

.....
 POSTCODE

DO NOT FAX • DO NOT FAX • DO NOT FAX • DO NOT FAX

TAKE THE
ULTIMATE
 WEAPON
 INTO BATTLE



Renthall

Call for a copy of our 2002 catalogue

tel: 01522 791369

fax: 01522 794262 • www.bandcexpress.co.uk

email: sales@bandcexpress.co.uk

B&C
 express

Potterhanworth, Lincoln. LN4 2DX

Front and Rear Chainwheels • Bars • Grips • Bar Ends