



handle...  
without a care!

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

Less to worry about when you drop it.

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



UK Distributors

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

C.I. SPORT, Surrey tel: 01372 378000

VAUGHAN SEMMENS PRODUCTS  
West Midlands tel: 07836 519944

MICKEY OATES MOTORCYCLES  
Scotland tel: 0141 332 7374

FATBAR



TRAIL BIKE & ENDURO MAGAZINE

4.5hp  
**OLE!**  
Sherco  
Shakedown!

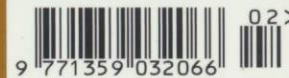
And  
**Cheap Speed!**  
500cc Two-Stroke

Also Inside:  
**BMW R1200GS**  
FATBOY SLIMMED...  
**Dakar Rallye**  
FULL REPORT INSIDE...

**DEFRA:**  
Sample Response  
Letter inside...

FEBRUARY 2004 £2.60 ISSUE 102

**PLUS:** • Husaberg FE450e • Montesa 360 H6  
• and... How To Update Your Dirt Bike!



# GAS GAS

Whichever way you look at it...



...the new and improved 2004  
**FSE450 is here and ready to go!**

UK Importers:

Gas Gas Motos Ltd, Harpur Hill Industrial Estate  
Harpur Hill, Buxton, Derbyshire SK17 9JL

Telephone: 0845 224 2001 [www.gasgasuk.com](http://www.gasgasuk.com)

# Red Dog

## For CCM Excitement

**CCM**   
ADRENALIN ADDICTS



The  
Amazing  
New CCM404  
Now in  
Stock

Check out our Selection of Superbikes

**Red Dog**



**Motorcycles**

132 High Street,  
Edenbridge,  
Kent. TN8 5AY  
Tel: 01732 863636  
Fax: 01732 864444



**Benelli**



**PEUGEOT**

3 Sheddingdean Business Centre  
Burgess Hill  
Sussex. RH15 8QY  
Tel: 01444 248848  
Fax: 01444 248483

Web: [www.reddogmotorcycles.co.uk](http://www.reddogmotorcycles.co.uk) e-mail: [sales@reddogmotorcycles.co.uk](mailto:sales@reddogmotorcycles.co.uk)

# EDITORIAL

## Write. End Wrongs...

**O**ff-roading is facing its biggest crisis yet. And unless we do something about it NOW, then we're all culpable. The Minister for Rural Affairs, Alun Michael, has published his consultation document entitled: *The Use of Mechanically Propelled Vehicles on Rights of Way*. So if he is genuine in wishing to consult all interested parties - then let's give him something to digest.

This is your one opportunity to tell him and his department exactly what you think about this hare-brained scheme. No-one can do it for you. We've tried to make things as easy as possible for you: inside this issue (in the centre pages) you'll find a pull-out document put together by Geoff Wilson of the TRF (among others), highlighting a number of reasons why the scheme the minister is proposing, simply won't work.

But you've got to do your bit. Sit down, read the suggestions and then pen a letter to EACH of the people we suggest.

And don't go thinking that it doesn't apply to you. Even if you *aren't* a trail rider, you will be affected. What the minister is proposing will affect all our rights. Enduros and rallies will effectively disappear as will many of the classic Long Distance Trials. What's more, hare & hounds and regular trials will be seriously threatened because of access rights. And once it comes into force, then that's it.

Don't believe me? This is just the thin end of the wedge. Once an act of parliament is in place then legislation-creep will ensure that our historical rights will be swept away for ever. And from there, it's but a short step to banning bikes from the countryside completely - even on private land!

So what can be done about it? Well firstly you *all* need to send your letters. The more people that respond to the consultation document, the more the minister will realise what he's up against. Secondly, MCN has highlighted the problem amongst its readers (as part of its *Back Off Biking* campaign) and we'll be hoping to keep this issue at the forefront of their fight for *all* bikers' rights. Thirdly, this magazine intends to contact ALL the other bike magazines (road and off-road) as well as the 4x4 mags in order to get them to sign a petition and present a united front to the government. And finally... If the worst comes to the worst and they still ignore us, then we intend to lead a mass demonstration of bikes to parliament (or even a mass trailride-trespass in the countryside) to highlight the injustices being done to our minority community.

If we were an ethnic, race, or religious minority, I'm sure that we wouldn't be facing the threat we are now. Don't let them get away with it...

SI MELBER

# CONTENTS

FEBRUARY 2004

NO.102

## 6 NEWS

All the latest from the world of dirt bikes...

## 12 FIRST CHECK

Will Sherco's new 4.5i cut it in the world of the mid-sized thumper. We took a trip to France to find out...

## 22 CHANGING VROOMS

Fancy a new bike this year, but can't afford it? How about updating your existing machine? Here's how...

## 28 LETTERS

Just the place for a little spleen venting...

## 36 TALKING DIRTY

Chris Evans files his annual report from the madness that is the Dakar Rallye...

## 38 COMPLETELY RUTTED

Mark Williams is outraged to discover that freedom takes a nosedive...

## 40 TECHNICALLY SPEAKING

Engineer Julian Branston reckons to have come up with a solution to the problem of two-stroke emissions...

## 42 FATBOY-SLIM!

Is the all-new, lighter R1200GS still a heavy hitter in the Adventure Sport trailbike class?

## 54 SAND-TASTIC

This year's Dakar Rallye proved to be typically tough, with less than half the starters reaching Dakar...

## 62 MELLOW YELLOW

Has the new 2004 Husaberg FE450e got what it takes to convince buyers to think yellow...?

## 70 WET SUITS

In the market for some waterproof riding gear? We put six sets to the test...

## 78 CHEAP SPEED

TBM has big plans for their latest project, a rip-snorting Cagiva WMX500DE stroker...

## 84 TRICK BITS

More stuff you'll want to own...

## 102 FROM THE ARCHIVES

The story of Montesa's H6 enduro irons...

Edited & produced by: **Si Melber**  
Deputy Editor: **James Barnicoat**  
Contributors: **Mike Rapley, Chris Evans, Paul Biezdard, Ray Archer, Mark Williams.**

Designed by: **Caleb Mason**

Editorial Address:  
**TBM PO Box 9845  
London W13 9WP**

Tel/Fax (10am-6pm Mon-Fri):  
**020 8840 4760/5066**  
Subscriptions:  
**020 7903 3993**

Advertising Manager:  
**Natalie Watson**  
**01225 786815**

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

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

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

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

ISSN 1359-0324





## SNIPPETS

### ★ CADWALLER POWYS ENDURO

Entry forms for this year's Powys Enduro are now available. The MWTRA run event will be held on 6 June. Entry fees have been pegged at £50 for solos for the 150-mile lap course, which will include some public roads. Classes are for sportsman, clubman and sidecars and it's a round of the British Sidecar Enduro Championship. The Start is at Arn Farm near Newtown, contact Vi Madeley on 01686 670596 for the full SP.

### ★ FRENCH CONNECTION

French off-road club, Hors Macadam, are kicking off the 2004 season with an organised trail ride in northern France. The 200km route is navigated by road book and open to both enduro machines and 4x4s. Entry costs just 65 euros for bikes (which includes all meals) and with the route running close to Calais it's just a short ferry ride away. The date is set for 21 March and for more information you can contact the club on 00 33 321 35 23 44.

### ★ DOWN ON THE FARM

Llanerchindda Farm, the popular Welsh trailriding accommodation, have now developed their own enduro course on the farm. Set within 32 acres of land, the track promises a mix of terrain from steep climbs to peaty bogs, and best of all is available free to anyone staying at the farm. Due to the famous Gap Road trail (over the Brecon Beacons) being open during March, Llanerchindda will also be offering guided tours along the route. Places are apparently filling up fast, so for more information give owners Nick and Irene a call on 01550 750274.

## ROYAL FAMILY

All the talk in the trials world at the moment surrounds the future direction machines will go when four-stroke power becomes compulsory in the 2005 World Championship - though there is a massive amount of doubt about that actually happening.

However, of the five main manufacturers, only Scorpa have come up with a production machine - the 125 air-cooled four-stroke that we revealed back in the summer. It has been available for a number of months now and so far a small, but significant number have already found their way into the trials scene - and also the trail bike world.

Production four strokes from Sherco, Montesa (Honda), Beta and Gas Gas are still some way off (though all the factories have working prototypes), but it is perfectly

possible to buy brand new, a smart and competitive four-stroke trials bike that is engineered right here, in the English Cotswolds.

Enter the Cotswold Majesty. A 200cc, air-cooled, five speed, twin-shock trials bike that rides as well as it looks and which is *very* competitive in the class in which it competes.

Cotswold Motorcycles boss Jon Bliss, a trials rider of long-standing, has made many specials in his time, but this latest creation is undoubtedly one of his best. Bliss takes a standard Chinese made Jialing Easy Rider trail bike, and from this donor model produces various versions of his Cotswold trialer, the top of the range being the Cotswold Majesty.

Jon's original conversion, of which a small number have been



sold, made use of a Bliss-made frame to which the necessary Jialing bits were grafted. However, in conjunction with Craig Mawlem, who a year or so back, purchased from Gas Gas importer John Shirt what remained of the Majesty project from the early Eighties, Bliss has now achieved the seemingly impossible, and grafted the Jialing engine into a Mini-Majesty frame. And after much development work with Nick Draper, son of the legendary John Draper and a former top Expert enduro rider, the final result is the delightful piece of kit pictured here.

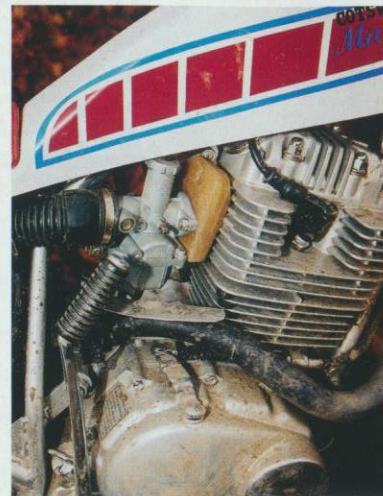
A mini-Majesty frame was originally designed to accept the Yamaha TY175 engine, but with judicious alteration of the bottom frame tubes, the Jialing engine fits very neatly as does the air-box, swinging arm, rear dampers, exhaust and wheels which retain the original drum brakes.

The Jialing engine is available in either 125cc or 200cc form, both of which feature a five speed gearbox. It's a relatively simple air-cooled single overhead camshaft motor, with two valves, driven by a hy-vo camchain, whilst the oil is carried in the crankcase and lubricates the entire engine. Bliss removes the electric start and fits a heavier fly-wheel weight to make it suitable for trials.

Bliss reckons the engine, which is a copy of a Honda, is actually *better* made than the Japanese lump as it utilises bigger bearings and has bearings where the Honda equivalent has plain surfaces.

Depending on the specification of the bike when ordered, the original Jialing forks can be used or, if preferred, it is possible to specify Paioli forks, as used on Draper's bike. Obviously, the Paioli forks (as used by Sherco etc) are better but they do increase the overall price substantially. Normally the Paiolis would be used with disc brakes, but Bliss has fabricated a neat bracket arrangement to use the drum brakes (more in keeping with the twin-shock scene). The attractive appearance of the bike is enhanced by the white mudguards and super-smart Majesty tank and seat unit.

Such projects are on-going developments, but the current



Cotswold Majesty, as ridden by Draper in last year's ACU Classic series which has a class catering for twin-shock machines, is just about as competitive as any bike can be.

The bonus of course is that they are brand new, whereas the competition is usually twin-shock Fantics, Bultacos, Yamaha Majestys or Honda TLRs, all of which are at least 15 years old. The Jialing Cotswold is also a very different style of bike, being a four-stroke in a world where two-strokes tend to rule. There's always a market for odd-ball machines, and whilst this bike may well be considered a strange concoction, there's no doubt that it is ultra-competitive and could easily win the ACU Classic class - or be of interest to riders who compete in Long Distance Trials.

Draper will be riding the bike again this season, and if you fancy joining him on a similar machine, then the cost varies depending upon specification, but as specced here, is around £4000. Jon Bliss at Cotswold Motorcycles can supply all the information you might need and he can be contacted on 01242 239055.

## SNIPPETS

### ★ ISLAND LIFE

The Isle of Man Southern MCC are planning a two day enduro over the weekend of 14/15 August, as a 'mock' British Championship try-out.

If successful the event will run with full British Championship status in 2005. Currently their website is under construction ([www.southernmcc.com](http://www.southernmcc.com)) but you could try emailing [ande.walton@manx.net](mailto:ande.walton@manx.net). He'll put you on a mailing list to receive more details of the regs when available.

### ★ CAMBRIAN SETBACK

As we went to press it looked as though this year's Cambrian Rally was likely to be delayed until October. Although there's still an outside chance that the rally would fill its traditional Easter slot, the organisers were still awaiting confirmation from the army for permission to use their land for the proposed route. More news and contact info when we get it...

### ★ RUN TO THE HILLS

The Big Trailbike.com club will be organising a ride down to the famous Stella Alpina Rally in the Italian Alps this summer. The rally itself is a non-competitive event through some awe-inspiring scenery and is open to all bikes. But it's the use of easy-going open gravel tracks which make it ideal big trailie terrain. The BTBC are leaving the UK on 8 July, with the rally itself taking place over the weekend of 10/11. Click onto [www.bigtrailbike.com](http://www.bigtrailbike.com) for more information.

### ★ XC CHAMP

Nineteen year old Team Huskysport rider Daryl Bolter added the Overall ACU Cross Country title to the Expert class win in last year's British Enduro Championship. Bolter's Cross Country title was all the more impressive since few, if any of the tracks in the series gave him an advantage on his 125cc Husqvarna.



**DONJOY®**

**WHERE IS  
YOUR  
ARMOR?**

"I won't get on a bike without my helmet and DonJoy® knee braces. Prevention is better than any cure."

—Grant Langston  
DonJoy Team Rider



**Order Your Armor Now**

0800.587.0857 or [www.djortho.co.uk](http://www.djortho.co.uk)

**NEWS**

**TBM**  
TRAIL BIKE & ENDURO MAGAZINE

## SHEFFIELD STEEL

Dougie Lampkin took another step to regaining the World Indoor Trials Championship with a fantastic display of controlled aggression to win round three of the 2004 series at Sheffield Arena at the beginning of January.

With both Lampkin and last year's champion Adam Raga having taken a first and second apiece from the opening two rounds in Italy and Hong Kong, Lampkin was determined to avenge last year's defeat at Sheffield. 2003 was the only time he has been beaten in the nine years it's been running.

Watched by a capacity crowd, Dougie put in a dynamic performance which gave him his second win of the series, and an important two point lead in the new scoring system, which emulates that of F1 motor racing.

After all seven contenders had ridden the nine sections, leapt the high jump and taken part in the dual-lane race Lampkin, Adam Raga, Takahisa Fujinami and Graham Jarvis remained to go through to the final. All sections were ridden in reverse direction and proved more difficult than in the heats. As the fourth rider to qualify, Jarvis was the first rider through the sections and he had a tough time, finishing with only one clean and five

failures in his final total.

Fujinami fared little better and suffered a horrendous crash when his handlebars broke as he landed from a huge jump-off.

The Japanese rider was left holding the right hand twistgrip with the factory Montesa whizzing in circles at his feet, before he limped away to receive first aid for an injured ankle.

This left the fight for victory between Raga and Lampkin. Having watched the first three riders all lose points as they tackled the opening section, a massive three-step launch onto a huge pile of wood, Lampkin made a mind-blowing single launch up all three steps to claim the only feet-up attempt on the section. This gave him not just a one point advantage but crucially, a huge boost to his morale which intimidated his rivals.

But it was on the third and fifth sections that Lampkin sealed his victory, with two stunning rides which cost him just one mark compared to Raga's ten. Lampkin was alone in getting his machine over the final step and edge on the sleeper section, and Raga blew his chances when he fived the rock section early on.

Lampkin might have thrown it all away when he crashed heavily off the

'Cusworth' box section, not quite making it to the top of a massive, angled step.

But Dougie's made of sterner stuff, and he shook himself down and started all over again.

Easily cleaning the last two sections, Dougie then thrashed Raga in the final race. And a victorious punch into the air as he leapt from his Montesa signalled to the 10,000 spectators that Lampkin was again the boss of Sheffield.

### RESULTS (FINAL)

- 1** Dougie Lampkin (Montesa) 17 marks
- 2** Adam Raga (Gas Gas) 23 marks
- 3** Takahisa Fujinami (Montesa) 34 marks
- 4** Graham Jarvis (Sherco) 36 marks

STORY & PICS:  
MIKE RAPLEY





## 2004 TRAIL BIKE & ENDURO EVENT CALENDAR

FEBRUARY		
6/7	Hell's Gate Extreme Enduro,	Barga, Italy
7/8	Ady Smith 2-day Enduro school	Stevenage, Herts
7/8	Fast-Trak CCM trail ride	Mid-Wales
8	Sudbury Club Eastern Centre enduro	Foxborough
10-17	Fast-Trak CCM dual-sport holidays	Spain
21/22	Fast-Trak CCM trail ride	Elan Valley, Wales
21/22	Ady Smith 2-day Enduro school	Rugeley, Staffs
29	Surrey Police MCC Enduro	Bagshot, Surrey
MARCH		
3/4/5	Sport Adventure long distance trailriding	Normandy, France
5	Ady Smith KTM try-out	Stevenage, Herts
6	South Reading Club S/Mid Centre enduro	Ashdown Fm
6/7	Breckland Enduro, Rd1 BEC	Brandon, Norfolk
6/7	Ady Smith 2-day Enduro school	Stevenage, Herts
6/7/13/14/20/21/28	Fast-Trak CCM trail ride	Elan Valley, Wales
12	Ady Smith KTM try-out	East Grinstead, Sussex
21	Woodbridge Club Eastern Centre Enduro	Butley
APRIL		
1/2/3/4/5/6/7	Fast-Trak CCM trail ride	Llangollen, N Wales
3/4	Big Trail Bike Club, Tour of Wales	Whitchurch
4	Sudbury Eastern Centre enduro,	Sudbury
7/8/9	Sport Adventure long distance trailriding	Morvan, France
18	South Reading Club S/Mid Centre enduro	Ashdown Fm
21/22/23	Sport Adventure long distance trailriding	Normandy, France
23/24/25/26/27/28	Fast-Trak CCM trail ride	Lake District
28	Ady Smith KTM try-out	Rugeley
MAY		
1/2/3/4/5	Big Trail Bike Club Highland Tour	Scotland
1/2	Fast-Trak CCM trail ride	Llangollen, N Wales
8/9/10/11/12	Fast-Trak CCM trail ride	Peak District
9	Bury Club Eastern Centre enduro	Hawkedon
23	Woodbridge Club Eastern Centre enduro	Butley
23	Big Trailbike Club Rivron Memorial Run	Ribble Valley
JUNE		
4-12	Big Trail Bike Club, Pyrenean Passes	France
5/6/12/13	Fast-Trak CCM trail ride	Elan Valley, Wales
6	Powys Enduro	Newtown, Wales
6	Sudbury Club Eastern Centre enduro,	Chappel
9/11/13	Ady Smith KTM try-out	East Grinstead
10-13	KTM Festival	Mattighoffen, Austria
10	Mid Bucks Club S/Mid Centre enduro	Whaddon
13	Big Trail Bike Club Peaks Passes	Peak District
18/19/20/21/22	Fast-Trak CCM trail ride	Scotland
19	Ady Smith KTM try-out	Rugeley
24/25	Welsh 2-day Enduro	Llandrindod Wells, Wales
27	Lowestoft Club Eastern Centre Enduro	Swannington
JULY		
1	Ady Smith KTM try-out	Rugeley
7/9/28/29	Ady Smith KTM try-out	Cwmderw, Mid-Wales
8-16	Big Trail Bike Club, Stella Alpina Rallye	Italian/Swiss Alps
18	Hafren Rally	Hafren
19/20/21/22/23/24	Fast-Trak CCM trail ride	Elan Valley, Wales

AUGUST		
1	South Reading Club S/Mid Centre enduro	Ashdown Fm
1/2/3/4/5	Fast-Trak CCM trail ride	Peak District
4	Bury Club Eastern Centre enduro	Hawkedon
8/9	Fast-Trak CCM trail ride	Elan Valley, Wales
8	Beacons enduro	WTRA
11/25	Ady Smith KTM try-out	Rugeley
18/20	Ady Smith KTM try-out	Cwmderw
28/29	Dawn 2 Dusk	Enduro Wales
30	Woodbridge Club Eastern Centre enduro	Butley
SEPTEMBER		
4/5	Big Trail Bike Club, Coast 2 Coast,	Northern England
8/9/10	Sport Adventure long distance trailriding	Morvan, France
12	Sudbury Club Eastern Centre enduro	Bulmer
15/17	Ady Smith KTM try-out	East Grinstead
19	Lowestoft Club Eastern Centre enduro	Tunstall
26	South Reading Club S/Mid Centre enduro	Ashdown Fm
27-OCT 5	Fast-Trak CCM dual-sport holidays	Eifel, Germany
OCTOBER		
9/10	Big Trail Bike Club, Wales Weekend,	Wales
2/3/4/5/6	Fast-Trak trail ride	Lake District
3	Halstead Club Eastern Centre enduro	Wakes Colne
9/10	Army MCA Natterjack enduro	Hampshire
10	Lowestoft Club Eastern Centre enduro	Tunstall
13/15	Ady Smith KTM try-out	East Grinstead
13-18	ISDE	Kielce, Poland
23/24	Fast-Trak trail ride	Elan Valley, Wales
26	Stowmarket Club Eastern Centre enduro	Suffolk
NOVEMBER		
3/4/5	Sport Adventure long distance trailriding	Morvan, France
7	Diss Club John Banks enduro	Thetford Forest
13/14/27/28	Fast-Trak CCM trail ride	Elan Valley, Wales
17/18/19	Sport Adventure long distance trailriding	Normandy, France
17/19/21	Ady Smith KTM try-out	East Grinstead
27/28	Ady Smith 2-day enduro school	Rugeley, Staffs
DECEMBER		
4/5/18/19	Fast-Trak CCM trail ride	Llangollen
11/12	Ady Smith 2 day enduro school	Rugeley, Staffs

Please note these dates and venues are only provisional and liable to change. For confirmation please contact the organisers before making a trip.

### CONTACTS

**ADY SMITH KTM TRY-OUT AND ENDURO SCHOOL:** [offroadschools@tiscali.co.uk](mailto:offroadschools@tiscali.co.uk)  
**BIG TRAIL BIKE CLUB:** [www.bigtrail-bike.com](http://www.bigtrail-bike.com) or call 0114 2489 442  
**BRECKLAND BRITISH CHAMPIONSHIP ENDURO:** [www.dissmcc.co.uk](http://www.dissmcc.co.uk)  
**CLEWS YAMAHA:** 01254 700120  
**ESSEX OFF-ROAD TRY OUT DAYS:** 01440 707585

**FAST-TRAK CCM RIDE-OUTS AND HOLIDAYS:** 07743 460460  
**KTM ADVENTURE TOURS:** [www.ktmadventuretours.co.uk](http://www.ktmadventuretours.co.uk) or call 01752 840831  
**POWYS ENDURO:** 01686 870596  
**SPORT ADVENTURE FRANCE:** 07900 826719  
[chris.evans@sport-adventure.com](mailto:chris.evans@sport-adventure.com)  
**YAMAHA OFF-ROAD EXPERIENCE:** 01686 413324

## SNIPPETS



### ★ GERAINT JONES ENDURO SCHOOL 14/15 FEB 04

The Royal Electrical and Mechanical Engineers (REME) motorcycle team in association with Geraint Jones are running two one-day Enduro Schools 14 & 15 Feb at Slab Common, Bordon, Hants. Entry applications can be obtained from Steve Eggleton 01264 381444 or by visiting the Team REME web site [www.team-reme.co.uk](http://www.team-reme.co.uk).

### ★ FUND-URO

In order to raise much needed funds for the 2004 ISDE team, the new ACU ISDE sub-committee has arranged for a club and centre team competition to be incorporated into this year's British Enduro Championship. The classes will be for clubman, expert and 'best centre' teams, with each team charged £20 alongside the usual rider entry fee. The series kicks-off with the Breckland on 6/7 March and organisers Diss MCC have offered to transfer any entries from teams that have already entered, if they would rather ride to support the ISDE fundraiser. Full details are available from Mary Kerr at the ACU on 01788 566400.

### ★ SAND IN YA' BOOTS

Fancy some early summer sun? Well the Optic 2000 Rallye Tunisie will be kicking off during the first week in April with the prologue on 4 April before boarding the boat for Tunis and the first of the North African stages. This year's rallye is round one of the FIA World Cup so expect some seriously quick four wheelers to contend with, on top of the usual tough long sandy specials. Bike classes are 'Open' (unlimited capacity) and a new 450cc middleweight category that should prove popular with the vertically challenged amongst us. Enter quickly as the 4650 euro entry fee is only held until the end of February after which the full cost of over 6000 euros is charged. Assistance packages and compulsory GPS satellite phones are available from the organisers of this popular televised rallye that's ideal for first time rallyist. Check out [www.npo.fr](http://www.npo.fr) or contact our own enigmatic Chris Evans on 01797 253914 or drop him a line on [chris.evans@sport-adventure.com](mailto:chris.evans@sport-adventure.com). Go on... Just do it.

## Supermoto Magazine

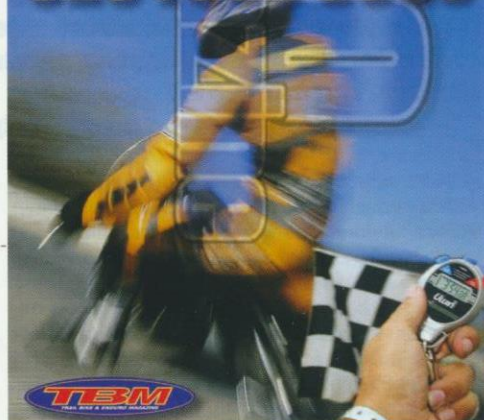
IN YOUR NEWSAGENTS NOW!



Or you can do yourself a favour and **SUBSCRIBE**



Call the subs hotline on **020 7903 3993**



STORY: JAMES BARNICOAT; PICS: JOAN CARLES ORENGO/SHERCO



## Easy Rider

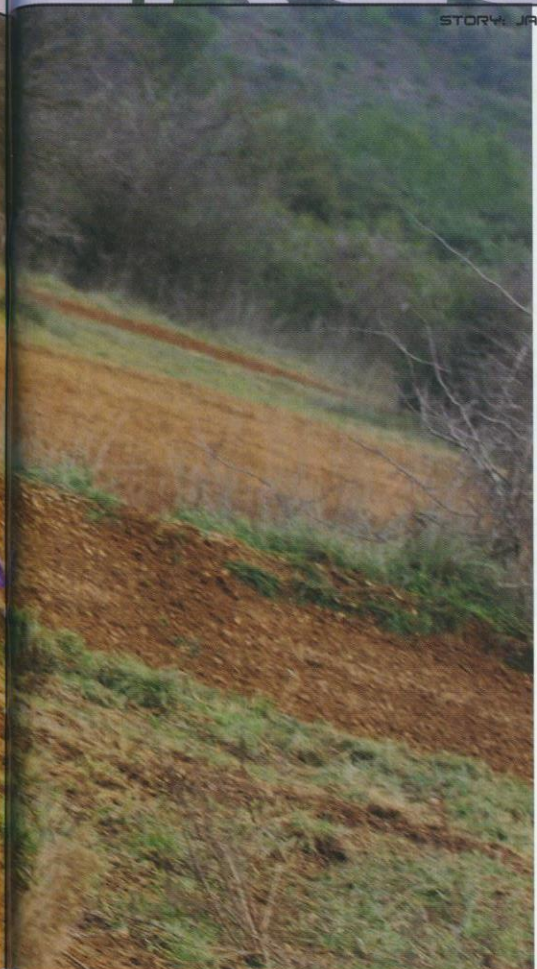
**The 450 class is the most hotly contested one in the enduro market. So a newcomer to the fold has got to be good. Will Sherco's new 4.5i Enduro cut it in the world of the mid-sized thumper. We took a trip to France to find out...**

**S**mooth and strong: the glass of grappa which Sherco's WEC team rider, Italian Stefano Passeri had just poured me, was going down a treat. No throat searing heat, just a mellow experience with lots of pleasurable after-taste. It was barely lunchtime but our test session in the hills surrounding the French city of Nimes, had just finished for the day. Forty minutes each is all that Sherco would allow the assembled triumvirate of journo's aboard their new 450

thumper. Because this bike, as they were all too keen to point out, was still a pre-production machine. Best make the most of it then. Pour me another, will you Stefano...

### Rumour Mill

The persistent rumours that Spanish trials bike manufacturer Sherco were building an enduro bike had been doing the rounds of the off-road scene for the past two years. But such was the



The 4.5i certainly has a lightweight look to it. Just check out that frame...

stroke a few years back powered by what looked remarkably like a Suzuki DR-Z engine. Intriguingly the Sherco's swinging-arm looks like it's been lifted straight off the WR-F (albeit with a brushed aluminium finish), but when you talk to the guys at Sherco about it, they simply shrug their shoulders and reply that they 'took ideas from all the best enduro bikes currently available.' Fair enough.

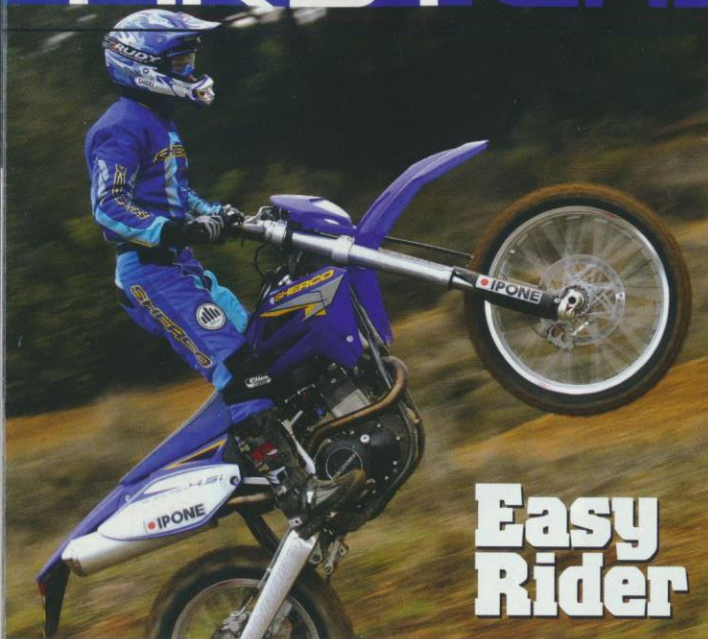
Similarities notwithstanding, the Sherco is an all-new machine from the ground up - albeit one which is built from a collection of parts. There isn't a single item on the Sherco which the factory manufacture themselves. Everything is out-sourced, and then assembled at their factory in Nimes (the Barcelona plant builds the trials machines). Sherco claims that this makes production far more flexible, but when you think about it, it's also the quickest and probably most cost-effective way of building a new bike these days. Parts such as wheels come ready to roll with the tyres already fitted, though the engines are assembled from their constituent parts.

At the business end of the bike sits a pair of brace-less Reikon bars - de rigueur for a modern euro enduro. Attached to the bars is some very neat looking switchgear, the style of which I've not seen before. And then there's a thumb-switch for the digital clocks, which may, in the future, be joined by a switch to alter the ignition curve. But for now it's all simple, good quality stuff and well laid out, though a set of handguards would be nice.

Moving back, the flattish seat comes with a gripper cover and a large Dzus fastener at the

secrecy surrounding the new machine that it wasn't until the Milan show last August, that we were finally able to bring you the low-down on the new bike. Since then the bike has made its UK debut at Dirt Rider Expo at the tail-end of November, and many of you will doubtless have taken the opportunity to ogle the bike first-hand.

Like us, you probably noticed a certain... er, let's call it a 'resemblance' between the Sherco's engine and the one which powers the 450 KTM. Coincidence? Perhaps, but then again if you were designing a new bike from scratch, think how much easier it would be if you could 'borrow' an engine from an existing machine and then build yours slightly different. Certainly that's what Gas Gas figured when they launched their 400 four-



## Easy Rider



rear. Removing the seat reveals a deep airbox, with the battery sat nice and low underneath a large, quick-release TwinAir filter - with most of the electrical gubbins mounted onto the sub-frame. Whilst some people prefer a side-access airbox, this system does look to be quicker than fiddling around with the miniscule fasteners which other manufacturers employ.

Straddling the main frame is an 8.5 litre tank, its compact design helping the Sherco attain the necessary slimline feel. We'd have preferred it if the tank was transparent rather than black (far more practical), but these days fewer and fewer companies seem to be adopting this design.

The frame itself looks to be well finished. Gunmetal grey, our test bike had only light scuffs above its pegs, bearing witness to the fact that despite some development work and a week's testing by off-road journos, the paint is reluctant to wear off easily. However, the translucent plastics which actually looked quite nice on the show bike, appeared slightly second-hand on the well-used machine. Particularly susceptible to white crease marks, the transparent finish may well not make it onto the production machines.

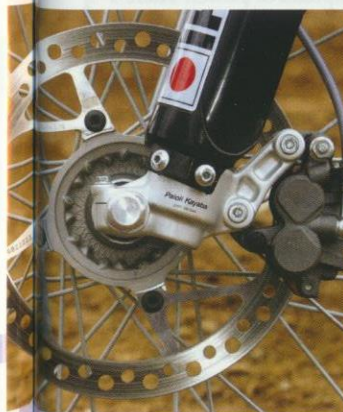
Lower down, the swingarm is beautiful - the brushed ally finish is a very neat touch. If only the same could be said for the black coating on the clutch and ignition covers, which was already peeling at the edges.

### Riding It

As we changed into our riding kit in the warmth of the Sherco race transporter the mechanic warmed up the bike outside. There was a familiar rasp to the exhaust, the muted burble of a modern enduro thumper. Not too loud, but with an aggressive bark as he blipped the throttle. The bike's single header-pipe feeds into a Sherco-badged aluminium silencer, supplied by the Italian company Giannelli/Arrow. It's a well-finished system, and whilst obviously not as lightweight as the titanium parts some manufacturers are now using, it looks to be pretty robust.

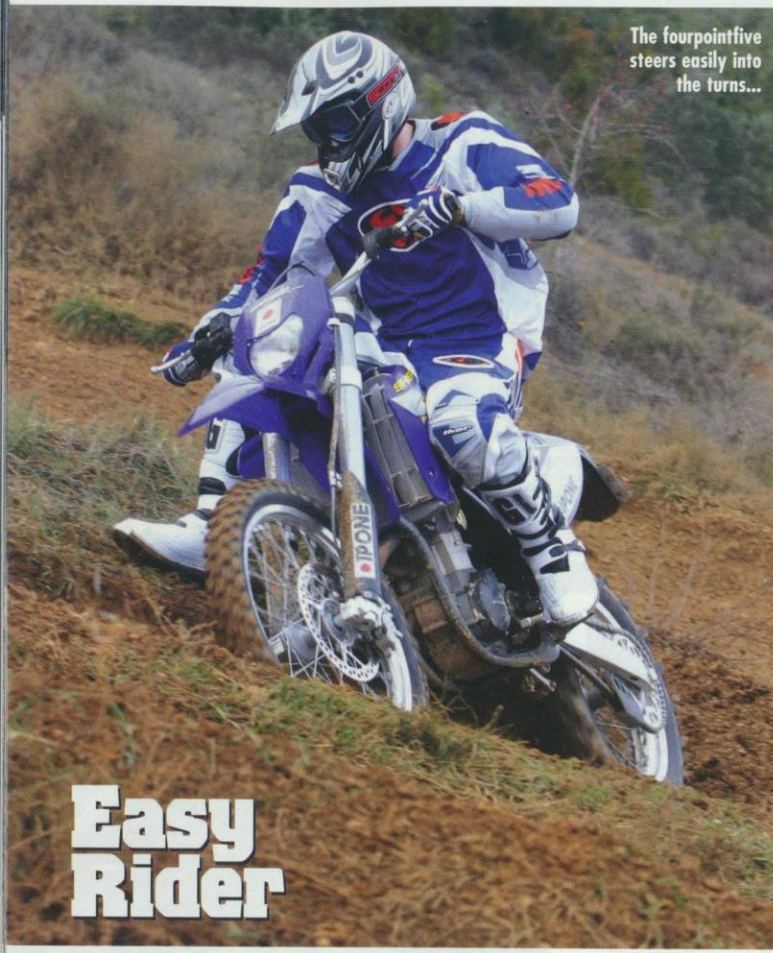
Once fully warmed up the Sherco was handed over to me and I snicked the lever into first, and headed for the hills. The rusty-red soil of the lowland test-track gave way to the rocky terrain of the hills and the tyre lit up as it made the transition between the two surfaces. Ahead of me, the track consisted of a number of small rocky ridges just a few inches high. Hitting these at 40mph was a fantastic test of stability. For sure, this was potential tankslapper territory, and on a KTM I would've been seriously concerned. But the 4.5i remained supremely stable, tracking cleanly over the undulations without any sign of headshake. As Sherco owner, Andreu Codina later told us, the bike's geometry is nothing like that of the Austrian 450 and is actually nearer that of the CRF Honda - stable but quick turning.

The styling is modern and functional but just that little bit 'different'...



Top left: Remove the seat to access the airbox. Filter is QD whilst the electrics are all firmly mounted.... Above: High quality chunky looking switchgear is new to us. The thumbswitch operates the digital speedo... Left: AJP supply the stoppers, a twin-pot caliper matched to a 270mm disc... Right: Motor is similar to the 450 KTM's in looks alone...





The fourpointfive steers easily into the turns...

## Easy Rider

And that's exactly how the bike felt as I rode along the top of the hills. Once at the top, the track reverted to slick red soil and wound its way between rock outcrops. Here the bike would flick easily from side-to-side, the rear-end skating across the dirt under braking. At both ends the Sherco wears AJP stoppers, with a large 270mm disc gracing the front. It's a pretty good set-up which, although perhaps not as 'well rounded' as some Nissin set-ups we've tried, does give a good balance of power and feel. Unfortunately, on this bike the rear brake was far too spongy, and gave absolutely no feel before locking the rear wheel solid. It didn't spoil the ride, but it did take some getting used to and I'd certainly hope it's not something which transfers over to the

production machines. Going in search of some more technical trails, a rocky climb presented the first real test of the Sherco's motor. A mixture of loose shale and rock steps, it wasn't overly steep but without a run-up it would certainly test the motor's grunt. With third gear selected, the Sherco pulled well right from the bottom of the rev range, and found plenty of grip on the mixed surface. There are a number of grunty 450s out there, but of them all, it's the KTM's ability to find traction that makes it such a winner. And I'd say the Sherco probably matches it in this respect. However, just going on first impressions I don't think the Sherco's motor is quite as strong low down as that of the Austrian bike. Of course, not having the two to compare makes it hard to say for sure, but having lived with a 450EXC last year the 4.5i didn't seem to have quite the same stomp.

Where the Sherco does score very highly is in its spread of power. There's no real top-end hit like on the twin-cam 450s, yet the power isn't all shoved low down. There's just a good spread of enduro-friendly power, where you can worry less about gearchanges and lighting up the rear tyre, and concentrate on the course ahead. It makes the Sherco eminently rideable and this is no doubt thanks (in part at least) to the fuel injection.

Italian company Magneti Marelli produce the system for Sherco, and it feels absolutely spot-on. Currently, of the dirt bike manufacturers only Gas Gas produce an injected enduro bike and the 4.5's FI feels equally good. The throttle action is light, there's no jerky, on/off action at low speeds, and even with the motor labouring a twist of the wrist brings smooth, glitch-free

drive. One day, all enduro bikes will be like this!

Before heading back down to the enduro test loop I killed the Sherco's motor. Not to take a look at the rugged scrubland scenery but to see how well the bike started. Of course, using the electric start it fired first time. But the Sherco also features a kickstart, and it's well worth knowing that the bike will boot into life if necessary. Naturally, it fired easily with a sharp prod on the lever, though whether it would still be able to power the FI pump with a dead battery I wouldn't like to say.

### On Track

The enduro track was a twisting snake of rutted switchbacks and short, whooped-out straights. The firm soil, damp from the morning's showers, gave plenty of grip though berms were littered with roostable slivers of rock.

Joining the loop at a section of braking bumps, the forks immediately felt plush and well set up for typical enduro terrain. Rarely found on enduro bikes these days, Sherco have opted for



...whilst remaining nicely composed at speed...

Paioli/Kayaba front suspension as they already have a good relationship with Paioli through their trials machines. Around the track the 46mm, USD items felt pretty much as good as anything

## INSIDE INFORMATION

**S**herco are best known as a trials company, but they also produce a range of trail and supermoto machines. In fact, their model range is 17 strong, and for a company which is only five years old that's pretty good going.

The two owners, Marc Tessier and Andreu Codina formed Sherco having previously worked for two other off-road manufacturers (Scorpa and Gas Gas, respectively) and with their first trials machine debuting at the end of '98 they went on to purchase the French dirt bike concern, HRD.

Most enduro riders will remember HRD for their well specced range of Yamaha -powered strokers, but it was the small-bore bikes that Sherco were interested in. And to this day they produce the 125 and 50cc trail and supermoto machines, though obviously badged as Shercos. In 2000, development work began on a 400cc machine, and when the FIM changed the capacity class to 450s, the machine you see before you was created.

Between the start of production and the end of the model year (September), the company intends to produce around 1000 fourpointfives. This will coincide with a 20 percent increase in personnel at the Nimes factory, as there are currently just 25 workers at the plant. Alongside this, Sherco will be running two riders (Italians Stefano Passeri and Maurizio Mikelutz) aboard 450s in both the World, and Italian Enduro Championships.

With the enduro bike underway, the next step for the 4.5i will be a supermoto machine and then possibly a motocrosser. The motor will also be taken out to 520cc to produce an open class bike, though there's the potential to go to a full 660cc. We can also expect to see a DOHC 250 four-stroke in the not too distant future, built with a dedicated chassis. And lastly, the company are also busy working on a four-stroke trials bike, believed to be a 330cc machine. So expect to hear a lot from Sherco in the next couple of years...

## Easy Rider

### WHERE WILL IT FIT IN?

So where does the Sherco 4.5i sit in the current 450 enduro market? Well, as a mass produced machine, rather than a small volume 'special' (think TM, Vertemati or VOR) it's clearly aiming to compete with the likes of KTM's 450EXC, Husqvarna's TE450 and Gas Gas' FSE. All, powerful, electric start machines though not without their faults.

The EXC can be a little unstable, the TE too powerful, and the FSE is just that little bit heavier than the opposition. In these respects, the Sherco excels - stable, not too feisty, yet light in weight. And it's this rideability which will stand it in good stead in every sector of the market, from weekend racer to occasional trail rider. But the competition, KTM especially, have all built a name for themselves - they're known quantities. And this is the first obstacle which Sherco must overcome. However, there are always those who will buy something which is a little different from everyone else, and for

these people the Sherco may be a very attractive proposition. Assuming the bikes prove to be reliable, that is.

Of course, the price is going to be another key factor. We'd expect the 4.5i to undercut the class leader, though with the KTM at £5395 and the Sherco likely to be 'around five and a half grand' this may not be the case. However, this figure is at least close to the mark, and the bike will be 'Euro 2' compliant, or fully road legal to you and me. So there'll be no need to shell out any extra on a road kit, a la Yamaha WR-F.

With such ambition, and by producing a simple, mass produced machine I can see the brand growing rapidly (especially if the final production machines are as good as this test ride led us to believe), and Sherco becoming an established name in the enduro world. Time will tell, but if their short history is anything to go by, I don't think we'll have to wait too long to find out...

we've tried recently, remaining smooth over the smaller bumps, whilst taking the bigger hits of the whoops in their stride. At all times you could feel what the front-end was doing, even when hard on the brakes, and it all helped to make the Sherco feel even more rideable.

Acting through a linkage, the Paioli rear shock felt equally compliant. Under hard acceleration the rear end seemed to force the tyre into the ground, yet it still tracked straight through the whoops. Having been set-up for a heavier rider it could perhaps have done with a little more rebound damping, but with only a brief spell aboard the bike I'd rather spend my time riding than twirling screwdrivers.

Tipping into the tight, rutted turns the four-pointfive still managed to remain precise, its light weight (a claimed 109kg dry) no doubt helping keep things sharp. Although the seat's perhaps not as flat as some (such as the current Huskies), it was still easy to shift right forward into the turns, the commendably slim tank and rad panels also helping me get right up on the gas cap.

Even when running a gear too high, the Sherco would still surge out of the corners with little need to dip the ultra light hydraulic clutch. But hanging onto a gear too long didn't reward with much forward motion. As you'd expect from a single cam motor there was no point in over-revving the Sherco, and it was far easier to adopt an unhurried riding style. Which, I guess, is the way you should ride a 450 enduro thumper.

After no time at all my stint on the Sherco was over, and I had to hand it back to the mechanics. Obviously, I'd have loved to have spent the day aboard the 4.5, clambering up some bigger climbs and finding some more flowing trails. But this was, after all, a launch test of a pre-production machine, and it's how the final machines fare on British terrain that we're most interested in. Production is due to start this month, with the first bikes arriving in the country (hopefully) around the start of March. And we'll be bringing you a UK test just as soon as a bike becomes available.

And my lasting impressions of the Sherco? Well, the thing that really sticks in my mind is just how easy it was to ride. The original design brief stated 'simple, light, efficient', and I'd have to say it's been executed pretty well. Like a 250 thumper, it's the kind of machine that you can



ride fast because it's easy to do so. You may not feel quick, but your test times would say otherwise. But unlike a quarter-litre bike, it's an unhurried ride, where total commitment is rewarded - though not a requirement for rapid progress.

And this really is where the Sherco distinguishes itself from pretty much all the other 450s. Of course it's fast and well suspended - but it's a much easier ride. And for many people, that may well turn out to be the crucial difference. Because just like the grappa I'd been drinking, the Sherco felt smooth and strong with a pleasurable aftertaste...

### SHERCO 4.5i

<b>Price:</b>	tba
<b>Engine:</b>	Electric start, liquid-cooled, SOHC, four-valve, fuel injected single
<b>Displacement:</b>	448.6cc
<b>Bore &amp; stroke:</b>	94.5 x 64mm
<b>Comp ratio:</b>	11.1
<b>Transmission:</b>	6-speed
<b>Frame:</b>	Cro-moly single double-cradle
<b>Front susp:</b>	46mm USD Paioli/Kayaba, 295mm travel
<b>Rear susp:</b>	Paioli, multi-adjustable, 310mm travel
<b>Front brake:</b>	270mm disc, AJP twin-piston caliper
<b>Seat height:</b>	920mm
<b>Wheelbase:</b>	1485mm
<b>Fuel capacity:</b>	8.5L
<b>Ground clear:</b>	350mm
<b>Dry weight:</b>	109kg (claimed)

2004 SINISALO RANGE AVAILABLE  
AT A DEALER NEAR YOU NOW:

**Clarks Racing Products**

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

**Dave Milling Motorcycles LTD**

Preston Street, Whitehaven  
Cumbria CA28 9DL  
Tel: 01946 63380

**DMS Trialsport**

204 Barnsley Road,  
Flockton  
Wakefield WF4 4AB  
Tel: 01924 840316

**ET James**

East Street, Rhayader  
Powys, Wales  
Tel: 01597 810396

**Extreme Sports (South) Ltd**

Unit 17 Carby Close  
Branksome Bus. Centre  
Parkstone, Poole  
Dorset BH14 0AX  
Tel: 01202 749955

**FBR Fat Boyz Racing**

6 Rayleigh Road  
Stanford Le Hope  
Essex SS17 0NE  
Tel: 01375 671331

**Grand Prix Offroad Ltd**

St. Teillo Street  
Swansea  
W. Glamorgan  
S. Wales  
Tel: 01792 884397

**Graham Charlton Motorcycles**

21 Portrack Lane  
Stockton On Tees  
Cleveland TS18 2HP  
Tel: 01642 730700

**Honda of Salisbury**

10-14 Newton Road  
Churdfields  
Salisbury SP2 7QA  
Tel: 01722 341200

**James Sandford M.cycles Ltd**

Unit 3B Bridgewater Court  
Network 65 Bus. Park  
Hapton, Burnley  
Lancs BB11 5ST  
Tel: 01282 428383

**JW Racing**

76 Wokerhampton Road  
Pelsall, Walsall WS3 4AE  
Tel: 01922 685677

**Kais Motocross**

Punchbowl Garage  
Atherton  
Manchester M46 0LT  
Tel: 01942 896366

**Mike Bavin Motorcycles**

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

**Motomania UK Off Road**

264 Kenilwood Hill  
Tilehurst  
Reading RG31 6DR  
Tel: 01189 422278

**MX Gear Ltd**

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

**One Eleven Motocross Ltd**

332 Manchester Road  
West Timperley  
Altrincham  
Cheshire  
Tel: 0161 9761112

**Ride MX**

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

**S.S. Motocross**

Unit 1 Trabley  
Farm Buildings,  
Hett Hills  
Chester Le St  
Co Durham DH2 3JU  
Tel: 0191 3702546

**Seward Racing**

Trethurgy Garage  
Trethurgy  
St Austell  
Cornwall PL26 8YE  
Tel: 01726 851733

**Terry Rudd Motorcycles**

Fen Road  
Halbeach  
Spalding  
Lines PE12 8QD  
Tel: 01406 422430

**The Off Road Centre Ltd**

Unit 5 Oakwood Road  
Oaktree Business Park  
Mansfield, Notts  
Tel: 01623 428777

**TP Motorcycles**

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

**Trakspares**

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

Trade enquires welcome, please contact:

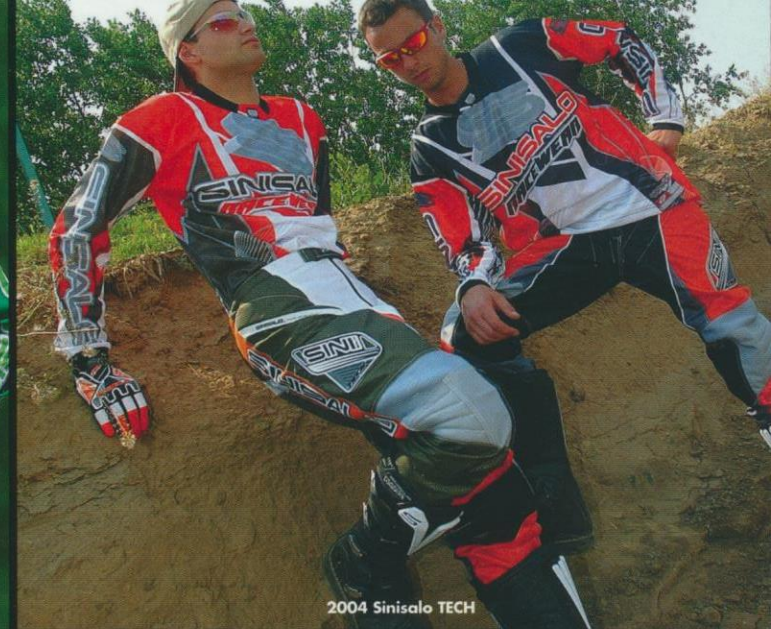
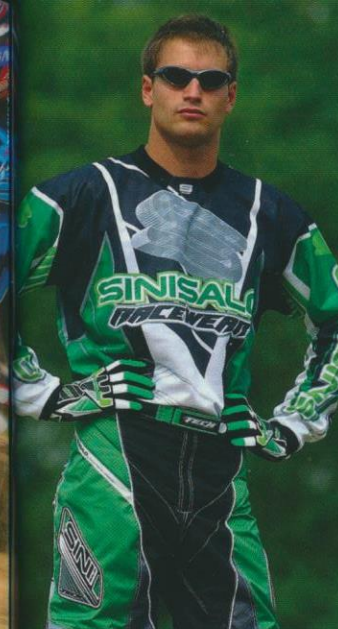


Unit 2 Bridgewater Close, Network 65 Bus. Park,  
Burnley, Lancs BB11 5TE UNITED KINGDOM  
Tel: 0870 777 9201 Fax: 0870 777 9202  
www.apico.co.uk Email: sales@apico.co.uk

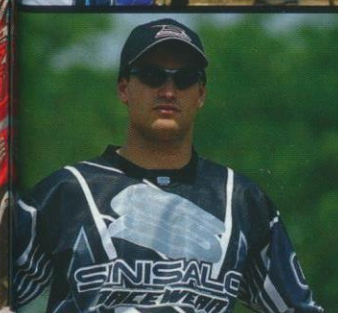
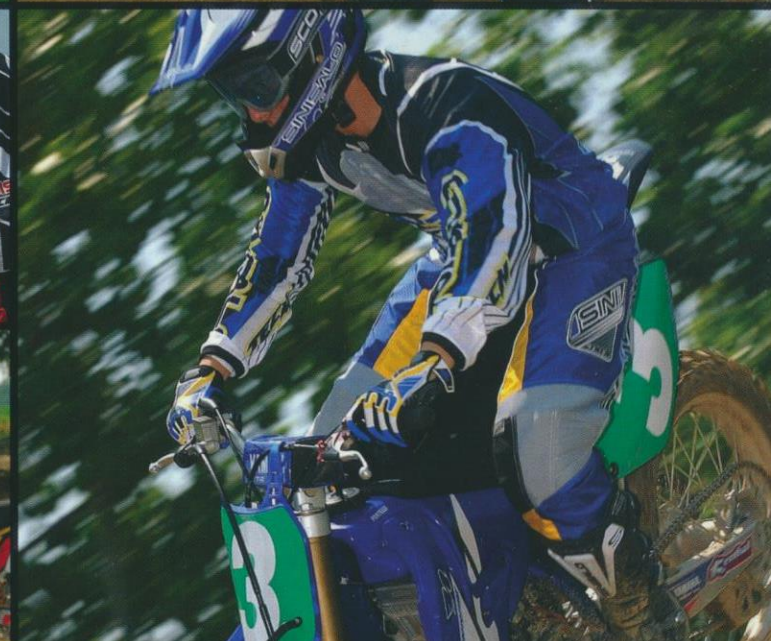
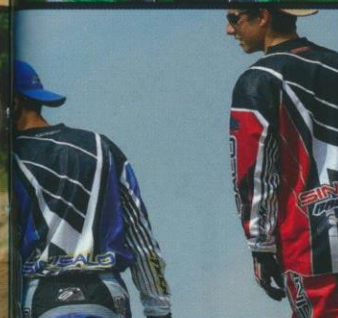
16180



2004 Sinisalo SCD



2004 Sinisalo TECH





# CHANGING

STORY: SI MELBER, PICS: VARIOUS

# IRONMANS

**Fancy a new bike this year, but can't afford it? Well don't worry, because now's the time to think about updating your existing machine. TBM's very own House Doctor Si Melber explains how and why...**



One of the worst things about wintertime is not just the cold days, the damp weather or the lack of daylight, but the fact that it's the time of year when all the new and highly desirable dirt-bikes arrive. Which is all very well if you're one of the lucky people who can afford to flash out on a new machine each year, but for the majority of riders - myself included - purchasing a new dirt bike each season simply isn't an option. But don't worry, help is at hand because there is a cheaper and frankly much more rewarding alternative which applies equally well to the trail and enduro rider alike. And which if done correctly will not only increase the value and desirability of your machine, but will also significantly improve your riding enjoyment. I'm talking about 'upgrading' your existing bike...

## Tiredness Kills

Bikes get tired. They get used and abused throughout the year and over the course of a few years they begin to suffer. If you've got any sense at all you will be staying on top of the maintenance: changing the oil and filters regularly,

renewing worn out wheelbearings and pads, checking spokes for tightness etc. But this article is not about maintenance or service items, it's about updating the bits of the bike which may look alright to you, but which over time begin to lose their 'edge'. Replacing or renewing these parts will make an enormous amount of difference to the way the bike looks, feels and rides.

We all like to save money right? But then again we do this hobby/sport/pastime for one reason - the enjoyment it brings. So by the same token, extending the life of certain parts of your bike may make good economic sense, but I'm afraid that the phrase 'economic sense' is one term which simply cannot be applied to this sport of ours. It stands to reason therefore that spending a little bit of money now can bring you lots more pleasure in the long-run. And that's after all why we do this. That's *real* value for money.

If your bike is any more than about 18 months old and has been regularly used off-road, it will be beginning to show all the signs of what I'm talking about here. The levers will probably rattle slightly, the pegs will have some play in them (though this won't always be obvious because of



the springs), the graphics and grips are likely to need replacing. But if (like mine) your bike is getting on for three to five years old, then other items will almost certainly need attention: bars, cables, gear lever, brake lever, seat foam, peg springs etc. Replacing these items may seem like a waste of time or money but you won't believe the difference they make - particularly if you didn't own the bike from new so haven't experienced the feeling of riding a brand new machine.

### Feet Up

All of these items mentioned have a bearing on the way the machine feels. Why? Because they represent all the contact points between you and your bike. You can change as few or as many as you can afford, but the more you renew the better your bike will feel. And don't go assuming that there are easy ways around spending this money: no matter how well you bend things back into shape, file your footpegs, straighten your bars or buy secondhand items from MX breakers, it simply won't feel the same as attaching a new part to your bike. You've already saved yourself thousands of pounds by electing not to buy the latest dirt missile - now is *not* the time to scrimp and

save a few quid on a few select parts.

Let's begin with the bike's footpegs - an often neglected part of the machine. If your bike is less than say four or five years old, it may already have a decent set of relatively wide footpegs as standard, however it's still worth checking them for play, so put the bike on the stand, kneel down and grab the peg with your hand. Now you want to try and flex the peg backwards and forwards, so try and get it to move in any direction other than the way it's supposed to move. If you can feel a tiny bit of play in there then don't worry too much about it, but if your footpeg moves more than about 1-2mm, or worse still, flops about or rattles then it's well overdue for a change. Even if there's only a small degree of movement, but your pegs are of the old 'narrow' type then now's the time for an upgrade.

Changing your bike's pegs is one of the best improvements you can make. Not only will it feel more comfortable

when you ride (think about how much time you spend with your weight on the pegs), but it will also significantly improve your control - particularly in slippery conditions. How much or how little you spend is up to you but it can vary from a couple of quid (for two new footpeg springs), to about £170 for a pair of titanium pegs. In between there are weld-on additions (in steel) which can be added onto your existing pegs and make them wider, or you could simply opt for a new set of standard pegs (and footpeg pins). Whatever you choose, spend as much as you can afford in this area - you won't be disappointed with the result.

Sticking with your feet controls for the moment, now's the time to get down on your hands and knees and examine your bike's gear-lever and brake lever. On modern dirt bikes these items are generally made from soft aluminium, and often get worn, bent or both. Sure you can bend 'em back into shape but it won't be the same as replacing them. An OE alloy gear-lever for a bike like a Yamaha WR will set you back 60-plus quid but aftermarket alternatives are available (in steel and alloy) which can be cheaper and more durable. Importantly however they'll be new and that'll make all the difference to the way they fit and feel.

On the brake side, check the condition of the little pin and bracket which connects the rear brake lever to the bottom of the brake master cylinder actuating rod - this is a prime spot for wear. Again it'll cost you a few quid, but you'll notice the difference the first time you use your rear brake.

### Hands On

Okay, so you've sorted out your foot controls, now let's move on to the bars. But before we begin, let's consider which type

of bars to go for. One of the things which makes many of the latest bikes feel different to older machines is the adoption of braceless bars by some of the manufacturers. These oversized bars have a bend and feel all of their own. They're not quite as cheap as conventional bars,

# CHANGING BARS

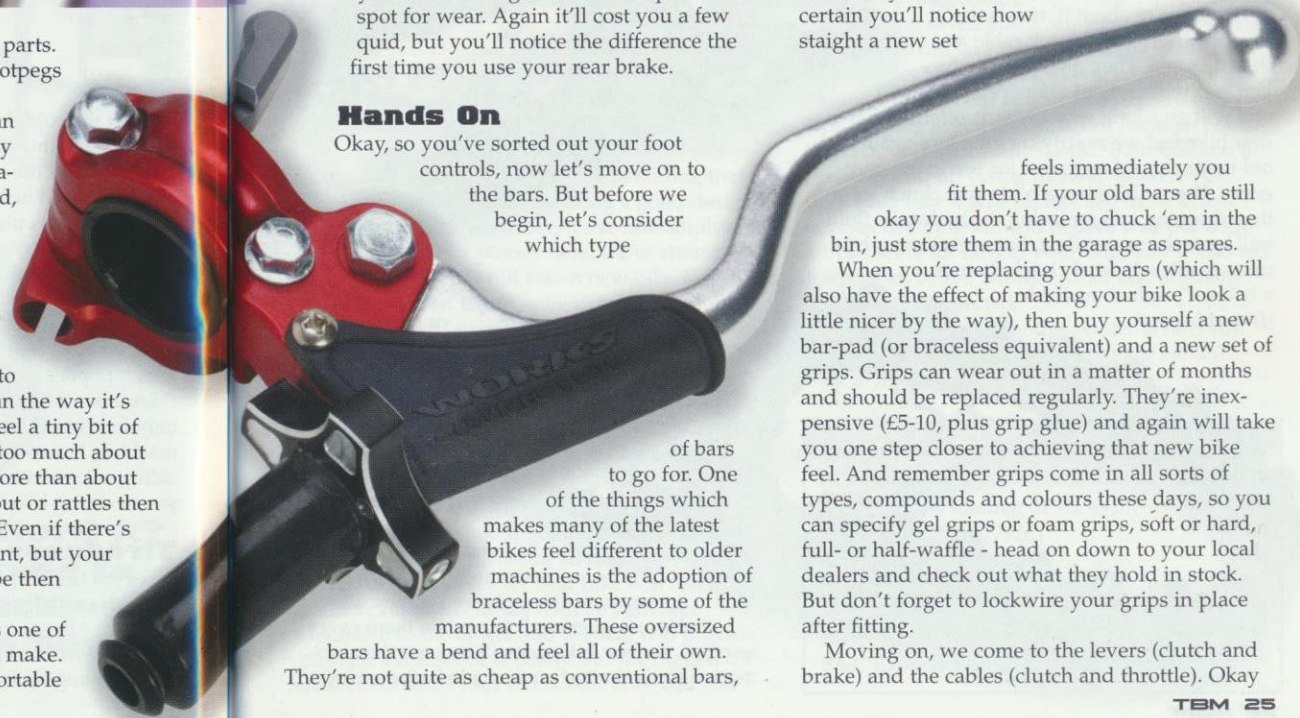
but they are incredibly strong, they look good and they'll help give your bike a modern look and feel. A set of braceless bars can be bought for as little as £40, but there are other costs associated with them, such as fitting kits and oversized handguard mountings (if you use these guards). Alternatively a set of braced bars will set you back around £30+ and there are numerous different bends, sweeps and heights available.

Why should you bother changing bars? Well renewing your handlebars is one of the cheapest and most straightforward ways of altering the way your bike feels. Modern bikes have a much more upright and forward-biased riding position and an alternative shape of bars can help you achieve this. Besides, I've never yet known a dirt bike which has made it past a year or two in age without the existing bars getting 'tweaked' along the way. You may or may not notice a slight 'bend' in your bars, but for certain you'll notice how straight a new set

feels immediately you fit them. If your old bars are still okay you don't have to chuck 'em in the bin, just store them in the garage as spares.

When you're replacing your bars (which will also have the effect of making your bike look a little nicer by the way), then buy yourself a new bar-pad (or braceless equivalent) and a new set of grips. Grips can wear out in a matter of months and should be replaced regularly. They're inexpensive (£5-10, plus grip glue) and again will take you one step closer to achieving that new bike feel. And remember grips come in all sorts of types, compounds and colours these days, so you can specify gel grips or foam grips, soft or hard, full- or half-waffle - head on down to your local dealers and check out what they hold in stock. But don't forget to lockwire your grips in place after fitting.

Moving on, we come to the levers (clutch and brake) and the cables (clutch and throttle). Okay



# CHANGING FRAMP

what I want you to do is to start your bike up (whilst standing alongside it) and once it's warmed up, give it a little rev whilst keeping your eyes on the clutch lever and front brake lever. If they move up and down in a blur (or worse still, rattle) every time you blip the throttle, then they're ready for replacement. Look, you're just going to have to trust me on this one, these alloy items do wear out. Again they may still be perfectly servicable, but by replacing them, your bike will feel a whole lot better and newer.

Aftermarket levers cost from as little as £5 and the old ones can go into your bum-bag as a spare. Alternatively since this is an article about 'upgrading' your bike, why not take the opportunity to replace the entire clutch lever and perch, with one of the modern ones which are adjustable-on-the-fly? These items are generally much stronger than standard and offer a nicer shape and feel to the lever.

While we're about it, now's the time to renew your clutch cable and throttle cable. They might not be broken, but replacement offers peace of mind and will go a long way towards offering that new bike feel we're striving for. Once again the old items can act as spares for use in an emergency. If your bike has a hydraulic clutch set-up, then draining and replacing the hydraulic fluid will have the same effect. But even if your bike uses a cable operated clutch there is a bolt-on product available (from Magura)

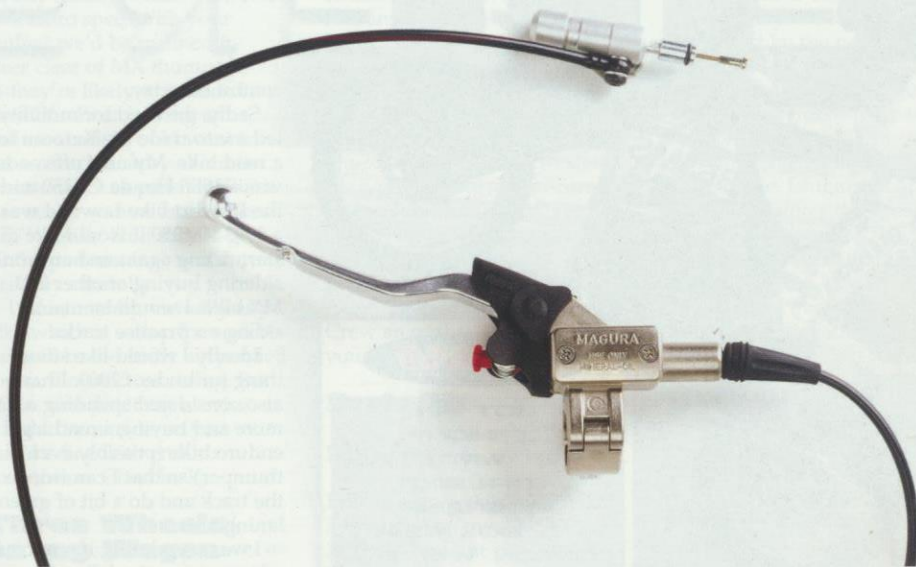
which converts it into a hydraulic set-up (with just the very last three centimetres being a rod so that it attaches to your bike's existing clutch actuating arm). Once you've done all this, order yourself a new set of wrap-around handguards - then fit and forget.

## Sitting Comfortably?

Okay we're on the homeward stretch now. Your bike's seat (the foam and the cover), together with the bike's graphics, will all suffer from wear and tear. Every couple of years you should replace the seat cover and graphics, and if your seat cover is ripped (or your bike is more than say four years old) then it's time to replace the seat foam as well. You may wonder what the point of replacing the foam is, but it's one of those items which everyone neglects yet makes a big difference to how the bike feels. If your seat cover has ever been ripped, the chances are that the seat foam will have had water in it and this can quickly lead to rotting (or worse still a wet bum!). Even if your seat cover has remained intact, a new foam insert will have the effect of making the seat the correct shape again; of helping to improve your movement around the bike (and thus your bike's handling);



and improving the seat's safety (just getting whacked on the butt by the bike is no joke). As for graphics and the seat cover itself, these items aren't just purely cosmetic (though even if they were, that's reason enough to update them every so often, so your bike doesn't become the automotive equivalent of an avocado bathroom suite),



but they also serve a purpose of protecting the seat foam and the plastic tank from getting scratched and damaged. About 100 quid should see your graphics and seat cover renewed, add £30-40 for the foam, or you can buy a whole new seat (base, foam and black gripper cover) for approx £80. And the bike will look a whole lot better as a result.

## And So...

Righto, add that lot up and you come to a nice round figure of about 400 quid.

We've taken the middle prices for everything, and there are ways of cutting that figure (or indeed spending a good deal more). But remember, we're not simply trying to save money here, we're attempting to give your old bike a new-bike-feel for a modest outlay. If you were prepared to invest another £50 we'd recommend replacing the front and rear fender. It won't improve your riding experience, but it'll certainly complete the visual transformation of your bike.

Wintertime is probably the very best time of the year to undertake this work (there's not a lot of riding to be done when it gets dark so early). So tuck yourself into the garage, get the heater on and a full day should see the bike completely transformed. With the work all done you'll be amazed at the difference. Your bike will feel taught again, the controls will be light and responsive to the touch, and the seat will provide you with a comfortable perch. But the biggest difference will be in your mind. Not only will you

have improved your bike, but I guarantee it'll improve your confidence and your enjoyment at the same time. And you'll have the satisfaction of knowing that you've saved yourself thousands of pounds into the bargain. I did exactly the same on my own bike recently and the difference it made was staggering.

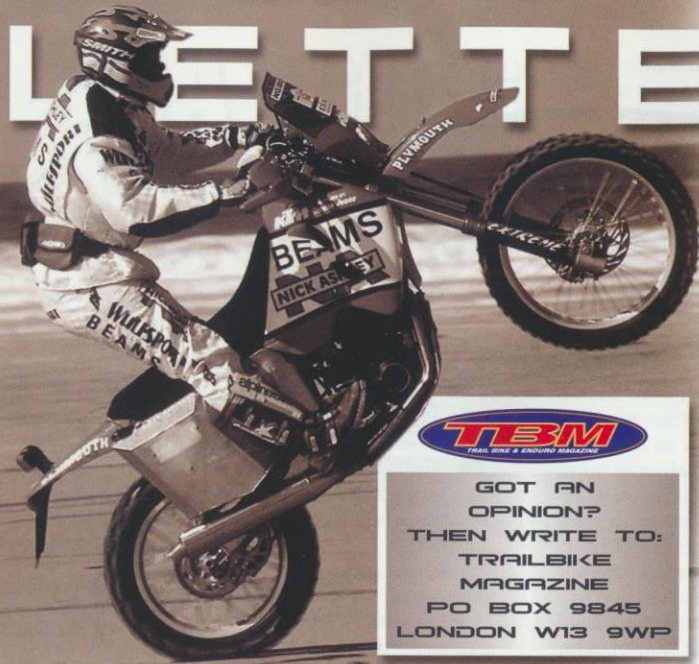
So having saved you a few grand, may we suggest you go out and invest just a few more quid in a new set of riding kit? If you're still riding around in a torn old pair of Jofa pants, a pink Apico riding jersey and a pair of Ashman boots, then not only will you look like Blez, but you'll probably end up riding like him as well. An upgraded bike warrants, nay *deserves* a brand new set of riding kit, and believe it or not with a fresh set of kit next to your skin, you'll also feel a whole lot better: warmer, drier and arguably much better protected.

Upgrading your bike this winter is not only the smart way to save capital, it's the capital way to look smart...

## USEFUL CONTACTS:

CGH Imports: 01283 500450  
 Bert Harkins Racing: 01582 491076.  
 Vesty UK: 0870 7779201  
 Race Spec: 01531 631700  
 Venhill: 01306 885111  
 Fro Systems: 0121 559 1351  
 Rush Racing: 01404 549696  
 B&C Express: 01522 791369

# LETTERS



**TBM**  
TRAIL BIKE & ENDURO MAGAZINE

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

continues today.

Sadly, the need for mobility led me to trade the Katoom for a road bike. My next off-roader was a 1986 Honda CR250 and the last dirt bike I owned was a 1993 RM250. I would like to start riding again and am considering buying another 250 MX bike. I would be mainly riding on practice tracks.

Ideally I would like something for under £2000. I have also considered spending a bit more and buying a road legal enduro bike (possibly even a thumper) so that I can ride to the track and do a bit of green laning also.

I was wondering if you could advise me on the following:

Which 250 MX bikes of the last few years would you recommend that would give a similar experience to the bikes I've been riding in the past. And more importantly, which should I avoid?

If I go for an enduro/four-stroke bike what should I buy that will still perform well on an MX track?

Thanks for your time and a great mag.

Mike Davies  
Llangors, Wales

Mike, I'm afraid that we only deal in MXers when they are relevant to the enduro market and likely to spawn enduro machines, such as the CRF Hondas. So we're not best placed to advise you on second-hand 'crossers. But we can be of some help:

Firstly, you don't say what standard of rider you are, so it's hard to say which bikes will meet your performance criteria. But most modern 250s (including enduro machines) should be plenty quick enough. Splash out just over two grand and you should be able to pick up a decent road legal YZ250 or

an ally framed CR250 converted to enduro spec. With your budget we'd be inclined to steer clear of MX thumpers, as they're likely to have led a hard life. Even buying an enduro model you'd want to get as much history about its maintenance as possible. But if you really want a four-stroke a YZ/WR400/426F should give all the performance you'll need. Just buy carefully.

Unfortunately, virtually any bike which is set-up for enduro use will be too softly suspended for hard motocross riding. But again, you don't say at what standard you ride, so you may be fine with enduro suspension. Good luck.

## Three Wheels on my Wagon

Dear TBM

I've been reading TBM for a while now after getting back into off-road riding after a long break. I have taken up the three-wheeled side of the sport and have just finished my first year in sidecar enduro. It's been great riding the one- and two-day enduros organised by MWTRA.

I find that the competitors and spectators would like to see more sidecars in these events, but the three-wheelers appear to be a minority in any event. I feel that this may be in some part due to the lack of articles written in newspapers and magazines.

I wonder if you have ever considered doing an article on sidecar enduro, to include details of how to get started and where to find your first outfit. More information about events can be found at [www.MWTRA.co.uk](http://www.MWTRA.co.uk).

Thanks for a great magazine and I look forward to seeing an article about sidecars.

Colin Solley  
Houghton Regis, Beds

Hmm. I guess it wouldn't hurt running a piece on sidecars, Colin... What am I talking about, of course it would hurt. The last time the Ed, (un)ably assisted by Blez, took to a sidecar he came back black and blue, having repeatedly exited the wooded course mid-corner. It wasn't a pretty sight. That said, we may feature some enduro sidecar action this year if only we could find someone to lend the ol' TBM Wrecking Crew an outfit... How's about yours, Colin?

## Fork Off

Dear TBM

Has anyone got a similar problem to that on my 2003 DR-Z400S? The front suspension isn't working on small bumps and seems very harsh. On the road the forks do nothing, the front wheel and bars just bounce like a pneumatic drill. Perhaps I'm just not used to super-tough suspension. Please help.

Ged Bentley  
Hull, Humberside

Sorry to be so unhelpful Ged, but without actually riding your bike it's impossible to say what's wrong. It sounds to us like a fork spring issue or incorrect oil levels - if you really are that concerned get it checked out by a suspension specialist (you'll find a couple advertise in the mag) or contact your local Suzuki dealer.

## United We Stand

Dear TBM

I have been a TRF member for over 20 years and during that period we have managed to save several local lanes from being downgraded. There is currently a vast surge in the popularity of motorcycle trail riding, but a large number of new riders do not seem aware

of the threat to our sport.

The interpretation of the CROW act by the people in power who are opposed to motorcycles is scary for our sport and all interested parties need to unite quickly to prevent irreversible decisions being made. I suggest that everybody who rides green lanes should join the TRF, but more importantly the likes of TBM and the motorcycling press should become aggressively involved in warning of the imminent threat, and hopefully suggesting ways of organising effective opposition.

For years canoeists faced fierce opposition from landowners and fishermen, but the British Canoe Union seems to have got its act together and reached agreements with the authorities to safeguard the future of their sport. Off-road biking desperately needs to do something similar NOW.

Martin Holmes  
Shrewsbury, Shrops

You're absolutely right Martin, as someone who was a member of the British Canoe Union for many years I appreciate your point. We all need to act as one. I'll be speaking to the other mags about this. Watch this space...

## Sting in the Tail

Dear TBM

Firstly, love the mag (most of the time). Secondly, the real reason for my letter. I have recently been browsing through a copy of the consultation document 'Use of mechanically propelled vehicles on Rights of Way' by DEFRA. It makes for very gloomy reading. It would appear that the government want trail/enduro bikes and 4x4s off the lanes. Period.

This got me thinking (dangerous I know) that there are only about 3000 TRF members. Not enough to worry the government, the ramblers, or GLEAM.

## Fifty-Fifty

Dear TBM

Please tell me what to buy for £2000, to be used 50 percent on the road (commuting) and 50 percent on the trails. I'm an ex-trials rider so fairly handy off-road. I may do a couple of hare and hounds events, but it'll be mainly for the lanes. Honda XR? CRM? KDX? KLX? DR350? Somebody help me please.

John Peacock  
Skipton, N Yorks

A short and sweet letter, with a short and sweet reply. It's gotta be the CRM, John. Look out for a future article on this very subject.

## Cross Purpose

Dear TBM

I have recently discovered your excellent magazine as part of my quest to re-discover as much about dirt biking as possible before rejoining the sport

in the near future.

My first experience of off-road biking was as a kid, riding friend's Italjet 50 around a field! I got hooked on the sport when my dad's friend bought an old Kawasaki 250 trials bike. I quickly followed suit with a late-70s TY175. After a few months trailing I soon became overwhelmed with a need for speed and the thrills of the MX track, and so I px'd the Yamaha for a 1982 KTM 125LC.

The bike turned out to be an ex-works machine that had been raced by Rob Hooper. It was simply awesome. I remember being amazed by its height and by the fact that everything had been drilled out to save weight. The bike was incredibly fast and could more than hold its own against newer and larger machines that I tried at the time. I remember talking to Mr Hooper about the bike at a meeting in the mid-80s when he was riding four-stroke Armstrongs and he spoke about the KTM with some affection. The bike certainly started my love affair with the brand that

# LETTERS

Quite right Dave. Actually Mark Williams can probably remember it, but you know what they say? If you can remember it then you weren't really there...

## It's-a-Wolf!

Dear TBM

Well, I've finally decided to write to you after many months and years of meaning to do so. It's obvious by the number of TBM issues that I've bought that I like your mag, so I'll dispense with all the compliments (*what compliments? where? - Ed*) and get down to the nitty gritty.

Firstly, I'd like to say I agree with Neil Tanner (letters, TBM 101). I do not want to read about trials, WEC or any other out of reach motorsport. I buy TMX and MCN because they're much more up to date, so go back to what you're good at and give us the old TBM format.

Now to my next gripe. Neville Daytona (letters, TBM 101) can't have been a TRF member for very long. I can remember taking a certain Mr Nettlebed and his entourage around our local lanes in the summer of 1993, and when we stopped for lunch one of the things he said to us was 'ride where the heck you like, because one day you won't be able to ride at all'. Not long after that my TRF mag stopped arriving and a letter came explaining why. The treasurer had run off with the funds, and if you're a long term TRF member you'll know what happened to him (*he committed suicide - Ed*). So if Mr Daytona or Mark Williams think we should fund the TRF in any way, then sorry, but I'd rather send my money to Saddam Hussein's executioner.

Sorry for the bluntness of this letter, but over the years I've grown to dislike the TRF and its rules on how we should ride

our bikes on green lanes. I know that you will print this letter, so thanks. You are welcome to come and ride with us, but be warned. We ride hard and fast, and leave wimps for the wolves.

Joe Simpson  
Malton, N Yorks

We appreciate your honesty and bluntness Joe, and congratulations on being one of the few people to realise that you don't need to dare us to print letters because we print the best ones anyway. I can't say I agree with all your points though - for instance I wouldn't exactly call trials an out of reach motorsport. It's got to be one of the most accessible forms of motorsport in the world.

I've got to say I used to be like you (didn't like being told how to ride) and to this day I'm still no fan of authority. But I've come to realise that now's the time to make friends not enemies - if our sport is to survive. Nevertheless you're entitled to your opinion and your views are aired here. Thanks for the letter and the invite, we may well take you up on it...

## Wayne's World

Dear TBM

I just want to ask you something. Firstly, will you be putting more supermotors in your mag? I know it's called Trail Bike and Enduro Magazine, but this is the closest thing to supermotors in the newsagents.

Secondly, do you know of a number to subscribe to one? The Bike Buyer's Guide in issue 101 was good (I'm still reading it) and £2.60 makes it a top magazine for the money.

It was my first issue of your wonderful mag, but definitely not the last.

Wayne  
Blackburn, Lancs

Okay, I know it sounds like we wrote this letter ourselves, but I swear to God it's 100 percent genuine. We'd have replied in person had we had any more contact details, but what you see here is all that was sent. So Wayne, in answer to your questions, no, I'm afraid that we won't be putting more motards into TBM because we already produce Supermoto Magazine (bi-monthly, £2.60, available from your newsagents and all good retailers, etc, etc). If you have trouble finding it, ask your newsagents to order it. Or you could always subscribe on 020 7903 3993. Good luck mate...

## Rant Off #1

Dear TBM

I've just read with interest and growing disbelief the Rant by Clive Garnham in TBM 100.

I know that the article is titled 'Rant', but I have to applaud his grasp of the local history, culture and those living around the D2D site, as he feels qualified to deliver them such a sermon from on high in 'an impassioned plea for the sake of the sport'.

Does he think that the local people, who incidentally put up with the 20 or so years of open cast mining on their doorsteps before the site was reclaimed, were not riding there before D2D came along, won't still be riding there now, and more importantly, won't still be riding there long after he's finished 'fighting for the event's survival' and it's been 'choked out of existence'?

They couldn't care less about the event or his rants, that's why they ride there in the first place. The only thing more reckless would be the attitude of some insensitive, uninformed person professing his own glory ('we did a good job of organising it, didn't we? Didn't we?') and slagging off other dirt bikers (for some reason he excluded the mountain bikers and 4x4s which use the site for the same reason) without first trying to educate people to the actual difficulties he's facing in organising the event.

Why won't he try telling people more about the problems that are threatening next year's D2D, or asking local people for their ideas on improving the situation instead of panning them? Or try exploring the possibility of involving a local club, or organising open days where people can ride there? Or any number of other ideas if he'd just bothered to ask.

It's always possible that he doesn't want a compromise solution. I kept getting the impression, by the repeated use of language such as 'people helping themselves' and 'we used to turn a blind eye' that it somehow boiled down to a

But if every person who had an off-road bike (trail, enduro, whatever) stood up to be counted, put their petty squabbles on the back-burner, dug deep into their pockets and joined the TRF (if only for a couple of years), then they could have a membership of ten thousand plus. With the added clout that comes with large numbers, we may just end up with somewhere to ride legally. But if the majority of trail riders do what they usually do (sit around expecting others to fight for them) then we will lose everything. Just check out what has happened in Germany.

If this happens then all trail bikes will be worth next to nothing. Dealers will lose money, and potentially their businesses, and the rural economy will suffer. Just to cap it all off, anyone who fancies riding illegally would fall under section 59/60 of the Police Reform Act 2002 and all that it entails.

Sorry to be all doom and gloom, but someone has to tell it as it is. It's been said for years now that we need to unite. Well now's the time. No ifs or buts, just do it or lose it. It's as simple as that. I've been trail riding on and off since the mid-70s and I for one don't want to lose it.

On a lighter note, how about an article on the Suzuki Stinger, the little trail bike with the high/low ratio gearbox? You are probably too young to know it, but I'm sure Mark Williams will remember it!

Keep up the good work and here's to another 100 issues.

Dave Rolfe  
Whitstable, Kent

**Supermoto Magazine**

**IN YOUR NEWSAGENTS NOW!**

Or you can do yourself a favour and **SUBSCRIBE**

Call the subs hotline on **020 7903 3993**

**TBM**

**TBM 31**



# LETTERS



asked where I come from. 'From the valleys close to your 12 hour D2D track', I replied. To my astonishment I was then told to 'keep off the track'.

Two years on and the December issue of TBM arrives. Terrific, the regs for the D2D are in there. Then, to my dismay, there is also a warning to illegal riders on the track, a statement obviously aimed at the local riders including yours truly and friends.

It is a fact that illegal riding takes place countrywide, and my area is no different. Except that we do it sensibly. Generations past, present and in the future have, and will, ride these areas breathing, eating and sleeping coal dust, as I have done for some 25 years, in a coal slag near your so-called 12 hour track.

The problems arise from the alien weekend joy riders who descend upon us in their numbers from over the other side of the [Severn] bridge. They arrive, live, eat and sleep parked in a lay-by, cocooned in their transit, hired for the weekend. Their sole purpose is to ride where the locals 'just don't go,' destroying the very tracks you speak of because they know no different. They get lost due to having no sense of direction, annoying the local village communities in their futile efforts to get their bearings. Unfortunately, the nature of the business means that when we are ready for action, to the layman we all look alike. Therefore we all get tarred with the same brush.

It is not for you, the self-proclaimed experts, to dictate to us where we can or cannot ride. Perhaps you should redirect your efforts to educating the unwanted in preferably staying in the area for a time, or at least get to know the local clubs, who can advise or even organise a small local event (an unlikely

situation agreed, due to the bureaucracy and red tape created by the likes of yourselves).

So TBM, the alien invaders and your D2D track, you can kiss my red raw trail biker's Welsh behind and find somewhere else to live the dream!

Heaven forbid I have criticised the great TBM. I wonder if this will get published? I have my doubts.

Huw Janus  
Neath, Wales

In fairness to Clive, guys - he did actually say it wasn't the locals he was complaining about. The point is this: that illegal riding is killing our sport - whosoever is involved. Clive and his mates have gone about organising the D2D the correct way through the official channels and with the landowner's permission. Whereas you have simply slagged him off for trying to do the right thing. You guys make a decent point, and your arguments are well put - but don't criticise the bloke for trying to stay within the law. Unlike you, at least he was prepared to put his name to his thoughts. You guys weren't even brave enough to do that...

## The Truth Hurts

Dear TBM

It's very easy to get depressed at this time of year, what with the shortened hours of daylight and rotten climate, but I seem to be suffering more than my usual bout of mid-winter blues when I contemplate the future of our sport. The Rant from Clive Garnham in TBM 100 served to highlight just one of the problems that we face.

On the face of it, off-road riding would appear to have never been more popular. Sales of trail/enduro bikes are booming,

attendance at shows is at record levels, and the volume of entries at enduros and hare and hounds events is extremely healthy. Even MCN sees fit to include a number of pages dedicated to our pastime. Maybe TMX will someday do the same! However, with this boom come increasing pressures to restrict our access to the very land the sport needs to survive. Unfortunately a lot of these pressures are of our own making and Clive's experience following the D2D event is all too typical.

Having been involved with WTRA (Welsh Trail Riders Association) for over 20 years, organising enduros and rallies on the Eppynt Ranges and in the Crychan Forest, as well as a number of other Forestry Enterprises forests, I see only too clearly the impatience and frustration of landowners, who see their land used for illegal riding before and after events have taken place. It is only in the last few years that we have come across this problem and we now regularly confront riders who are riding illegally on land for which we have put in a lot of time, effort and money to obtain permission for our events. These idiots have contributed to the loss of the Eppynt Ranges, surely the best bit of off-road terrain in the UK, and it is becoming increasingly difficult to hold on to what we currently have.

I feel fortunate that my generation probably saw the best years of enduros in the '80s and early '90s, when virtually every sizeable forest in Wales, together with some awesome moorland going, was available to us. But not anymore.

As trail riding becomes more and more restricted due to the efforts of Quangos and Nimby groups, supported by a political system which thrives on red tape and creates worthless jobs for those who wish to interfere in legitimate leisure activities, illegal riding just plays into the hands of the antis. So as Clive said, 'use your heads'. Enter legitimate events if you wish to ride challenging terrain. Otherwise carry on as you are and we will all be looking for an alternative pastime and the value of my KTM 400 will plummet. And that would really hurt!

Phil Wilkinson  
Ellesmere, Shropshire

## Act Now

Dear TBM

This letter is prompted by those in issue 99 entitled 'Ridge Riders'. I do not condone the mindless behaviour of the hooligans among us, but even were they to experience a damascene conversion and act with impeccably good manners it wouldn't make a scrap of difference because nobody likes us!

My wife is a horse rider and is also the secre-

question of someone taking away his money.

But I honestly and sincerely think that I'm jumping to conclusions, as I don't think that a magazine like TBM would endorse the use of moral blackmail for such a purpose, but would rather stick to the issues.

Everyone agrees that the D2D is fast becoming a spectacle that rightly puts the area on the map. But it will be lost if a clique tries to build a private empire out of it and expects the local people to just disappear. You can't have the novelty and status of an event which rivals Weston', but maintain a similar exclusivity purely because the D2D site isn't an inaccessible beachfront.

Stop ranting and start talking. What's worse, 'selfish locals' or 'selfish empire builders'? The latter could make a difference through empowerment and inclusion if they had the imagination. Failing that, wave good-bye to the D2D, but I hope that he includes himself somewhere on his list of 'others' he'll say are responsible for its sad demise.

Local Resident  
Wales

## Rant Off #2

Dear TBM

Of great concern to myself and many of my trail riding colleagues is illegal riding, a subject I first encountered in a confrontation a number of years ago at the Stoneleigh show. Having enthusiastically approached the TBM stand and entered into amicable conversation I was

# LETTERS



tary for her local bridleways association, which is in turn affiliated to the British Horse Society - a very influential organisation compared to our fledgling TRF. Yet even they are under intense pressure from diverse environmental quangos, whose aim is to prevent them from riding on tracks which have been ridden for centuries.

In her capacity as secretary, back in December my wife received a consultation document produced by the Department for the Environment, Food and Rural Affairs (DEFRA), entitled 'Use of Mechanically Propelled Vehicles on Rights of Way'. The foreword was signed by Alun Michael MP. As a mature and responsible rider I was stunned by what I read. It is no exaggeration that, alongside the fox-hunters, we are rural pariahs. They have threatened to disobey the law in pursuit of their centuries old activity if a ban is introduced. The Poll Tax was abandoned following the refusal of some people to pay. Remember 'can't pay, won't pay'? Well it worked.

The consultation document has been circulated to approximately 370 organisations, the majority of which I have never heard of. It would be fair to say that they represent a who's who of greens and environmental quangos. I counted just five who may be sympathetic towards us.

The most significant impact of the document is a fourth category of highway. And I quote 'RESTRICTED BYWAYS over which the right of way is on foot, horseback, leading a horse

and for vehicles that are not mechanically propelled. Restricted byways are replacing roads used as public paths (RUPPs). It then goes on to state that 'there are about 241,000km of public rights of way in England and Wales, of which 4470km are byways open to all traffic (BOATs) and 7940km are roads used as public paths (RUPPs) and will be replaced by restricted byways.' In a nutshell, this means that upon implementation of section 47 of the Countryside and Rights of Way Act 2000 we will lose two thirds of our trails at a stroke!

When you have digested the enormity of that, consider that there is absolutely no chance of stopping it, because a democracy is concerned only with garnering votes. In the document we are described thus; 'in comparison with other activities it's undertaken by a very small percentage of the population'.

So what do we do? In his letter (TBM 99) Paul Harrison states that 'quite simply, doing nothing is not an option'. So do we follow the lead of earlier embattled and angry protesters? Some serious thought and debate must be addressed, hopefully through the magazine of our choice.

As my daughter succinctly put it, 'we are suffocating under a weight of taxation and regulation'. So it's over to you. Happy riding.

Edward Thomas  
Farnham, Surrey

We're onto it Edward...

## In a Bind

Dear TBM

After ten years of reading your 'wise words' (which roughly coincides with my involvement with trail bikes) I write to con-

gratulate you and your team on surviving this long. How well I remember, while tying my bootlace in the local stationers, I chanced upon this strange little mag with a yellow and black logo (TBM's original logo - Ed), featuring many anecdotes which were to be lovingly repeated and revamped over the years that followed.

The bike tests/travel tales /bike tips and the fancifully drawn impressions of Pegasos, brake snakes and ex-army dispatch riders' cardboard boots (whatever happened to that artist?), oh happy days. Sorry I'm rambling.

I do have one last point, which I think you may find amusing, and which also has a certain irony about it. In these days of 'Flog It' and 'Cash in the Attic' TV programmes I wanted to save my TBMs for posterity, and future grand children's inheritance. There is one problem though. The pages of issues one to 21 are gently yellowing and going crispy at the edges (a bit like me, I suppose). However, a salvation may have come from the most unexpected of directions. The mother-in-law donated a bunch of 'Dalesman' mags complete with their green binders. Just right, says I, so out with the enemy and in with the allies. Magic! Trouble is, they have metal rods to secure the pages, which may degenerate the paper further. Any suggestions that don't involve spending any dosh?

Best wished for the next 100 issues, blah, blah, blah...

Ian Baxter  
Stockton, Teeside

Stick 'em in the Dalesman binders Ian, they'll be fine. Thanks for the contribution and the words of encouragement...

# 01531 631700

The UK's No. 1 Off Road  
Mail Order Company

\*FREE\* delivery on orders over £100 (UK mainland only)



**sinisalo enduro kit**

Jacket - £139.95 (part no. 05-100) | Pants - £119.95-£134.95 (part no. 05-110) | Gloves - £39.95 (part no. 05-120)

**shot flexor Jacket**

removable sleeves & lining + fits in own bag with belt - £109.95 (part no. 04-46001)

**04 catalogue**

FREE to existing customers - New customers allow £3.95 p&p

**shot baja jacket**

vented + internal drink pocket - £119.95 (part no. 04-6002)

**shot contact jacket**

with removable sleeves & drawstring waist - £69.95 (part no. 04-46000)

**shot rain jacket** £30.95 (part no. 04-6005) | **oakley goggles** £38.95 (part no. 03-0112) | **shot mx5 boots** £124.95 (part no. 04-8020) | **661 SP-1 pressure suit** £99.95 (part no. 86-101) | **shot baja glove** £29.95 (part no. 04-43400) with carbon knuckle protection

**UFO headlight** £37.95 (part no. 47-1700) | **UFO tail light** £22.95 (part no. 47-3047) | **Apico brush guard** £39.95 (part no. 62-001) | **UFO fender bag** £18.50 (part no. 10-2212) medium size with 3 fixings | **UFO rally bag** £38.95 (part no. 10-2232) includes drink bottle

**Michelin enduro tyres**

Comp 3 - £51.50-£56.50 | Comp 4 - £46.50 | Enduro Star - £51.50 | AC10 - £36.95-£46.50

**ACV RC5 helmet**

with washable coolmax liner & adjustable venting - £59.95 (part no. 77-008)

## DIRTY



OUT OF THE NINE DAKARS I HAVE WORKED ON, TWO HAVE SEEN ME END UP ATTACHED TO AN INTRAVENOUS DRIP...

I like to think that the esteemed editor of this august organ has total confidence in me. I don't exactly know how many columns I've done for him, but to date I have never been late in filing my copy. So why do you think he begged me to do him a column before I trotted off on

### CHRIS EVANS FILES HIS ANNUAL REPORT FROM THE MADNESS THAT IS THE DAKAR RALLYE...

my annual Dakar 'holidays'? I mean you would have thought he'd rather have something 'live and direct' from Mauritania than a thousand words about what I did for Christmas wouldn't you?

When I asked him for the reason he came over all reticent - which is frankly unlike him - but when pushed he admitted that he was worried that come the deadline I would be in no fit state to type a sentence, let alone a whole column.

I suppose he has good reason to be nervous. Out of the nine Dakars I have worked on, two have seen me end up attached to an intravenous drip loaded with industrial strength anti-diarrhoea medication. When you get the squits out here it rapidly degenerates into a 'son et lumiere' spectacle.

So the good news is that up until now (7 January) my guts are holding up beautifully thank you. Perhaps a little too beautifully in fact - some-

thing will no doubt have to give.

I'm pleased to say that at this stage the majority of the nine UK riders entered on the Telefonica Dakar 2004 are holding up fairly well too. Of course they have a much easier time of it than me - all they have to do is ride around on their motorcycles - but nevertheless they seem to be coping with this relatively light load in a competent fashion. A chap called Chris Emmerson, who I never actually met, but who by all accounts had extremely limited off-road riding experience, went out on the very first Moroccan special - but according to his team-mates it was to be expected. I also understand that Nicky Plumb ran into some big problems on yesterday's special between Tan Tan and Atar. I didn't see him come in last night - I was almost certainly tucked up in my sleeping bag - but the organiser's computer informs me that he has started this morning's stage, so presumably whatever the trouble was, it wasn't terminal.

There was perhaps a time when I would have waited up for him, but I have come to realise that on the Dakar the most important thing is to look after yourself. Within the realms of possibility everybody does what they can to help their fellow participants, but without wishing to sound callous, essentially this race is about looking after numero uno. The challenge of surviving it, whether you are a competitor, assistance or

press, is a major part of its appeal. In an interview on French TV, Patsy Quick's husband and mechanic Clive Dredge summed it up rather well. In response to the question, 'I see you are back - is your passion for this race still intact after last year's drama?' He replied, 'this race isn't about passion, it is a disease'.

Embroidered on his Team Desert Rose sun hat were the words, 'NEVER AGAIN'. The same phrase he used after last year's attempt.

Clearly the madness that is the Dakar is something that is difficult to get across. If that wasn't the case there would be 24 hour saturation coverage of it on UK TV. Yesterday the editor of BBC Grandstand was flown out to witness the madness first-hand and you could tell he was impressed. By his own admission he's a 'footie, athletics and tennis' man, but as he walked around the bivouac his jaw dropped lower and lower. He kept repeating 'I had no idea it was like this'. If someone had given him a TV rights contract as he met some of the British motorcycle entry, sitting tired and dirty around their dinner, I'm sure he'd have signed up on the spot. As it is I understand Grandstand will be broadcasting two programmes from the Dakar - I hope they do the race and its participants justice.

It is now 3.30 in the afternoon and I have to leave you to go and interview the factory KTM 'extra-terrestrials' that have been up since 1:00AM riding the 1055km stage to Atar at average speeds of up to 140kmh. Much, much later I will stagger around in the dark and see if any of the Brits have made it in yet. Tomorrow, factory riders and privateers alike will do roughly the same distance again, the only difference being that when they get to the bivouac at Tidjika they will have to do their own spannering. Again I will go and see them but even if I could, I won't be able to help them - absolutely no outside assistance is allowed on a marathon stage.

Of course they are all completely barmy, and even if after nine years a certain amount of compassion fatigue has set in on my part, my total admiration for their courage remains utterly undiminished...

*Editor's Note: Chris Evans filed his column before many of the Brits went out of this year's race...*



## LONG DISTANCE OFF-ROADING IN FRANCE



### DATES FOR 2004

- Normandie 3/4/5 March (3 places left)
  - Tour de Morvan 7/8/9 April
  - Normandy 10/11/12 April
  - Tour de Morvan 8/9/10 Sep
  - Tour de Morvan 3/4/5 Nov
  - Normandie 17/18/19 Nov

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

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

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

Tel: 07900 826719

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

# COMPLETELY RUTTED



“H

as he taken leave of his senses ?”

This is not the oft-expressed and I suspect popularly-held view of one of my columns, but in fact the question TBM's editor Si Melber asked of the Rural Affairs minister, Alun Michael, in last month's Editorial.

If you read it, and even if you haven't you'll probably be aware by now that Michael's department has issued a

**MARK WILLIAMS IS  
OUTRAGED TO DISCOVER  
THAT FREEDOM TAKES  
A NOSEDIVE...**

consultation document, 'Use of Mechanically Propelled Vehicles on Rights of Way', which proposes to change forever the landscape - both legislatively and literally - of trailriding in England and Wales.

Just to clarify the main thrust of this paper (which will pave the way for a parliamentary bill, and thence new and draconian laws), motorcycles and 4WD vehicles not used by farmers and landowners will be prohibited from using Rights of Way not already classified as Byeways Open to All Traffic (BOATs) under the Countryside & Rights of Way (CROW) Act of 2000. If your eyes glaze over at the mere mention of such acronyms, a tendency referred to several times in this column not least because its author suffers from the same mental indolence, then henceforth I'll keep their use to a minimum.

But if my recent columns have been scaremongering exhortations to limit the negative effects of our sport, then the DEFRA document provides some kind of vindication. The bottom line being

that if you want to continue trailriding you'd better damn well do something about it - right now. And if you don't, you'll face a fine of £1000 every time you use many of the RoW you currently enjoy riding along.

The CROW Act allowed 25 years for the legal categorisation of BOATs, which involved establishing vehicular use along some 7940 kilometres of RoW - specifically Roads Used as Public Paths (RuPPs) - which had historically been used by both mechanical and non-mechanical forms of transport, eg horses. Re-classifying each individual footpath, bridleway etc, takes time, money and the not inconsiderable effort of concerned users groups, which in our case usually fell to the TRF. Which is why despite my reservations about the organisation's user-friendliness, I constantly prattle on about joining and supporting the TRF. But the government's proposal is to bring forward the cut-off date for such re-classifications to the end of 2005, an almost impossibly short time-span.

To put the future of trailriding in context, in a worst case scenario that would leave us with just the 4470kms of BOATs that we already have the unassailable right to ride, or about a third of the UK's green-lanes. The government's motives here perhaps stem from the fact that they've had to back-down from one of the key strictures of the CROW Act, Section 34(a), which put the burden of proof on the user to determine that a RoW had vehicular rights. Miffed by this slap in the face from the European Court of Human Rights no less, DEFRA are effectively aiming to take away existing rights from one section of the community and bestow them exclusively to another.

Even to blinkered politicians who

smugly fear little electoral threat from a few thousand aggrieved off-roaders, the effects of this must be obvious. It will criminalise anyone who continues to use the 'old' RuPPs after 2005 but, ergo, it will add massively to the cost of policing what is already - despite recent high-profile crack-downs (see my December column) - highly unwieldy legislation. And since much of the responsibility for enforcement will rest with local police forces funded via Council Tax, it could effectively raise local taxation or divert it from the far more important funding of healthcare, education and the welfare of an increasingly ageing population.

What perhaps DEFRA haven't but should've taken on board - unless they're playing an untypically long and cynical game - is that reducing the number of legally rideable byways will inevitably increase traffic on the existing BOATs, which will in turn degrade or further damage them and antagonise those who protest against us riding them, thus greatly enhancing the likelihood of TROs or permanent closure orders on them all in future.

As the editor acerbically implied last month, the moral case for curtailing the recreational pursuits of a significant number of its citizens, and the hypocrisy of a government that squanders millions on disorganised transport policies are not matters that trouble Alun Michael. And for this reason I reckon the basis of our response to his consultation paper should run along more pragmatic lines. Not that I would counsel anyone protesting to DEFRA to completely avoid references to curtailed freedoms or social injustices, but it's symptomatic of most governments, especially one as self-righteous as ours, to ignore such criticisms unless, of course, they see political advantage in doing otherwise.

And before I suggest an action plan, herein lies the rub. This DEFRA document exists largely as a result of lobbying from the Ramblers Association, the Green Lanes Environmental Action Movement and other groups blatantly against sharing what has hitherto been a universal resource (the green lanes), with anything motorised. The problem is that unlike we motorcyclists, these organisations have the sympathetic ear of influential politicians and boast many media-savvy officials, including the highly vocal Janet-Street Porter (who, ironically, was a friend of mine in a previous life). Our battle

lines must therefore be drawn in the full knowledge that we'll have an uphill fight, and as such, we must avoid hysterics, and marshal as many resources as possible. Here are my suggestions:

- If you're not already a member, join the TRF, contribute to their fighting fund, attend meetings of your nearest local group and assist in whatever efforts they should be making to re-classify RUPPS as BOATs before the December 2005 deadline.

- Get a copy of DEFRA's consultation paper, read it carefully (it's 36 pages long, but fairly readable and cogent), and submit your own protest before March 19th. You can base this on the points raised here, on the excellent TRF/LARA response paper ('Recreational Motoring Faces Its Biggest Threat Ever', from [mrdo@laragb.org](mailto:mrdo@laragb.org)), or from your own sense of outrage.

**A WORST CASE SCENARIO  
WOULD LEAVE US WITH JUST  
THE 4470KMS OF BOATS THAT WE  
ALREADY HAVE THE RIGHT TO  
RIDE, OR ABOUT A THIRD OF THE  
UK'S CURRENT GREEN LANES...**

- Badger your trailriding mates into following the above advice and, if it helps, compose yourselves a single, joint response (eg start a petition)

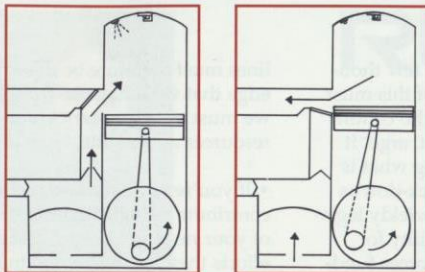
- If you're not an active trailrider but compete in trials or enduros, take note that this proposed legislation self-evidently WILL affect you and, once again, do as above.

- Write Letters to MotorCycle News (see last month's column), Trials & Motocross News and indeed any motorcycling publication that caters even marginally to off-road riders and apprise them of the dire threat facing us all - which includes a sizeable chunk of their readers and their advertisers.

- Warn anyone riding illegally or thoughtlessly off-road that their actions are what's largely led to this threat. This includes unlicensed motocross or 'field bikes' using bridleways or footpaths, and anyone with noisy silencers and/or a disregard for walkers, horse riders and local residents. They must be stopped NOW.

**Trail Riders Fellowship:** [www.trf.org.uk](http://www.trf.org.uk)  
**Land Access & Recreation Assoc. (LARA):** [www.laragb.org](http://www.laragb.org)  
**DEFRA (For a copy of the Document,** ref: PB 8923, e-mail): [defra@iforcegroup.com](mailto:defra@iforcegroup.com)

# TECHNICALLY SPEAKING



**How it works:** Using the pumping effect of the two-stroke's crankcase, air is inducted via an opening valve (left) and mixed with fuel supplied by fuel-injection before being ignited. Once combustion has taken place, the valve reverses opening an exhaust port (right) allowing the burnt gasses to escape...

**T**here are a number of reasons why the two-stroke engine has endured for so long in the face of stiff competition from the four-stroke. These include its ease of manufacture, relative cheapness to build (fewer moving parts), and more especially its greater power to weight ratio.

And then there are the shortfalls: its inherent inefficiency, greater fuel con-

sumption and higher emissions. Truth is, two-strokes aren't very fuel-efficient due to the fact that the exhaust port is open at the same time as the transfers are busy moving the fresh charge from the crankcases to the cylinder so that some of this fuel/oil mixture disappears out of the exhaust port into the environment.

sumption and higher emissions. Truth is, two-strokes aren't very fuel-efficient due to the fact that the exhaust port is open at the same time as the transfers are busy moving the fresh charge from the crankcases to the cylinder so that some of this fuel/oil mixture disappears out of the exhaust port into the environment.

sumption and higher emissions. Truth is, two-strokes aren't very fuel-efficient due to the fact that the exhaust port is open at the same time as the transfers are busy moving the fresh charge from the crankcases to the cylinder so that some of this fuel/oil mixture disappears out of the exhaust port into the environment.

sumption and higher emissions. Truth is, two-strokes aren't very fuel-efficient due to the fact that the exhaust port is open at the same time as the transfers are busy moving the fresh charge from the crankcases to the cylinder so that some of this fuel/oil mixture disappears out of the exhaust port into the environment.

sumption and higher emissions. Truth is, two-strokes aren't very fuel-efficient due to the fact that the exhaust port is open at the same time as the transfers are busy moving the fresh charge from the crankcases to the cylinder so that some of this fuel/oil mixture disappears out of the exhaust port into the environment.

crankcases and the cylinder. That means that there is now no waiting for the transfer ports to close so there is now a theoretical 100 percent of the stroke available to the induction cycle.

Having generated this extra efficiency it would be a shame to chuck most of it away (out of the exhaust) - as with the present loop-scavenged system (because the exhaust port is open during the transfer stage of the stroke, so there are considerable losses of the fresh charge out of the exhaust). This loss represents lost power and also the introduction of harmful emissions into the environment. This loss of charge is what has generated the vast array of aftermarket expansion chambers - since the pressure pulses generated by the various different shapes and dimensions of these pipes reduces these losses and therefore increases the power output of the engine.

The new transfer system, with the employment of a simple valve system, combines the exhaust with the transfer port. What this new system allows is that the exhaust port can now be closed during the transfer cycle of the engine - thereby removing the loss of fresh charge and harmful emissions.

Combined with the separate pumping chamber, this means it will be possible to open the transfer port up to 33 percent longer than the 'loop-scavenged' system. And as the valve system I propose closes the exhaust port during the transfer stage of the cycle, the compression stroke can begin from Bottom Dead Centre, rather than from exhaust port closure as in the present system. This then represents a 53 percent increase to the compression stroke.

Then, as the piston moves upwards from BDC and passes the point in the stroke, where the exhaust port will open during the exhaust phase of the cycle, the new valve moves and closes the transfer passage and opens the exhaust passage, ready to discharge the previously burnt charge on the next downward cycle of the piston.

These new design capabilities should enable a two-stroke engine to use a theoretical 100 percent of the stroke to provide induction, and also the same theoretical 100 percent of the stroke for compression. It will also permit turbo-charging which will no doubt provide an increase in power at all engine speeds without the need for a 'tuned' expansion chamber. It should also significantly reduce, if not remove, most of the emissions associated with the present design of two-stroke engines.

I believe that *without* the invention of any miracle materials or new technology, many of the problems presently associated with the two-stroke engine can be solved. All that is needed is to put the current technology together in a different way.

Perhaps the two-stroke has a future after all...

**DIRTBIKE ENGINEER AND FORMER GRAND PRIX MECHANIC JULIAN BRANSTON RECKONS TO HAVE COME UP WITH A SOLUTION TO THE PROBLEM OF TWO-STROKE EMISSIONS, AND HIS NEWLY PATENTED IDEAS ARE CURRENTLY BEING EVALUATED BY SOME OF THE MAJOR BIKE MANUFACTURERS. HERE HE TAKES YOU THROUGH HIS VISION OF A TWO-STROKE OF THE FUTURE...**

sumption and higher emissions. Truth is, two-strokes aren't very fuel-efficient due to the fact that the exhaust port is open at the same time as the transfers are busy moving the fresh charge from the crankcases to the cylinder so that some of this fuel/oil mixture disappears out of the exhaust port into the environment.

So for many years the problem has been to solve some of the inefficiencies and shortfalls of the two-stroke engine in order to take advantage of its benefits.

The first challenge for anyone seeking to improve on the design of the two-stroke is to remove the necessity for oil in the fuel/air mixture whilst still lubricating the bottom-end of the engine. This can easily be achieved by using an exter-

16218



## GET RESULTS!

Call Natalie Watson on:

**01225 786815**

natalie.watson@merricksmedia.co.uk



Booking Deadline  
for March 2004  
issue 103 is:  
12th February 2004

16296



# STEVENS TRIALS

## OFF ROAD CENTRE

**Main Agents for:**

**BETA • GAS GAS • MONTESA  
SHERCO • SCORPA**

**We Stock a full range of:**

**NEW & USED TRAIL, ENDURO &  
TRIALS BIKES A WIDE RANGE OF  
CLOTHING & ACCESSORIES**

**EXTENSIVE SPARES incl  
APRILLIA & YAMAHA**

**FULL WORKSHOP FACILITIES •  
MAIL ORDER SPECIALISTS**

**• Finance Available •**

153 BLENDON ROAD, BEXLEY, KENT DA5 1BT

**www.stevens-trials.co.uk**

**Tel: 0208 301 4111**



**Lighter in weight... Is the all-new BMW R1200GS still a heavy hitter in the Adventure Sport trailbike class? We sent Dave Crasher Cornish along to the launch in South Africa to find out...**

# SLIM-FAST!

**M**ile after mile of fast, wide open gravel tracks stretched out in front of me. Stood up on the serrated pegs with my weight over the front, the rear tyre spun-up at every tweak of the light throttle. As the track opened up, another cog was selected and as I crested a rise... WHOA! Panic-braking in a cloud of dust I managed to just narrowly avoid something that you don't normally see on your typical British trail. There in front of me was a troop of real mean looking monkeys! Try explaining that one to the boys back at TBM ('Yeah, this big Ape fetched me off, honest'). Of course I wasn't on the Ridgeway, I was up in the South African Swartburg Mountains at the recent launch of the most significant BMW since the introduction of the four-valve boxer way back in '93. Ladies and gentlemen, hail the all-new BMW R1200GS.

## Monkey Business

Such is the importance of this model - the latest in a long line of GSs - that BMW flew the world's press halfway round the world for the launch, and TBM was invited along to represent the UK's off-roaders. Around a thousand GS models are sold in the UK every year - this makes it BMW GB's best seller. But that's nothing compared with the German market where the GS boxer outsells every other bike bar none. This helps BMW claim the second spot in the German sales charts (behind Suzuki!), so clearly the new R-GS is an

important new model for the Bavarian company. And BMW's introduction of its latest offering in the mega-trail bike class has seen them reshuffle the deck and come up trumps with yet another world-beating design.

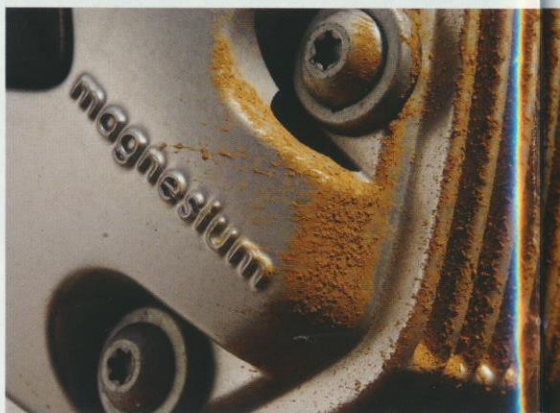
Back in 2001 TBM had an 1150GS long-termer in the stable and we were all impressed with its performance and general all round abilities. So much so that I actually bought the bike from BMW when the test period was over. Sure the 1150 wasn't perfect, but which bike is? Lumpy low rpm running coupled to a typically BMW ponderous gearshift and a few minor niggling details were all accepted by 1150GS owners as part of the bike's character. And yes the bike was heavy, but you do get used to that, even when off-roading. I spent enough time aboard that bike to learn to love its little foibles and clearly I wasn't alone in my praise.

Enter the 1150's successor. What at first sight appears to be just a makeover and gentle re-style is actually nothing short of a total redesign. According to BMW the only 1150 parts carried over to the new model are the excellent Brembo Evo brakes. Just about everything else is new. As in, *totally* new. From the counter-balanced eight-valve flat-twin motor, to the tip of its specially tuned exhaust, the GS12 has seen attention paid to every component. The object was to make the bike lighter and more powerful whilst at the same time being easier to ride and meet all future emission regs. Tough call that, believe me. But BMW persevered and stuck their bike on the Atkins diet which lopped a whopping 30kgs off its waistline. Of course some would say it could afford to lose a few pounds because even at the new claimed figure of 199kg dry, the Beemer's still heavy for a dirt bike. But, take my word for it, that's what passes as light in the mega-trailie segment which the BeeEmm inhabits.

Power is also increased to a claimed 98bhp, which is 13 nags up on the old 1150 lump. This increase is down to a combination of advanced fuelling, modified big-valve cylinder heads, new exhaust and of course a hike in engine capacity to 1170cc thanks to a bore and stroke of 101 x 73mm. The more efficient motor also sips less unleaded and produces less noxious gasses from its catalysed, tuned exhaust. The silencer itself features an internal pressure controlled valve that is claimed in the press pack to 'reduce noise by utilising the exhaust back pressure giving the bike a throaty chortle' - whatever that is?

### My Mate Marmite

Visually the 1200GS still bears a strong resemblance to the quirky-looking 1150GS. Some people love it others hate it; a real Marmite bike if



there ever was one. The trademark GS beak is still in evidence as are the asymmetrical (squinting) headlights and the traditional beefy looking Telelever forks. Further back the shaftie now features a hollowed out axle which sits directly below a slightly spartan looking rear end - which looked like it was missing its side-panels. Among the hacks, opinion was divided as to the bike's looks and some felt it looked a little unfinished around it's hind quarters. Though I can confirm it looks much better in the metal than in any of the



Top left and above: Styling remains faithful to the GS ethos... Middle left: Optional sat-nav is available. Left: The new screen is easily adjusted by a gloved hand... Right & below: GS switchgear is of the chunky duplo-brick variety and easy to use on the move. But why do they insist on using a three-button system when one button will do the job?



photographs.

Of the remaining bodywork, the first bits to draw the eye are the new quickly removable tank side-panels. These cover a new, lighter 20 litre plastic tank which should help reduce crash repair bills as well as allowing quicker (and hence cheaper)

servicing costs. The tank's centre panel is colour matched to the beak (in either yellow, red or blue) whilst the front side panels are available in either satin black or granite grey. Combine this with a choice of black or grey for the variable height seat and this allows the GS owner to personalise their bike to their own taste. The lucky owner can also order either forged alloy wheels or the traditional cross-spoke wire jobbies that actually weigh 1.5kg more, but are better suited to the dirt thanks to their in-built flexibility.

# Slim-FAST!



The new 1200GS is as rugged an off-roader as all its predecessors...

## Hacks Off

The next morning saw a motley collection of the best of the British bike press struggling down to breakfast with hangovers and trying to look interested as a BMW spokesman described the complexities of the optional on-board Motorrad Navigator GPS. We were also given maps and a bike mounted transponder so we could be tracked down in the event of any unforeseen trouble. I wondered what *sort* of trouble they were expecting as I grabbed the keys to a Desert Yellow, wire-wheel shod machine, swapped out the adjustable seat for the lower option, thumbed the starter and waited whilst the boxer warmed up. To any GS owner this all feels strangely familiar: the steady rhythmic beat of two horizontally opposed pistons. What certainly isn't so familiar is the new bike's lack of mass. Astride the seat it's immediately clear that the GS12 not only feels lighter to manhandle, but it also sports a much slimmer waistline which further aids rider comfort and boosts confidence.

## Ker-Plunk!

Pull in the light hydraulic clutch, down with the alloy shift lever and the next pleasant surprise becomes immediately apparent. No more loud ker-plunk from the box. This is downright weird, as is the lack of engine torque reaction when blipping the throttle. So far so good. Very good in fact. Easing the slimmer GS out onto the main highway we leave the built up areas behind, speeds steadily increase and it's not long before the pace is as hot as the South African sun beating down on this super smooth ribbon of tarmac stretching out as far as the eye can see.

Clutchless shifts up and down the six-speed trannie are both clean and precise thanks to new helical-cut gears. Not exactly 'knife through butter' but an amazing step in the right direction. In fifth or sixth the urgent throttle response is totally glitch-free and the motor's lighter reciprocating mass allows the free-revving mill to spin up cleanly from as little as 1000rpm right up to the blood line at an indicated 8K. Its difficult to say just how much quicker than the old 1150 the new bike is, but make no mistake the Bavarian ponies are always ready and willing to deliver a charge when called upon. Another obvious improvement is the new easily adjustable screen that requires no tools to reposition, and gives all of the wind protection you could reasonably ask for without any of the old GS's head buffeting.

As we climbed up into the foothills of the Swartsberg Mountains the grippy tarmac became much twistier and flowing. I'm in some quick company here: all of the top road-bike mags are represented and the pace soon stepped up a few

## ACCESSORISE

Needless to say BMW offer a wide range of options for the R1200GS. These include the usual heated grips, ABS (£750) and an advanced 'touch screen' BMW Motorrad Navigator 2 GPS system. But the innovative BMW luggage is a must-have for commuters and overlanders alike. The trick variable capacity panniers will at the push of a handle expand to their full size or shrink down to a more traffic-busting friendly width. BMW don't make any water-proof claims for the expanding luggage but they will sell you a watertight GS logoed hold-all to keep your socks nice and dry, this fits inside the panniers perfectly. A worthwhile addition are the BMW wraparound hand-guards - these combined with the new heated grips lend the GS a practical year round usability. A no cost option is the choice of mix and match seat and panel colours as well as either traditional cross-spoke wire wheels or more road oriented forged alloy ones...





# THE RACE PASSION COMPANY

LIGHT SENSITIVE TECHNOLOGY

## 3400 MXGOOGLES



- No-Fog
- Double density foam
- Anti UV and 1 mm. lens
- Anti scratch resistant lens
- Lightweight velvet coating



## DUAL COMPOUND GRIPS

FIRM INSIDE SOFT OUTSIDE



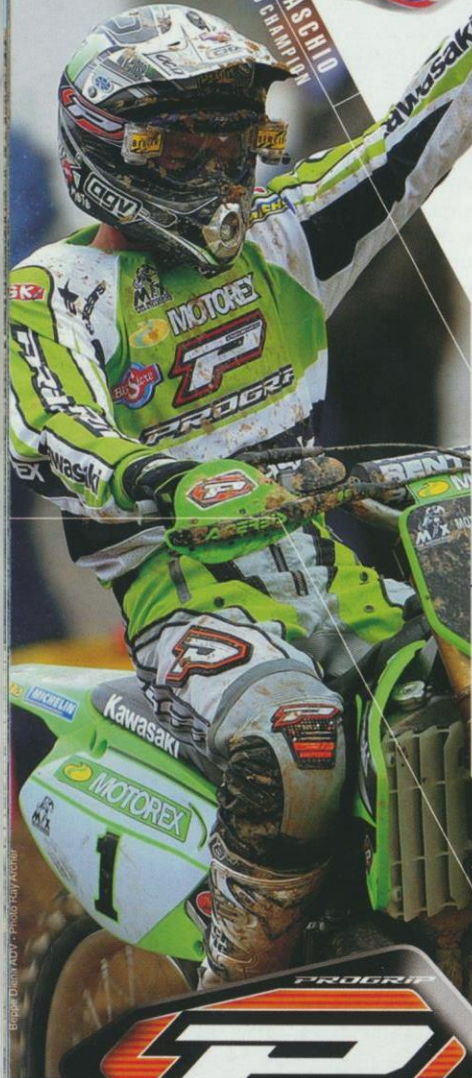
**PROGRIP**

WWW.PROGRIP.COM

**MITO UK**

Distributor/Sole Importer  
01202 741580

MICHAEL MASCHIO  
125 MWORLD CHAMPION



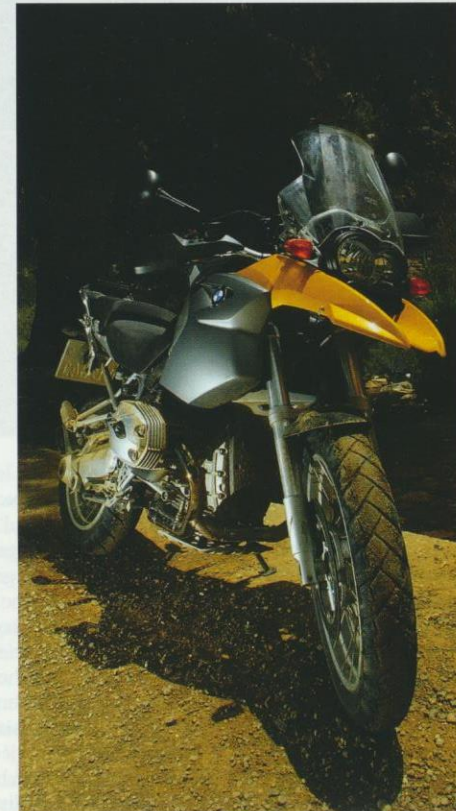
# Slim-FAST!

New GS is plenty fast enough. But watch out for the monkeys, Dave...



notches as we gained altitude. Now the GS12 could really show its true colours. A quick shift of body weight and a tug on the tapered bars sees the bike heeled hard over. The fantastically sticky Metzeler Tourence boots grip the smooth tarmac with amazing tenacity, allowing some pretty confidence inspiring cornering.

Rapid direction changes belie the GS1200's size. Flicking from hard left to hard right is no sooner thought, than done. Tenacious grip and precise handling encourages a seriously quick scratch. Down through the box, hard on those ABS equipped Brembos, crank her well over and pick it up on the gas. The latest GS is in its element on these canyon roads. Fast riding is simple, feel the muscular power-



pulses thud through a healthy mid-range before the needle zings towards the red zone at a rapid pace. Jeez this is a laugh. 1200ccs of useable boxer power matched to a light(ish) sweet handling chassis and sticky rubber, enables the GS to gobble up the tarmac without breaking into a sweat. In a convoy of around eight fast moving Bee-Emms its clear that the road manners of the new bike are even better than its best selling predecessor.

### Off We Go

A quick stop for a few pics and a drink, and I decide to take the lead for the last stretch of metalled road before the dirt track through the Swartsburg Pass. This is what I was really looking forward to. My old long-term GS1150 offered an amazing level of off-road ability (for its size), which



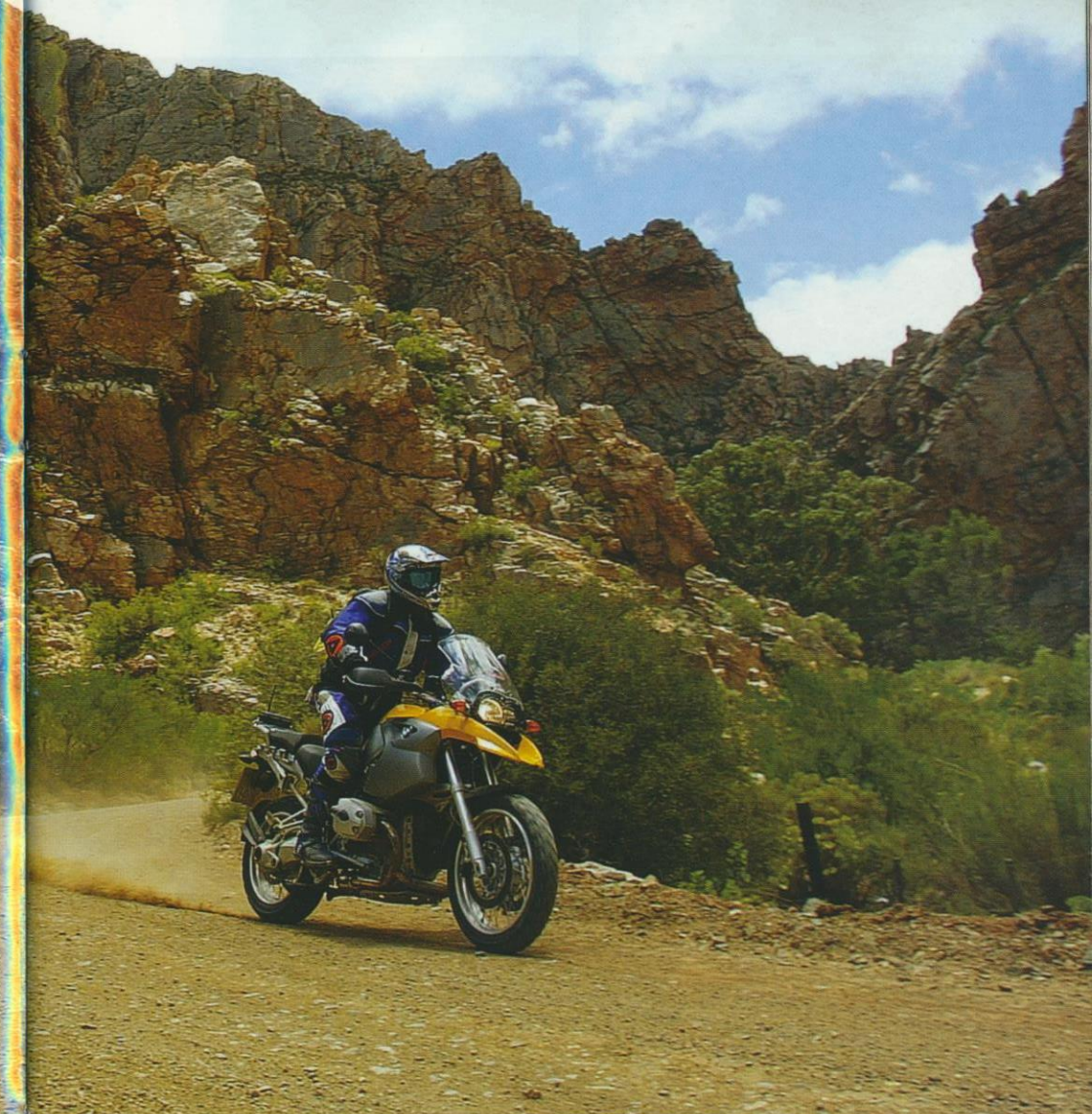
# Slim-FAST!

allowed a keen rider to attempt the seemingly impossible. The latest addition to the GS range clearly has a lot to live up to, and hopefully it would rise to the occasion.

The tarmac ended abruptly. There was a warning sign, but travelling at around 130kmh I'd missed it and rode straight onto the loose stuff. Slowing down for the first left hander I remembered that the ABS was still active, but I needn't have worried the big 1200 slowed, tipped in and powered up the mountain track roosting a small shower of gravel from the rear boot. Corner after corner the GS12's planted front end tracks straight and true. Steering with the rear is the

best way to tackle the loose stuff on a big trailie and here the 1200GS really feels at home.

Climbing higher and higher into the low clouds, visibility was getting to be an issue. So I stopped to clear my goggles, switched off the ABS and waited for the 'roadies' to catch up. I didn't want to hang around too long and as soon I caught sight of another GS's headlamp through the fog, I wicked up the Bee-Emm and roosted on up the slick and slippery track. Switching on the heated grips and cruising over the peak to the drier tracks below I tried to remind myself just what I was riding and how quickly I was covering the ground. The slim tank (relatively speak-



ing) and spot-on ergos allow easy movement around the bike. Jumping storm drains saw most of the ground clearance disappear with a clatter from the undercarriage, but the GS simply shrugs off this sort of stuff with just a twitch of the bars.

Into bright sunshine once again and speeds steadily rose. Now and again the motor would hold back and stutter as it bumped into the rev-limiter and I made a mental note to change up earlier. So free-spinning is the lightened crank that on the dirt this can easily happen as the sticky road-biased rubber lights up time and again. As the dirt road became straighter and much quicker, wheelspin could be controlled

by simply shifting body weight fore and aft. A snatched glance at the speedo showed that the GS12 was hauling along at a tad under 200kmh. In fifth, (gulp!) (confirmed as 202kmh in the memory of the GPS). Into top and the 1200's seamless power would accelerate the GS even faster. Wow this was quick. Seriously quick and probably too quick for such a bike on such a loose and dusty surface, but at no time did the GS12 feel anything other than firmly planted. With my forward vision stretching far ahead into the African horizon it didn't too take long before the track changed back to tar and the dirty fun was suddenly over.

It's no sportsbike, but the GS1200 will surprise you with its abilities...

# Slim-FAST!

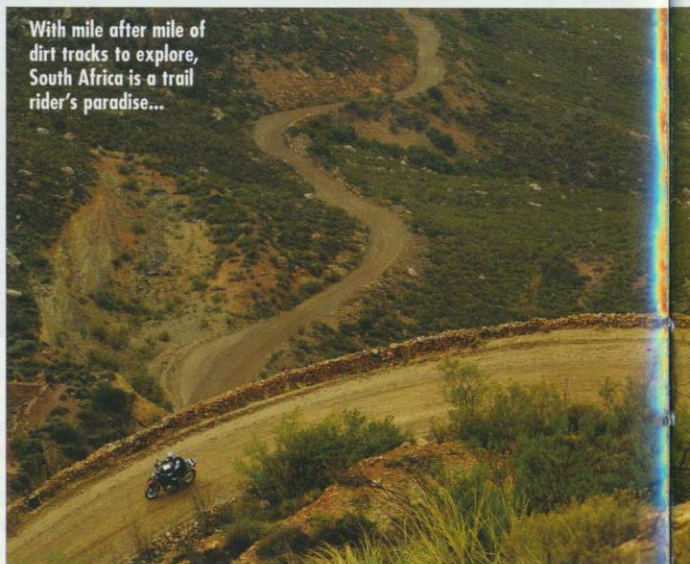


I stood around and waited for the others to catch up and everyone had a similar tale to tell. The R1200GS handles the gravel roads just as competently as the blacktop. The return route to our hotel was around 150kms by fast well-paved road, and all the rest of the hacks looked relieved and sped off on the tarmac. Needless to say I selected first, did a U-turn and set off back up the mountain alone for some more dirt and a rendezvous with some monkeys.

My brief time aboard the new R1200GS really was a revelation. Sure, looning around in the sun-drenched South African countryside for a few days is not the same as a real world, long-term test. But trust me on this one, the R1200GS is quite simply the best bike BMW has ever made and will probably be the best selling GS ever. Powerful, grunty and incredibly smooth, the latest Boxer is a worthy successor to the 1150. But the most important changes are the ones BMW have made in paring down its weight.

Whichever way you cut it, 30kg is a helluva lot of metal to shed. And the GS1200 benefits

With mile after mile of dirt tracks to explore, South Africa is a trail rider's paradise...



enormously from its technological diet. The ease of handling and suspension's performance probably show the weight saving to its greatest effect. In fact I had to think 'real hard' to come up with anything that I didn't like about it.

In the end the best I could come up with was wondering why BMW persevere with those stupid separate indicator switches: one for the left and one for the right? I don't care how many studies and computer generated ergonomic simulations have been carried out, it's still one button too many. And if I was really being picky I guess I could say that the back end of the bike looks a little unfinished. It's almost as if the GS's stylist ran out of felt-tips when he got to the rear end. BMW claim that the reason for the lack of bodywork is for the mud and dirt to find a way out when off-roading. Yeah right! Still I don't suppose it will take long for Touratech to come up with some aftermarket panels.

To sum up if you are a GS fan you will be bowled over with the latest incarnation. It's clearly not rocket science - but simply the application of a great deal of thought from BMW's team of designers. With this bike I reckon that the German company have made the transition from oddball manufacturer to part of the mainstream.

And if you're not a Boxer fan. Great. I'm glad. Because frankly there aren't going to be enough of these things to go around...

## BMW R1200GS

<b>Price:</b>	£9275otr (including ABS)
<b>Engine:</b>	Horizontally opposed air/oil-cooled twin, counter balancer shaft, high cam, four-valve, fuel injection, electric-start
<b>Displacement:</b>	1170cc
<b>Bore &amp; stroke:</b>	101 x 73mm
<b>Power output:</b>	98bhp @ 7000rpm (claimed)
<b>Max torque:</b>	85lb-ft @ 5500rpm (claimed)
<b>Transmission:</b>	Six-speed, hydraulically operated dry single plate clutch, shaft final drive
<b>Chassis:</b>	Two-part chrome-moly tubular trellis utilising engine as a stressed member
<b>Front susp:</b>	BMW Telelever wishbone with single adjustable shock and telescopic fork
<b>Rear susp:</b>	BMW Paralever adjustable single shock
<b>Front brake:</b>	Brembo Evo twin 305mm disc, four-piston caliper (ABS)
<b>Rear brake:</b>	Brembo Evo single 265mm disc
<b>Wheelbase:</b>	1519mm
<b>Seat height:</b>	840-860mm
<b>Fuel capacity:</b>	20 litres
<b>Wet weight:</b>	225kg (claimed)
<b>Colours:</b>	Desert yellow, Rock red, Ocean metallic blue
<b>Contact:</b>	BMW GB 01344 426565

14076



Tel: 01497 847866

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

Melbourne Garage  
Glasbury on Wye  
Herefordshire • HR3 5NT

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

**SCOTT**

Enduro Goggle £31.95	SVS Goggle £42.95
San Diego Jacket £99.95	Anaheim Jacket £119.95

**XGTING**

Totally Waterproof  
Breathable  
Removable  
Armour

Jkt  
£124.95

Pant  
£104.95

Neo Glove  
£25.95

Buy Jacket & Pant  
get Glove FOC!

**SCOTT**

**Six Six One**

SP-1  
All  
In  
One  
Armour

£99.95

Lightweight  
Removable Spine

**SCOTT**

**Hydro**  
1.5lb

£37.50

**XGTING**

Camel  
Bag

£31.50

**SCOTT**

Pit Lane  
& Bottles

£34.95

**Thumb  
Hot Start**

£37.50

**Gas Cap** £27.50

**DRZ** £29.95

**Fuel Vent** £6.50

**Oil Filler** £11.50

**BFGoodrich** Road Legal MX Tyres

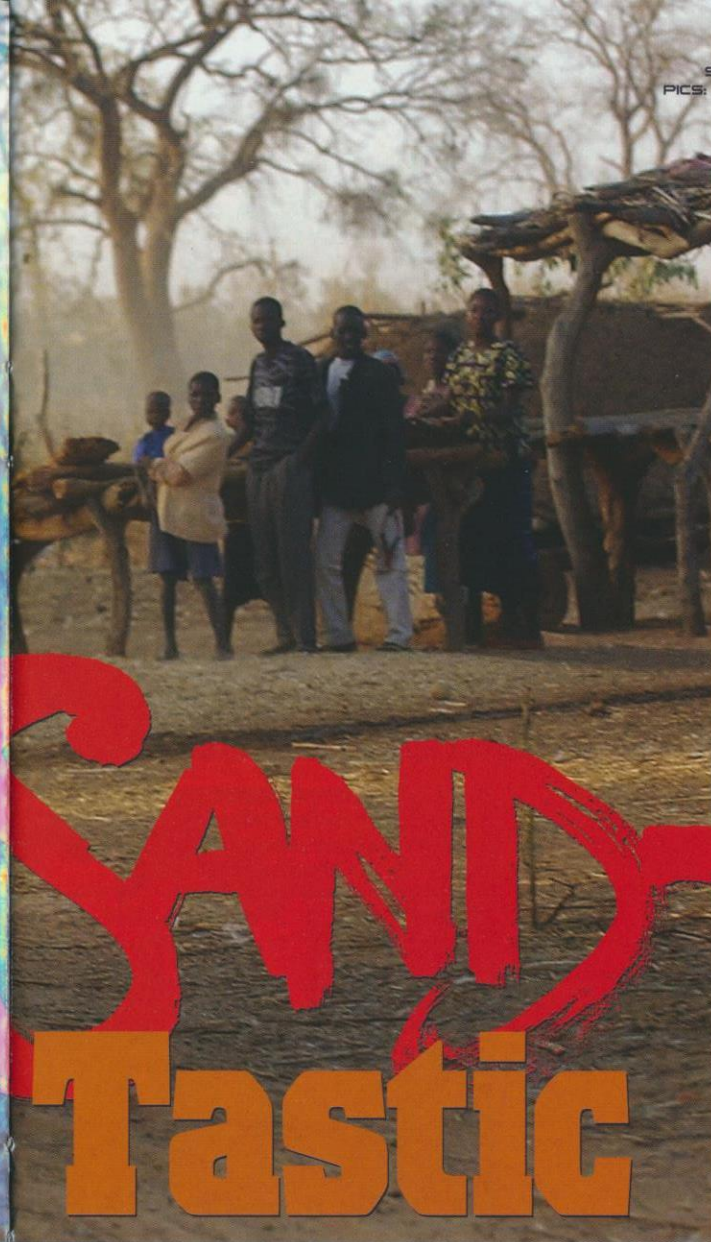
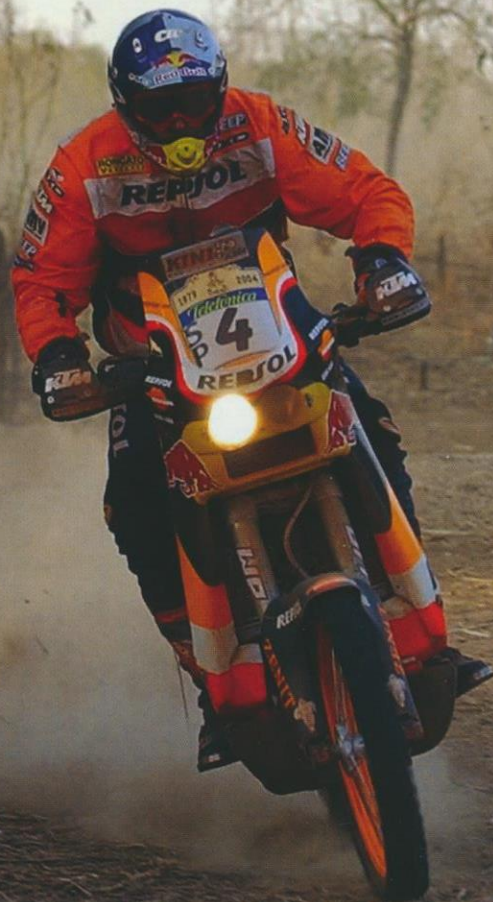
Front	£38.95	Front & Rear Pair	£80.00
Rear	£47.95		

**Michelin Enduro Tyres** DOT/FIM Approved

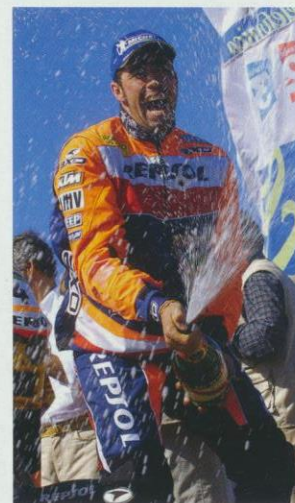
120 - 90 - 18	£49.95
140 - 80 - 18	£54.95
120 - 80 - 19	£51.95
90 - 90 - 21	£45.95

CALL NOW FOR A PRICE LIST

**This year's Dakar Rallye proved to be typically tough with less than half the starters reaching the beach in Dakar. Sadly for the large British contingent, only two would make it all the way...**



STORY: CHRIS EVANS, PAUL BLEZARD  
 PICS: REPSOL, GAULOISES, PAUL BLEZARD



# SAND Tastic

**A**s a change for 2004, this year's Dakar set off from the industrial French town of Clermont Ferrand - home to one of the Rallye's major sponsors, Michelin. The short and twisty European special stages are often considered as 'a race within the race' and are traditionally the chance for outsiders to grab a little early media atten-

tion before the 'rallye proper' gets underway. This year proved to be no exception, as French enduro champion David Fretigne, riding a two-wheel drive Yamaha WR450F, made the most of the opportunity. Although 'only' fifth on the snow-covered prologue in Clermont Ferrand, Fretigne quickly got up to speed to win on the first two specials, at Narbonne in the south

of France and on the beach in Spain, at Castellon.

While Fretigne was busy grabbing the limelight, the 'KTM boys' were hard at work. Positioning themselves for the real battle in the desert, 2003 Rallye Raid champion Cyril Despres and last year's winner Richard Sainct, in particular, were pushing hard over the tight going so as to be as a close

to the front as possible coming into Africa. They took second and third respectively on the prologue, second and fourth in Narbonne and second and eighth in Castellon.

From the first 75km Moroccan stage the pressure was on the top riders, and it showed. Just six kilometres into the timed section Richard Sainct crashed at speed,

his Lc8 KTM seemingly sliding forever along the red dirt track. The crash saw the Gauloises rider badly cut his left forearm, an injury which would later require a number of stitches.

It wasn't just the Frenchman who ran into problems on the way to Er Rachidia. Looking for the racing edge, Joan 'Nani' Roma opted to run an MX tyre instead

of the usual Michelin Desert - a plan which backfired as the tyre simply couldn't cope, and Roma finished the special in 23rd position. On such a short and tight stage Fretigne was still in with a chance of a win, but a blocked breather pipe put paid to that and saw him finish down in 39th place.

Second to start after Fretigne, Cyril Despres quickly got past the stranded Yamaha rider and found himself opening the piste. Not wanting to take any chances on the slippery going, Despres rode cautiously, though still ended the stage third overall, with the Spaniard Esteve Pujol taking the lead, just ahead of the Italian veteran and two times Dakar winner Fabrizio Meoni aboard the big KTM 950 V-twin.

The next three days would see the real tough riding begin. With over two thousand kilometres of stage and 1389km of special it was to be a punishing time.

The stage from Er Rachidia to Ouarzazate marked what many of the competitors considered to be the true start of the Dakar. No more short, double-digit specials, but instead a proper 575km desert stage, with 337km of special. It was Esteve Pujol who charged off into the lead, closely followed by

# SAND Tastic



Cyril Despres leaps his factory KTM through the desert scrub...

his compatriot and team mate Nani Roma. Overall Pujol took the lead, with Meoni 36 seconds behind and Cyril Despres third, just under a minute down.

Ouarzazate to Tan Tan proved to be another long day, the stage measuring 803km, 351 of which were special. It was one of the stages that the top riders feared the most - not because of its distance, but due to the large number of rocks that always pepper the route. The Spaniards continued to fight it out at the front, though this time Nani Roma took the win just ahead of Esteve Pujol. 2003 Australian Safari winner Andy Caldecott was an impressive third, with Despres fourth.

Obviously detuned after the previous day's fall, Richard Sainct nevertheless achieved his goal of finishing close to the front runners with a gritty eighth place on the special, staying within 15 minutes of the leader overall.

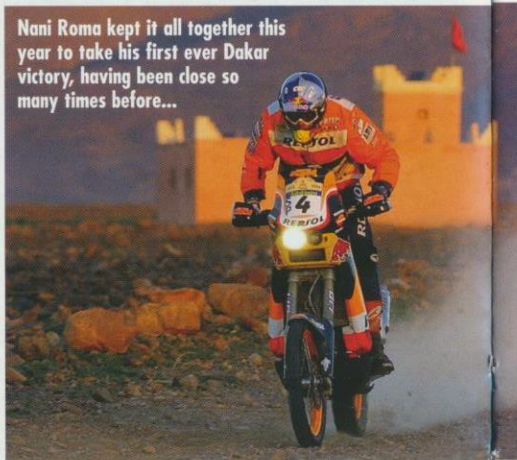
Whilst the favourites managed to make it safely to Tan Tan, the rocks did claim one of their vital 'water carriers' in the shape of

five times World Enduro Champion Giovanni Sala.

Thankfully, despite crashing heavily, Sala wasn't too badly injured. But his race was over. 'I was at about 120kmh in some small dunes when I hit a large stone,' commented the likeable Italian. 'I was thrown violently off the bike and according to the doctors have broken two ribs.' His absence would be sorely missed by 'his' rider, Fabrizio Meoni, the following day, but that evening the factory riders were mostly relieved just to be there in one piece. As the South African Alfie Cox put it, 'This is the third time I have done this route on the Dakar and it is as dangerous as ever.'

But the stage between Tan Tan and Atar (Mauritania) was to prove a turning point for many

Nani Roma kept it all together this year to take his first ever Dakar victory, having been close so many times before...



of the competitors - especially the Brits. The motorcycle contingent had to be up at around one in the morning in order to be at the start of the 701km special at daybreak. The first to fall victim to the going was leader Esteve Pujol who crashed heavily, wiping out his navigation equipment. He eventually made it in to Atar at one in the morning. Even though Aussie

Andy Caldecott made it to the bivouac much earlier than Pujol, his race was definitively over. He'd ridden over a hundred kilometres with a broken ankle!

On target for stage victory, Jean Bruy also crashed towards the end of the special to hand victory to Richard Sainct and the overall lead to Cyril Despres. Despres enjoyed a trouble free run, using an extra tough prototype tyre; an option that Fabrizio Meoni must have wished he'd taken up. His powerful V-twin proved hard on his 'standard' tyre over the 1055km stage and he lost over an hour and half out on the piste having to replace his bib mousse with an inner tube.

For some of the Brits however this tough stage was to be the beginning of the end. Team Dome BMW rider Nicky Plumb went out first when his experimental rear shock collapsed. Then Team Desert Rose Riders Patsy Quick and Clive Town didn't make it into the bivouac on time and ended up spending the night in the dunes. In fact out of the 148 motorcycles that started the stage only 112 finished!

The following stage was a relatively short one, just 389km to Tidjika, but soft sand and high winds, which according to Jean Bruy (the Gauloises KTM team 'water carrier') meant it was, 'half as long, but twice as difficult as the previous stage.'

The first to fall foul of the tricky going was the overall leader, Cyril Despres. 'Just after the start I stopped to sort out my goggles, which were letting in sand, and in the process had a low speed fall. I didn't hurt myself but as I fell, I ripped off the GPS connection with my knee brace. Instead of stopping to reconnect it properly, like a fool I 'half-fixed' it and carried on going. Then at 40km there was a note on the road book that wasn't very clear. Without my GPS I couldn't find my own way and instead, on three different occasions, followed another rider, who in turn got lost. In all I rode around in circles for 50km and

## DAK FACTS

### OLDEST WINNER

Fabrizio Meoni may not have had much luck for the last two Dakars, but when he gave KTM a dream debut win for the 950 KTM in 2001 he was already 43! And he repeated the feat the following year at 44. No one over 40 has ever won the Dakar on a bike, before or since. You can hardly blame him for wanting to retire at 46, despite a very respectable sixth place this year and a third in 2003.

### YANKEE DOODLE DANDY

Legendary Baja rider Larry Roeseler is 46 and did well to finish 12th on his Dakar debut this year. But although Americans have been few and far between on the Dakar down the years, several have done better. Chuck Stearns was sixth in '85, Journalist and Baja 1000 winner Jimmy Lewis was fourth on a KTM in '97 and took the BMW twin to third in 2000 - the first podium for a BMW twin since Rahier finished third in '87. Best ever was former motocross champion Danny La Porte who rode a Cagiva to second behind Peterhansel in 1991. The following year La Porte crashed out with a broken wrist, although the injury didn't stop him coming fourth on that day's special stage!

### WEIRD

In 1988 a native of Amiens entered on a bike with bodywork shaped to look like a TGV high speed train to publicise his home town's attempts to get the new fast line to pass their way. He didn't make it to Dakar. During the Paris-Le Cap in 1992 the competitors not only had to take a second ferry down the west coast of Africa in order to avoid war-torn Zaire, but they also had to switch from driving on the right hand side of

the road in North Africa, to the left for Namibia and SA. One rider was seriously hurt in a head-on accident when he forgot about the switch and hit a car head-on.

### THE DOUBLE

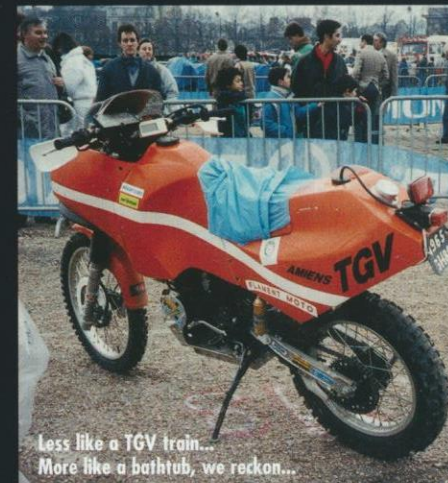
This year Stephane Peterhansel has finally joined Hubert Auriol as the only people ever to who have won the Dakar on both two wheels and four. But he wasn't actually the first to follow Auriol's success and make the switch. Gilles Picard, a top ten rider in the '80s and early '90s, won the Dakar in a Mitsubishi Pajero in 1998, but he was navigating Jean-Pierre Fontenay at the time.

### TRAGEDY

In 1986, the same year that Dakar founder Thierry Sabine was killed in a helicopter crash half way through the event, Gian-Paoli Marinoni crashed in the last stage on the beach at Dakar, but remounted to cross the finish line and come 13th overall on his XT. Tragically he died a few days later from internal injuries.

### CLOSEST FINISH

In 1994 winner Edi Orioli beat Jordi Arcarons by just 73 seconds. Then in 1999, Richard Sainct beat Thierry Magnaldi by only 4m09s,



Less like a TGV train... More like a bathtub, we reckon...

# SAND Tastic



Esteve Pujol demonstrates the need for good waterproofing - even on a desert rally bike...

ran out of petrol just before the refuelling CP.'

It would prove to be a disastrous mistake. Despres lost well over an hour, handing the day's victory and the overall lead to Nani Roma. At the end of the stage the Spaniard led Richard Sainct (who took third on the special) by a little over eight minutes, with Jean Brucy third overall. Meanwhile Team Desert Rose riders Patsy and Clive had managed to finish the previous stage - but unable to finish this one, they spent a second night in the dunes and dropped out of the rally.

Furious with himself, but determined to make amends for the previous day, Despres started the next stage in 24th place, rode like a demon and won the Tidjika - Nema special. Also starting well back after losing time the previous day, South African Alfie Cox achieved a similar feat, coming in second on the long 736km stage. For Jean Brucy it was not a good day. Having started the stage second overall, he crashed nearing the end of the special and was forced to retire with an injured

shoulder. He wasn't the only one: Brit Simon Pavey crashed 30km from the end breaking his collarbone and was forced to retire. That just left Mick Extance and Steve Hague to fly the flag for the Brits - a flag they would keep aloft all the way to Dakar.

Overall Nani Roma had preserved his lead over Sainct (a gap of just three and a half minutes), with Cox moving up to third (almost half an hour down) and Despres back up from seventh to fourth, a further 15 minutes back.

With Despres looking at where he could make up time on the leaders, the news that the next two stages, from Nema to Mopti and Mopti to Bobo Dioulasso, had been cancelled was not good. In an official communiqué put out by the organisers, it was announced that due to the presence of armed groups, the Malian authorities were unable to guarantee security on the proposed route. As a result the rally caravan went by 'neutralised liaison' from Nema to Bamako and then from Bamako to Bobo Dioulasso for the rest day. If Despres was

disappointed, many of his rivals, and virtually all the privateers, were delighted to have an unexpectedly early break after four particularly punishing days.

They were even more delighted when they found out that they and their bikes would be transported the first 900km of liaison to Bamako. Initially the organisers put a deadline of 11:30 the next day to finish the Tidjika - Nema special, but with only 65 motorcycles, 46 cars and 33 trucks in on time and 14 bikes, 13 cars and five trucks still out on the piste they decided to extend the cut off.

The 'improvised' 500km tarmac liaison from Bamako to Bobo Dioulasso may have been a touch boring for the motorcycle competitors but once in Bobo', the mechanics could start rebuilding the riders' bikes.

Traditionally the stage after the rest day is a short one and this year proved to be no exception, with a 213km dusty charge back to Bamako. Victory went to 'first on the road' Despres, just under six minutes ahead of Coma, with Roma third, less than a minute

## Use of Mechanically Propelled Vehicles on Rights of Way

**If you have to make a choice in the next two weeks to either ride your trail bike or write some letters. This time there isn't an option. You need to write some letters. NOW...**



**"The only thing necessary for the triumph of evil is for good men to do nothing..." [Edmund Burke]**

### Use the content of this Action Pack as guidance

1. Write a letter to your Member of Parliament - DO IT NOW
2. Write a letter to the Rural Affairs Minister - DO IT NOW
3. Write a response to the Use of Mechanically Propelled Vehicles on Rights of Way consultation document with a copy of letter No. 2 - Must be at defra in Bristol by 19 March 2004

### 1 Letter to Member of Parliament

(Handwritten and personalised letters are known to be the most effective. Ensure that you put your own name and address on the letter somewhere, either at the beginning or at the end. Your MP will reply to you. If you don't like his reply then write again, or arrange to go to see him at one of the regular surgeries that all MPs hold in their constituencies)

Mr/Ms/Miss XXXXX (MP's Name)  
MP for ..... Constituency  
The House of Commons  
London  
SW1A 0AA

Dear Mr/Ms/Miss ....

The use of mechanically propelled vehicles on rights of way  
The Countryside Minister, Mr Alun Michael, has issued a consultation paper about new laws and regulations that will affect the use of 'byways open to all traffic' and other minor highways by mechanically propelled vehicles. Clearly Mr Michael is concerned about the level of 'cowboy' activity that goes on, with illegal and annoying motorcycling and driving on wasteland, open country, footpaths and bridleways, and rightly so - but the consultation paper seems to propose measures that will directly and seriously affect me, and I am not a 'cowboy' in any way.

I have been riding my road-legal motorcycle [substitute: driving my Land Rover, classic sports car, etc.] on 'byways' and unclassified roads for XX years. I am a member of YY club/association, and we have a code of conduct [enclose one if possible] and I take pride in being careful and considerate to other road

users at all times. I/we help marshal at equestrian events [and/or] organise work groups to repair and clear rights of way.

Ramblers already enjoy access to around 120,000 miles of footpath and bridleway where they can be assured of not meeting other members of the public in vehicles. We have just 5,000 miles of rights of way remaining for vehicle use, and we are happy to share that with other users. Ramblers will also soon have thousands of square miles of 'right to roam' land as well. I note Mr Michael's hope that responsible users of mechanically propelled vehicles will welcome his intention to rid the countryside of nuisance, and I agree that the basic principles underlying these proposals have merit. However, the representations made to Mr Michael that have prompted the detail in the paper have misinformed and consequently misled the Minister.

Can you therefore speak please to the minister to tell him that he has been misled and get his reassurance that the interests of ordinary people like me will not be unjustifiably prejudiced, and that he will insist on being better informed by fact-based evidence before taking further action?

Yours Sincerely  
Etc.

## 2. Letter to Rural Affairs Minister

Below are suggested paragraphs for inclusion in letters to the Rural Affairs Minister in response to his foreword to the above consultation document.

Sending the letter is more important as its content. But please keep it polite. Chose only two or three points that you think are of special importance to you. Introduce a couple of "local" or "personal" identifiers. Include them in a single page (hand written if possible) personalised letter on ONE SIDE of notepaper (if you can possibly restrict yourself) addressed to. :

Mr Alun Michael  
Rural Affairs Minister  
The House of Commons  
London SW1A 0AA.

Dear Minister,

I have read with interest the comments you make in your foreword to the Use of Mechanically Propelled Vehicles on Rights of Way consultation document. I regret / am anxious / sorry / angry / concerned / fearful (whatever word you choose) that you have reacted in an inappropriate manner to representations made to you by those who claim to have some monopoly over concerns for the countryside. As a careful and sensitive user of the countryside in ..... (state area / county / part of country) and of our historic rights of way, I object to the theme of the consultation paper. I could write at length questioning you about your comments but ask you especially to take note of the following selected points:

- Appreciate that there are pressures in the countryside from a multitude of recreational pursuits and other demands, but it is unfair of the Minister to focus on one activity that has received orchestrated attention by opposition interest groups.
- Trail riding and driving is a legitimate activity for many people who care for the countryside and others who also use it. Legislation that restricts their legitimate interests to satisfy the selfish anxieties of organisations that wish to make the countryside more exclusive is not acceptable.
- That some activities in the countryside are carried out unlawfully or without the appropriate level of care is not a reason to restrict those who conduct themselves with care and within the law.

- The representations made to the Minister by organisations such as the Green Lane Environmental Action Movement and the Yorkshire Dales Green Lane Alliance (YDGLA) do not represent the facts.
- Whilst it is correct that some tracks used by mechanically propelled vehicles are in a poor or damaged condition, this is not a universal problem by any means. GLEAM and YDGLA etc have raised the profile of just a minority of routes which are not typical of the whole network.
- We understand that the Minister will also have received representations from the Association of National Park Authorities on behalf of Britain's national parks. However, these representations are contrary to conclusions drawn from the in-depth study of trail-route management that has been taking place in the Lake District National Park for a number of years. Consequently the Minister is being asked to contravene this government's expressed wish to apply only evidence based legislation.
- Almost every road in this country evolved directly from tracks that initially carried only horses and carts (or steam engines). That most were covered in tarmac in the first half of the 20th century on the basis that they had historic rights as carriage/vehicular roads, and some others were not, is an accident of history. To now say that those other routes should somehow have history rewritten is nonsense.
- Illegal users of vehicles in the countryside are indeed a problem, but they are, by definition already illegal, and their behaviour will not be affected by these proposals. Only law abiding users will be affected by these proposals.
- We understand that the Minister has visited some locations throughout the country to see for himself the condition of some old road routes. We are concerned that the Minister has not been shown a fair representation of the true situation. A request from a user group to be present when one national park conducted the Minister on site visits was denied. This reinforces our view and concerns that the Minister has not been advised of the full facts of the situation.
- Where problems have been identified on individual routes then individual management needs to be applied in association with user groups. These range from sensitive repair programmes; through voluntary restraint in partnership with user groups; time, space and type of vehicle Traffic Regulation Orders; to Permanent Traffic Regulation Orders where no other option is applicable.
- The idea that old roads are exceptional in not being intended/ designed for the use to which they are put today does not stand close scrutiny. The footpaths and bridleways used by other users today were not originally created for the high level of recreational and sporting use to which many footpaths and bridleways are subject today. Just as footpaths in many tourist areas have to be especially managed to match high demand today (eg The temporary closure of the Hadrians Wall path to allow sections to recover), then so should the use of old motor-roads be similarly managed.
- The minister is concerned that mechanically propelled vehicles in the countryside disturbs those seeking tranquillity and the conservation value of the countryside. Yet, no studies have shown that the passage of mechanically propelled vehicles on old roads has any lasting impact on wildlife or environment. The presence of a motor vehicle may offend the sensitivity of those who have left their motor vehicle in some other place, but this is passing sound not nuclear fallout!
- Less than five percent of the whole of this country's rights of way network is available to mechanically propelled vehicles. Isn't it reasonable to suggest that anyone not wishing to be offended by the presence of a motor vehicle should plan their countryside excursion to use the other 95 percent and so avoid motor vehicles?
- The CROW Act 2000 will lead to many thousands of square miles of "open country" to become accessible to those wishing to roam freely on foot. In the Yorkshire Dales National Park (for example) the percentage of the park that will be open to those wishing to roam freely will rise from 4% to 64%. It's not as if those seeking absolute tranquillity free from the impact of motor vehicles will be short of space in which to find it.
- Many attempts by recreational motor vehicle user groups to develop initiatives that will help manage the activity in advanced and sophisticated ways have been frustrated by local authorities which have rejected approaches to do so. In particular this applies to the Yorkshire Dales National Park Authority and the North Yorkshire Moors National Park. There may be others. This is contrary to advice contained in government guidance and should be drawn to the attention of the Audit Commission.
- The Lake District National Park Authority, which had been involved in a successful management programme that has identified many positive and effective ways of managing the activity has been subject to pressures from other interest groups who have criticised the LDNPA for this initiative. For those organisations such as GLEAM and YDGLA which have no other agenda than complete prohibition of mechanically propelled vehicles, shared solutions aren't an option. The Minister should be aware of this.

## Use of Mechanically Propelled Vehicles on Rights of Way

- Some of the problems that the Minister expresses concern about would be solved by more focused police action and prosecution. That the police authorities do not attach priority to this matter, for whatever reasons is not any justification for unreasonably restricting the legitimate activities of others, though we accept that it may be reason for applying good management through cooperation with those who participate legally and with care.
- The proposal to reduce the time in which evidence may be gathered to make a claim for byway status from 25 years to one year is grossly unfair and unjustifiable. This is not natural justice. It is really an insult to those of us who have spent many years seeking to identify and reveal a largely unresearched aspect of our history and heritage. The amount of time allowed to validate the definitive map in respect of byways should remain the same as for other classes of route.
- There are many thousands of participants in motorised competitions that require access via rights of way to participate in their sport. These proposals will seriously increase the bureaucracy involved in organising events and provide more landowners and other users to frustrate the organisation of events, thus risking depriving a whole community of its sport and recreation.
- The prejudice against recreational motor vehicles shown by organisations such as GLEAM, The ramblers, Friends of the Ridgeway and the Yorkshire Dales Green Lane Alliance is not reflected by those many more casual users of the countryside who in the main just accept, and often appreciate, the alternative interests and recreation of others.
- This legislation risks marginalising many clubs and organisations such as LARA, ACU, RACMSA, AMCA, AWDC, ARC, GLASS and the Trail Riders Fellowship who effectively regulate and control participants, and given the opportunity will assist even more in doing so.
- Any disturbance caused to the countryside by vehicle wheels isn't sinister. It's not nuclear fallout or chemical spillage. Its impact is exaggerated. In real terms it's no worse than the disturbance caused by the feet of walkers and given the assistance of the authorities with duty to do so it can be managed.
- Any other issues you can think of that are especially relevant to your own locality.

Minister, you have been misinformed and impressed by exaggerated claims. There is still room in Britain's countryside for all interests and I believe that the majority of the public wants it to be that way. Please step back from these threatening proposals and require that managed solutions are sought amongst all parties which encourage and provide for the careful use of the countryside by all.

Yours sincerely  
Etc.

### 3. Reply to Consultation Document

Responses should be sent, by 19 March 2004, to:  
William Probert-Lewis, Countryside (Recreation and Landscape) Division 5,  
DEFRA, Zone 1/01, 2 The Square, Temple Quay, Bristol BS1 6EB  
Fax: 0117 372 8587 ; e-mail: rights.ofway@defra.gsi.gov.uk

Dear Sir,

Concerning the consultation document Use of Mechanically Propelled Vehicles on Public Rights of Way my comments are as follows:

((Insert your chosen bullet points here))

I also enclose a copy of a letter sent direct to the Minister, the contents of which I also wish to be included as part of my comments to the proposals.

Yours Sincerely  
Etc.

### 4. Don't delay, do it now. The future is in your hands...

behind and Cox following him home for fourth. Sainct came in seventh and although he lost ground to Roma and Despres, and gained on Cox, the overall positions remained unchanged, with Roma leading Sainct by ten minutes, Cox third (half an hour down on Roma) and Despres fourth (ten minutes behind Cox).

While the big factory KTMs concentrated on the overall rankings, David Fretigne 'bobbed and weaved' among them, making his presence felt whenever the terrain permitted. On the twisty 478km Bamako - Ayoun special, Fretigne, won his first African Dakar special, his Yamaha 450 being the smallest capacity machine to ever win an African stage. That was great,' exclaimed Fretigne. 'I really enjoyed myself. My result should silence those who said that a 450 wouldn't be able to do anything in the desert.'

If Fretigne was thrilled, Sainct was starting to get frustrated. 'The problem was that, because of all the villages, there were too many GPS points to make a difference with the navigation.

'There are still two long specials left, so the overall standings could change, but the opportunity to pull back needs to present itself quickly.'

The next stage, from Ayoun to Tidjikja, saw Despres take the win, one minute ahead of Alfie Cox. Roma finished third, despite having taken a 30km 'detour', with Richard Sainct fourth. Overall Roma had increased his lead on Sainct to nearly ten minutes, while Despres (now up to third) was edging ahead of Cox.

All of the top riders agreed that the Tidjikja - Nouakchott special would be the last one on which anyone could really make a difference to the overall result. In the end Fabrizio Meoni won it, though overall nothing changed, with Roma finishing just behind Sainct to control the race. 'Given that we are all on the same bikes,' said Sainct, 'and that there was no real navigation today, there wasn't much I could do to pull back time and now it is looking very



A rare sight on a Dakar Rally: a line-up of Kawasakis. Even rarer is finding them all at the finish...

but only after the results of the last stage down the beach had been cancelled after a mix-up over the signposting. Magnaldi took a short cut by mistake and actually beat Sainct by six minutes on the stage, which would have given him the overall win!

#### FEWEST EVER

In 1993 only 46 bikes started the event in Paris, of which only 12 made it to Dakar! Bennerotte was fourth overall and first silhouette on a KLE500-based Kawasaki - one of the very few times a Kawasaki has ever achieved anything of note in the Dakar. Triple Dakar champ Richard Sainct rode a Kawasaki in 1991 for his first attempt at the Dakar aged just 21. It broke down three days from the finish.

#### FAMILY TIES

In 1991 the Dakar had both a father and son, the Pescheurs, and a father and daughter, the Scheks who made it to the finish. That same year, Patricia Schek's boyfriend, and later husband, Jon Watson-Miller was the first Brit to make it past the halfway stage on a bike (with a Honda-sponsored Africa Twin). Sadly Jon went out with two broken feet just a couple of days from the finish.

#### TOP BRITS

The late, great John Deacon remains the only Brit ever to win a stage of the Dakar on a bike, and the best two wheeled finisher in sixth place overall. However Scotsman Andrew Cowan was second overall in 1985 in a

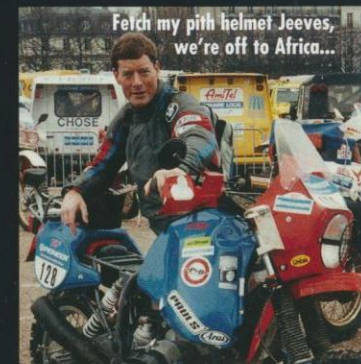
Mitsubishi, fourth in 1990 and before Colin Macrae this year, the last Brit to win a stage in a car.

#### RACERS TURNED ORGANISERS

Hubert Auriol, who retired from being in charge of the Dakar shortly before the start of the 2004 event, was by no means the first racer turned organiser. New head honcho Patrick Zaniroli is a former car class winner, as was René Metge, who won the car class three times in the 1980s and organised the course in the late 80s. Metge is however probably the only organiser who's gone back to racing - this year, aged 62 he drove with a journalist from L'Equipe as a navigator.

#### LORDING IT

Viscount Addison (Bill to his friends) was another unusual entry in 1988 on a BMW GS100. Unfortunately he went out early on in the dunes of Algeria, along with a large proportion of the bike entrants!





# SAND-TASTIC

Twice Dakar winner Fabrizio Meoni piloted his factory 950 twin to sixth place - then announced his retirement...



## QUICK SAND

**Fast Female Patsy Quick was one of the Brits who sadly failed to finish this year's event. Here's what she had to say about it afterwards...**

'Well what a Dakar! To sum up all my feelings about this year's race would take up too much valuable space. But in a nutshell I'm totally and completely gutted - with a dreadful feeling of having let people down. After so much preparation and hard work by everybody - not to have finished is really sickening.

'But after spending two nights in the desert, riding for 52 hours with hardly any sleep, virtually no food and not enough water (we even drank the warm water from the belly pans on our bikes!) Clive 'Zippy' Town and I arrived at the bivouac too late to carry on. In fact the bivouac had been cleared away and the last of the road books had gone with the organisation - so that was it.

'Zippy and myself had given it everything, but it was not enough. You just cannot make up time in this race, and time - not the longing to finish - was what we ran out of.

'Yes it was possibly the hardest Dakar for a few years but if it wasn't tough it wouldn't be 'The Dak' and wouldn't keep its place as the world's number one maddest bike race.

'The KTM 660 Rally bikes were faultless and instilled great confidence. So much debate goes on about 'which bike is best' but the KTM and especially their rally package is - to my mind - still the best way to go.

'Whilst I have the opportunity, I would like to say a huge THANK YOU to everyone who supported Team Desert Rose, to all our sponsors especially KTM. I was amazed at the number of enthusiasts we had and it was great to receive all their messages of support through our website.

'Now, I know what you're thinking: is she going back? In short, yes. I still have unfinished business in Africa. So it looks like another year of sponsorship, over-drafts, training and looking forward to entering yet again the toughest mechanical, physical and mental bike race on the planet.

**'Thank you all again'. Pats.**

good for Roma. He just has to stay with me to Lac Rose and he wins the Dakar.'

On the penultimate stage, Nouakchott to Dakar, Saint made one last desperate attempt to get away from Roma - but to no avail. Whilst Saint won the special, Roma followed him home, giving the Spaniard a comfortable five minute lead going into the last short 27km special. Behind them Despres maintained his slim margin over Cox.

The 27km Dakar-Dakar special, along the shore of Lac Rose, is usually considered a formality by the top riders, but it nearly proved disastrous for Saint. Half way through the special his bike stopped dead and it took him ten minutes to locate the problem. 'For a while I thought I was out of the race,' commented the relieved Frenchman.

Meanwhile 'Lady Luck' continued to shine on Roma all the way to the podium. It had been one

of the hardest Dakars in recent times, but the Spaniard had ridden a masterful race. And finally he'd taken victory - at his seventh attempt. Nani was understandably overjoyed. 'I have often thought of this victory but now that it has happened I can't describe my emotions. When I was little, my mother gave me a book about the history of the Dakar, from its creation to 1985. Every evening I read that book and in my sleep I dreamt about it. Now it is a dream come true...'

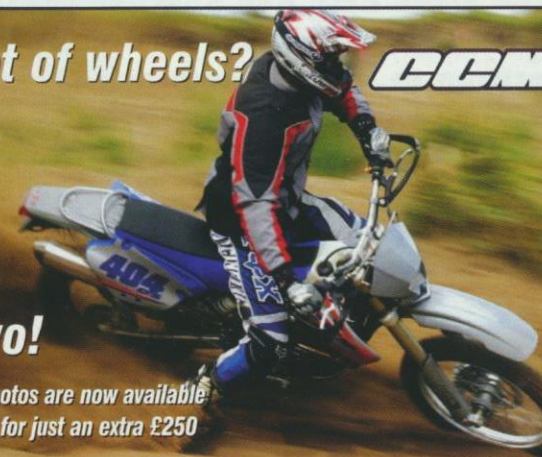
**Quick Sand: Sussex antique dealer Patsy Quick failed to finish this year's race, but claims she has 'unfinished business in Africa...**



## After a new set of wheels?



AVAILABLE NOW  
CCM 644DS £5,600†  
CCM 404DS £5,900  
LOW RATE FINANCE 3 YEARS  
2% FLAT RATE



## Why not get two!

The CCM 404DS & 644DS supermotos are now available with both on and off road wheels for just an extra £250

<b>ENGLAND</b>		
Bedfordshire	Wheels International	Hockliffe
Bristol	Fowlers of Bristol Ltd.	Bristol
Cheshire	Road & Racing Motorcycles	Hyde
Cornwall	St. Blazey Motorcycles	St. Blazey
Cumbria	Dave Milling Ltd.	Whitehaven
Derbyshire	Claycross Powersports	Claycross
Devon	Bridge Motorcycles	Exeter
Dorset	Three Cross Motorcycles Ltd	Wimbourne
Essex	John E. Vines	Rayleigh
	Colchester Motorcycles	Colchester
	Bike Secure	Westcliffe-on-Sea
	Haines & Co.	Cinderford
	Trevor Pope Motorcycles	Gosport
	Kent Scooters & Bikes	Gravesend
	Red Dog Motorcycles	Edenbridge
	Doug Hacking Motorcycles	Bolton
	Fylde Superbikes	Blackpool
	MX Motocross	Preston
	Planet Bikes	Leicester
	Stamford Superbikes	Stamford
	Metropolis (South SE10)	Greenwich
	Metropolis (West W5)	Ealing
	Metropolis (Central SE1)	Albert Embankment
	Millenium Motorcycle Centre	St. Helens
	Gifford Motorcycles Ltd.	Staines
	Macro's Motorcycles	Theford
	Border Bikes	Berwick-Upon-Tweed
	Hughenden M40	Thame
	Fast-Trak	Shrewsbury
	Bransons	Yeovil
	D&K Motorcycles	Stoke-on-Trent
	A.R. Motorcycles	Lowestoft
	Red Dog Motorcycles	Burgess Hill
	Kawasaki Newcastle	Newcastle-Upon-Tyne
	QB Motorcycles	Quarry Bank
	Bikers World	Birmingham
	P.R. Taylor & Sons	Calne
	5 Ways Motorcycle Centre Ltd	Hull
	Premier Bikes	Doucaster
	Colin Appleyard Ltd.	Keighley
	Colin Appleyard Ltd.	Leeds
<b>SCOTLAND</b>		
Aberdeenshire	Shirlaws	Aberdeen
Angus	Alan Duffus Motorcycles	Dundee
File	Alan Duffus Motorcycles	Kirkcaldy
	Alan Duffus Motorcycles	Edinburgh
	Probike	Inverness
	Motorcycle Universe	Glasgow
<b>WALES</b>		
Denbighshire	A&D Motorcycles	Denbigh
Swansea	Busters	Swansea
Aberdare	Real World Motorcycles	Aberaman

Visit our website at [www.ccm-motorcycles.com](http://www.ccm-motorcycles.com) - and get the full story.

Finance is provided subject to status. Written quotations are available on request. To apply you must be at least 21 years old and a UK resident (excluding The Channel Islands, Isle of Man and Northern Ireland). All figures are correct at time of print. On the road price: £5,600 3 year example assuming a 10% deposit. †First monthly payment: £100, followed by 35 monthly payments of £148.03, followed by \*\*\* final payment of £198.63, total payable amount £6,060.68. 5.79% APR. \*\*A minimum 10% deposit is payable when motorcycle is ordered. ††The first payment is an acceptance fee. †††A £50 credit facility fee is included with the final payment. Low rate finance offer available on all CCM models and is for a limited period only and subject to availability. † CCM 644DS £5,600.00 2003 model only, 2004 model £5,750.00

CCM MOTORCYCLES LIMITED Lions Drive, Stadswoth Business Park, Blackburn, BB1 2DS Tel: +44 (0) 1254 296300 Fax: +44 (0) 1254 296301 Email: [info@ccm-motorcycles.com](mailto:info@ccm-motorcycles.com) Website: [www.ccm-motorcycles.com](http://www.ccm-motorcycles.com)

**The 450 class now has another contender in the shape of the new 2004 Husaberg FE450e. But with so much competition in the marketplace already, have Husaberg got the product to convince buyers to think yellow? TBM decided to find out...**



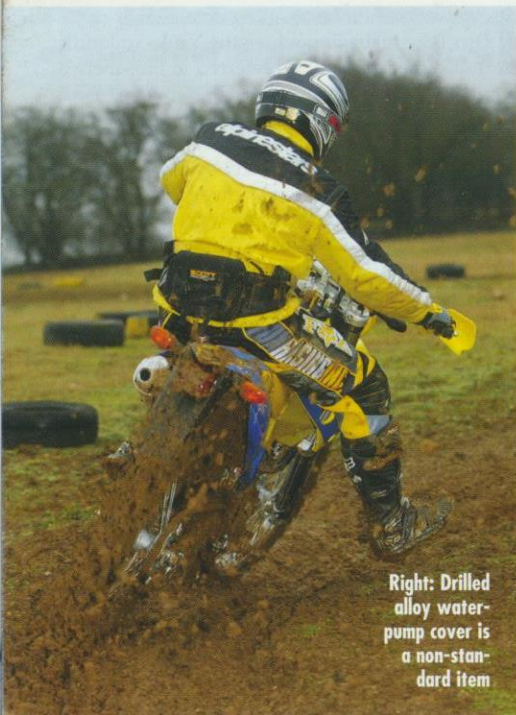
STORY: SI MELBERG PICS: BARRNI

can well remember reading an old copy of US Dirt Bike magazine where the Yanks unkindly (but rather amusingly) referred to Husaberg's Swedish styling as 'strangely Eastern Bloc'. And in a sense you know exactly what they meant. Husabergs have always been thought of as slightly left field: designed and built by a bunch of madcap Swedish engineers whose thinking was not so much outside the *envelope*, as outside the entire stationery cupboard. Well not any longer, because as you all know, for the past few years Husaberg has been wholly owned by the giant KTM corporation and the bikes are now being built by the rather less sanguin Austrians. But a switch of factory location is not the only change which has taken place on planet Husaberg lately.

Apart from the adoption of some corporate KTM parts (plastics, switchgear, dials, cables that kind of stuff), it seems the Austrians have sought to reposition the marque from high-priced exotica to mid-priced models, and along with a reduction in price has come a slow but steady improvement in quality and reliability. Couple this with an enthusiastic UK importer (and dealers) and you can begin to understand why from an all-time low point just six years ago, the UK is now Husaberg's biggest export market.

So does that mean we should all rush out and buy Husabergs because they've become affordable, reliable exotica? Well no, obviously. Because despite all the quality improvements, Husaberg ownership is still a bit like having a mistress: great at first, but when things go wrong you can end up losing your shirt. Truth is that owning a Husaberg (like any race bike) is a hands-on activity and I'm speaking from experience here. And then there's all the other 450s you have to consider. You see the 450 class is one of the most hotly contested of all the categories: anyone looking to

**MELLOW**  
**YELLOW**



Right: Drilled alloy water-pump cover is a non-standard item



Hydraulic clutch, switchgear and the electronic speedo are all KTM items...



MELLOW  
YELLOW

spend between five and six grand on a new dirt bike has at least eight other manufacturers' products to choose from. It's not surprising therefore that as one of the last to launch a 450, Husaberg has their work cut out persuading buyers to plump for their brand - even at an eye-catching £4995.

So turning the query around for a moment, why *would* anyone consider buying a 450 Berg? It's a fair question and one which is not all that easy to answer on the strength of a shortish test in the extreme slop of winter. But then again as we discovered - these are precisely the conditions where the new Husaberg 450 seems to work so well, and where other more powerful 450s we could name (Husky, Yamaha, KTM) are likely to have proved much more of a handful.

We've found this before with Husabergs of course. In our experience the fast ones (500s and above) are very fast whereas the smaller ones (450 and below) tend to feel pretty mild-mannered (docile, even). And so it is with the 450. There's plenty there - don't be deceived - but it's not ferocious like the Husky, nor does it have fire in its belly like the Yamaha. And it's nowhere near as torquy as the KTM. What it is, is mid-rangey, punchy, revvy, usable and enjoyable - but not uncontrollable or needlessly tiring. So arguably there's your first reason: you want a 450

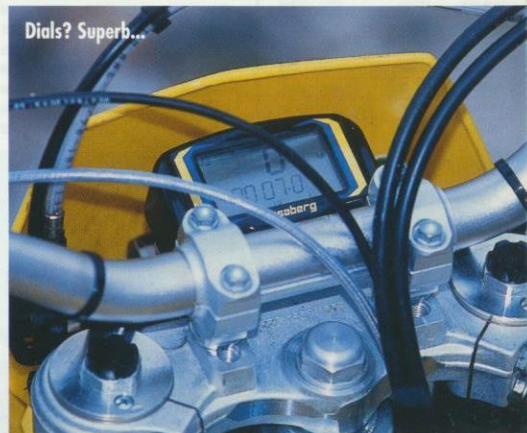
but you don't want to be overawed by its power and performance. The Berg fits the bill nicely.

Next up is the weight factor. Husabergs are among the lightest in their class. Ordinarily we weigh all our test bikes with a full tank of fuel but sadly for us, the Prof Pilingier-designed TBM Scales were refusing to communicate with us on this occasion. What we can tell you of course is that we've weighed all the opposition and we weighed last year's Bergs and yep, the Berg is right up there among the lightest. Not quite the very lightest (the Husky 450 takes that title), but nearly on a par with the KTM and considerably lighter than the Yamaha. And another thing - the Berg actually feels and rides light. This is arguably a more important quality than the actual empirical data of the weight itself. Aside from a largish fuel tank (which we'll return to shortly), the Husaberg keeps all its weight nice and low and you certainly notice that when you ride the bike around a course. Despite possessing the stability of a lifeboat, the Husky can flick-flack left and right with precision and accuracy. So it's both mild and light then.

Suspension? Spot-on. Soft-ish but fully adjustable of course, and perfectly balanced for an enduro bike on British courses. Come summertime you'd probably want to firm up the action a click or three, but at this time of year,



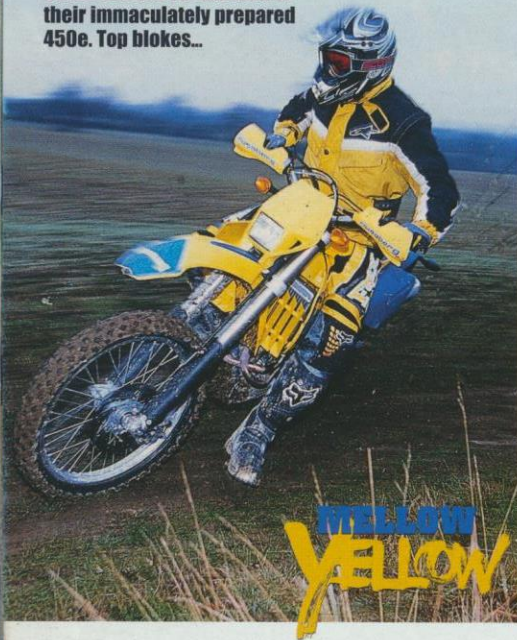
450 Capacity just the latest incarnation of the long-serving SOHC Berg motor...



Dials? Superb...



THANKS: To Gary Grover Racing 01488 670400 for the loan of their immaculately prepared 450e. Top blokes...



caused it to cough and stall. My guess is that familiarity would improve matters, but once again you can't help drawing comparisons with KTM's 450 which is so much more 'plonkable' than the Berg.

Okay we're coming to the end of the criticisms now, but before we leave the subject altogether, there's just time to mention the Berg's engine. There's no getting away from the fact that the 'basic' design of the Berg's powerplant is now 15 years old. Yes I know it's had revisions and redesigns and so on, along the way, but the bottom line is that it feels kind of agricultural compared with the likes of the Yamaha, KTM, Husky, Sherco, Gas Gas and others. It's not so much vibey, as less sophisticated in operation than some of the others - particularly the newer DOHC designs.

Okay time to look on the bright side again: stability. KTM owners won't know what I'm talking about here, so for their sakes, stability is what keeps you out of the bushes when you're tapped out in fourth heading for a corner, then shut the throttle just as you go over a line of braking bumps. On the Husaberg it doesn't matter. Yes the bike will shimmy a bit but it never seems to get out of shape, nor get scary under hard acceleration. I like that in an enduro bike. I also like the fact that the Berg is built for the task. Like a KTM, the Berg comes road and race-ready

with all the bits you'll need to go racing or simply register the bike for the road. The only non-standard part on our bike was a water-pump cover fitted for extra security. Top marks for the KTM dials which are brilliant, and the switch-gear though fairly basic in design, continued to function perfectly for the whole duration of our test. A nice change.

In summary then, it strikes me that Husaberg have started to make serious inroads into the UK market because their products continue to evolve and improve, bit by bit. Brakes aside, this 450 Berg was as good a Husaberg as I have ever tested. Nothing broke, nothing dropped off, it started from cold (on a cold day) on the electric button, and right up to the point where I high-sided the bike coming out of a slow muddy corner and speared the editorial crown-jewels on the upturned end of the handlebar, I thoroughly enjoyed every minute of the test. No, really I did.

It's the sort of bike which on a day like we had (steady drizzle) allows you to really make the most of its strengths. You can chuck it round with abandon, open the throttle early and generally feel like you're in control. Moreover it's a mild-mannered but still exciting bike to ride with excellent stability, fabulous suspension and a willing and eminently enjoyable motor. What's more, unlike the Yanks I'm now one of the fans of the bike's styling (though I confess it wasn't always so). The trouble is, how can Husaberg convince potential 450 owners that what they really need is a slightly off-the-wall 450?

Above all, how do they go about convincing the many hundreds (perhaps thousands) of KTM owners to switch to a bike which for all its good points, is saddled with an engine which ultimately just can't quite match that of the all-conquering 450EXC?

Damned if I know...

## HUSABERG FE450E

<b>Price:</b>	£4995
<b>Engine:</b>	Liquid-cooled, SOHC, 4-valve, e-start
<b>Bore &amp; stroke:</b>	100 x 57.2mm
<b>Displacement:</b>	449cc
<b>Comp ratio:</b>	12.7:1
<b>Transmission:</b>	6-speed, hydraulic clutch
<b>Front susp:</b>	WP USD 48mm fully adjustable
<b>Rear susp:</b>	WP PDS fully adjustable
<b>Wheelbase:</b>	1490mm
<b>Ground clear:</b>	380mm
<b>Seat height:</b>	930mm
<b>Fuel capacity:</b>	9L

# Take a view with the Suzuki **DRZ 400E**



Everything you need to enjoy the thrills of off-road riding all wrapped up in a tough, user-friendly and low-cost package.

Compact, lightweight, slim, RM-inspired bodywork combines with responsive suspension to offer the agility of a 2-stroke motocross bike but backed up with the easy-to-use broad tractable power band of Suzuki's large-displacement, electric start, 4-stroke engine.

Ready to hit the trail?  
You're ready for Suzuki.

Available now from Suzuki Off-Road Dealers at just £4099.00 including VAT and manufacturers delivery charge.

For all the details, contact one of the following authorised Suzuki dealers:

Bikesport 0191 2328970	K&S Racing 01424 439767	Russells Motorcycles 02890 817000
Crescent Motorcycle Co. 01202 820170	K&S Racing 01795 431700	Sherwood Motorcycles 01217 772489
ET James & Sons 01597 810396	K.A.I.S Moto Cross 01942 896366	PR Taylor & Sons 01249 867575
GT Motorcycles Torbay 01803 559949	The Off Road Centre 01623 428777	York Suzuki Centre 01635 699050
Des Heylar Motorcycles 01189 700665	Padgetts Direct 01624 673141	
Ron Humphreys Motorcycles 01525 384829	Powersport Bikes Ltd. 01274 727496	



**SUZUKI**  
Ride the winds of change

Off-Road Information Hotline - 01273 516111 [www.suzuki.co.uk](http://www.suzuki.co.uk)



STORY: BARNI; PICS: SI MELBER

# WET SUITS

**In the market for some waterproof riding gear? We put six sets to the test...**

**R**ainy days and Mondays always get me down,' sang Karen Carpenter back in the 70s, and we'd have to agree with her about the beginning of the working week. But rainy days? No way. Riding in wet and wild conditions is part of the fun of off-roading. There's nothing like slithering down a muddy lane and splashing through a few puddles to relieve a bit of stress. But what isn't fun is getting soaked to the skin and chilled to the marrow. After all, the words 'cold' and 'wet' are usually followed by the word 'miserable'.

So with the likelihood of more than a few showers this spring we thought it timely to check out what's on offer in the waterproof clothing market. We're not talking ten quid plastic throwovers, which make a

rambler's kagoule look like the height of fashion. Rather, the proper waterproof riding gear that you'd wear in place of your usual kit, with just a riding shirt underneath.

We know from experience that this sector of the market has come on a long way in recent years, but we wanted to see just how well it would perform. So we looked at the styling, the fit, and in a hugely unscientific test, we donned the kit and broke out the pressure washer to give it all a good soaking. Each set of riding gear was sprayed (at a distance) for one minute at the front and 30 seconds from behind. To check for leaks we strategically placed pages from that august organ, the Daily Sport 'newspaper' down the clothing and let all those pictures of glamour models in their underwear show the results. If Jordan's knickers got damp, we knew the kit was duff...



## BMW RALLYE 2 SUIT

BMW, like KTM, play heavily on branding. And whilst they only have two off-road machines in their current range (the F650 and R1200GS), they do produce quite a range of off-road riding gear.

The Rallye 2 Suit is designed as all-weather clothing, suitable, as the name suggests, for a variety of conditions from hot African deserts to wet British winters. However, the jacket's zip-off sleeves mean that, in itself, it cannot truly be classed as waterproof. But its inclusion in this test is justified by virtue of a removable Gore-tex lining, ensuring you stay nice and dry.

Available in either the grey cordura you see here, or a bright red colourscheme, the Rallye 2 jacket certainly stands out. And we quite like the design. Busy it may be, but the light colours mean that you should stand out in the gloom and reflective patches are an obvious safety bonus.

Partly responsible for the 'busy' look are all those zips, pockets and press-studs. They're everywhere, and whilst it takes a while to figure out just what everything's for, they are all practical, well thought out features. The front of the jacket features two cargo pockets, and two breast pockets. Clearly these aren't classed as waterproof, the breast pockets having exposed zips which allow them to fill with water, though one of these does contain a waterproof bag, just right for a mobile phone, GPS or wallet. Above these are two small areas of venting, which are covered by velcro/press-stud covers too ensure a draft-free ride in the cold, or press-stud back for a sweat-free ride in summer. And if things start to heat up, more conventional, zip-up venting can be found down the sides of the jacket, both front and back and along the entire length of the sleeves. What's more, the jacket even comes

with the provision for BMW's own-brand drinks system and there's also a hole in the front of the jacket through which you can feed the mouthpiece and tube.

Around the back are four further pockets. First up, there's a large transparent map pocket attached by press-studs. If you're carrying a pillion this is a great idea, though not so good if you're riding alone. Which is why you can attach it to the press-studs on the front, where you can read it on the move. Very neat. The other three pockets feature along the base of the back, where you can store the sleeves and lining, or zip-out the whole section to make a tool belt.

Like the jacket, the trouser's Gore-tex lining is removable and they come with protective padding, this time covering the shins and knees. There's a zip-up pocket and vent on each side, and both ballistic nylon and suede strengthening the knees. Stretch material features on the lower legs and although there are zips at the bottoms of the legs for easier access, they don't fit over your boots. Which is, well, a bit rubbish really, as the water runs down the legs, into your boots and hey presto, wet feet.

The trousers also zip to the jacket, giving good protection from the elements and preventing the fairly short jacket from riding up. One thing we don't like is the fact that BMW have used a hook fastener, alongside a zip, to close the pants. This type of fastener is always fiddly to use and can often stick, as it did on this pair. Secure it may be, but we'd far rather see a press-stud in its place.

Ignoring the stigma surrounding BMW products, the biggest problem with the Rally 2 is the price. It may be very well made, it may have a million-and-one features, and it's probably in a different category to the other kit here in as much

as it's a do-everything product. You'd wear it on the trail, on the road, and in the desert. (We've even known people to take out the Gore-tex lining and wear that on its own.) But at £380 for the jacket and £270 for the trousers it's still a lot of money and it's not really going to appeal to the casual trail rider or hardcore enduro racer.

But don't overlook the Rallye 2 suit. If you're in the market for a quality set of all-weather riding gear (but you already own a set of waterproof socks) it could be the stuff for you.

**Contact:** Your local BMW bike dealer.

## ACERBIS KLIMA

Best known for their bike plastics, Italian accessories company Acerbis also produce a large range of off-road clothing, with the Klima Enduro jacket and pants being their fully waterproof kit.

Constructed from cordura (with a waterproof, breathable membrane), the jacket has a slightly old-fashioned, basic look to it, mainly thanks to the large waist strap and all-black colourscheme. The two large, cargo pockets on the front of the jacket further emphasise this effect, though they are waterproof with well sealed zip/flap openings. Further storage space can be found in the shape of two breast pockets and a small, mesh-lined pocket inside the storm flap which covers the chunky main zip.

The snug-fitting collar is a mix of soft padding and corduroy, combining to give you good weather protection and supreme comfort. It's also fairly low-cut at the front, which we reckon is far nicer than having a tall scratchy collar rubbing around your neck, though not so good if you start getting a cold neck!

Whilst the external waist strap does nothing for the styling it does mean that the jacket shouldn't billow out, hopefully keeping you snug and warm within. Should you require even greater warmth there's an optional zip-in lining available (at extra cost), along with optional CE approved body armour.

It has to be said that a tiny amount of water did get into the jacket, though it certainly wasn't through the material itself. We never did find the leak, though we suspect that it may have been somewhere around the strap as this is where the water was aimed when it all started to feel a smidge on the damp side!

The Klima pants are constructed from the same material as the jacket and come with two small pockets. Again these are well sealed, Acerbis taking the 'belts and braces' approach of using press-studs, velcro, and a zip/flap to seal out the weather. As you'd expect, the waistband of the Klima pants is both elasticated and adjustable (using velcro straps), though Acerbis have really gone to town on the fastening. The zip fly is assisted by a press-stud, and covered with a large side fastening velcro flap, the top of is then covered by another velcro flap. Of course, this was unlikely to let in any water and in the event was covered by the jacket anyway.

The inside of each leg is protected from wear by large panels of ballistic nylon, while the bottoms of the legs fit over your boots. Preventing mud and water from entering your boots, the Klimas come with a cuff inside the legs which fits inside your boots. This is sealed from the outer material, meaning that the only way you'll get wet feet is if your boots leak.

With the jacket costing £157.95 and the pants £127.95, the Klima gear looks to be good value. Sure, it could possibly be a bit more stylish and it doesn't have quite as many features as some of the others. But for good, practical riding kit it's gotta' be worth a look.

**Contact:** Bert Harkins Racing on 01582 491076

## XC-TING

Spanish company XC-Ting are just starting to break into the UK off-road market and feature this waterproof gear in their expanding range.

The first thing we noticed was that both the jacket and pants come with a removable quilted lining. With this in place they do seem to be very warm, perhaps too warm for riding in anything but the coldest of conditions, but it's nice to have the option. And it wasn't just the lining which made the jacket feel quite bulky. It comes equipped with protective padding in the shoulders, elbows and back, which although not as effective as CE approved armour would certainly absorb some of the blow in the event of a fall. Unfortunately, it was around this padding (where it pressed on the outer material) that the jacket seemed to be soaking up the water. Thankfully



none got through to the inside during our test.

On the storage front, the XC-Ting jacket comes with five pockets. On the right breast is a phone pocket, sealed from the elements with a double fold of material and a velcro strip. On the left breast is a regular pocket, with its upright zip covered by the smallest material flaps. Nevertheless, the zip remained watertight, though some water did enter the pocket from behind its rubber logo. Inside the jacket, though not accessible through the lining, is a simple pocket sealed with a tab of velcro. A good place to keep your wallet, perhaps. Which just leaves two further pockets on the front of the jacket, which like the phone pocket are sealed with a double-flap and velcro.

Whilst the main zip is good and chunky, the way that the jacket is sealed is a little, well, fiddly really. The outer material closes around the main zip, though this doesn't give a particularly good seal. So inside is a thin storm flap which you need to pull across a second (smaller) zip. Whilst this does keep you dry, we don't reckon it could also benefit from an exterior storm flap for the best possible seal. Thankfully, the collar is nice and comfortable, being lined with a soft, brushed material, and sits at a good height on the neck.

Styling wise, the XC-Ting jacket is a bit of a mixed bag. Of course, the colour isn't wildly exciting but that's something we've come to expect from wet weather gear. We like the fact that it features reflective striping, that's always good for winter riding. But office opinion was split on the overall look. Some liked it whilst others thought it looked a bit like a paddock jacket.

The XC-Ting pants have a rugged, practical look to them. The large expandable cargo pockets help with this, and are well sealed with velcro flaps. Small rubber tabs help access the pockets, of which there are four more - two regular hip



# ABSOLUTE PROTECTION



## NEW ANODISED FINISHED

\*except 4 stroke MX gibe plate



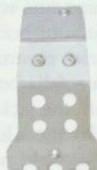
2 stroke MX enduro Sump guard £36.95



4 stroke MX enduro Sump guard £42.95



2 stroke MX Skid plates £54.95



4 stroke MX Skid plates £84.95

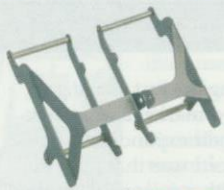
## Creator of Performance

### Dealer list :

Dirt Bike Store, Somerset - 01278 424979  
 Leisure Trail UK, Notts - 01159 732466  
 Ray Hockey M/C, Gwent - 01873 840170  
 Jim Sandiford M/C, Lancs - 01282 428383  
 Russell's M/C, N.Ireland 02890 817000  
 Steve Plain M/C, Powys - 01597 825817  
 Taylor Racing, Wilts - 01249 657575



Bike stand £51.50



Radiator braces £54.95



Frame guards £37.95



16169b



RACE SPEC LTD - Unit 3A, Homend Trading Estate, Homend, Ledbury - HERFORDSHIRE HR8 1AR  
 Phone: + 44 (0)1531 631700 - Fax: + 44 (0)1531 631239  
 E-mail: sales@racespec.co.uk - http://www.racespec.co.uk

pockets and two on the behind. Unlike the jacket, the pants come with zip-closure venting, which is located alongside the hip pockets. And also unlike the jacket, the pants don't feature any kind of protective padding.

Similar to the Acerbis pants, the XC-Tings fit over your boots, and utilise an inner cuff to keep your tootsies nice and dry. The inner is also held in place with a pair of stirrups to prevent them from riding up inside your boots.

Although part of the waistband is elasticated the fit isn't adjustable. However XC-Ting have equipped the pants with belt loops! And to close the fly, they've used three different fasteners. There's the regular zip, behind which the material folds out rather than splitting like regular trousers. At the top of the zip is a press-stud and a hook-style fastening (the kind we don't particularly like), then the whole lot is covered with a velcro-sealed flap. Frankly, this is too fiddly.

One of the best points about the XC-Ting waterproof gear however is the price. At £119 for the jacket and £99.99 for the pants it's a bit of a bargain. Especially when you consider just how many features you get for your money. There were a few things which we'd like to see changed, but on the whole it does look to be pretty good kit.

Contact: Braybrook Off-Road on 0870 774 2600

## MOOSE MONARCH PASS

We haven't heard much from American company Moose in recent times, but that should all change in 2004 as it seems their kit is becoming more popular in the UK. Moose produce two ranges of fully waterproof riding gear, the Monarch Pass seen here being the more expensive of the two.

It was the styling of the Moose gear which first struck us. It's by far the most modern here, and is very neat and simple. The light grey (you can also get mid-blue) is certainly a pleasant change from plain black and there's good use of different coloured details and reflective piping/logos. So it's thumbs up to the overall look.

Before donning the Monarch Pass jacket we took a good look at the inside. There's no lining, and this shows up the taped seams. It does look a little odd, perhaps messy even, with lines of



waterproof tape criss-crossing the inside, but at least you know those seams are well sealed.

The outside of the jacket comes with a very tactile brushed finish and uses something called eVENT fabric. We've never come across this stuff before, but according to Moose it has excellent water/windproof characteristics whilst maintaining good breathability. What's more the water ran straight off it, the same way rain flows off a newly waxed car.

For carrying all those on-bike essentials, the Monarch Pass comes with five pockets on the front. There's a small, zip-up pocket on the right breast and two cargo-style pockets lower down. Behind these are two side pockets, ideal for keeping your hands warm while you wait for your mates to catch up.

Around the back is a large pocket containing a waist strap. This doesn't tighten the fit of the jacket, instead it's used so that the jacket folds neatly into the pocket and the whole thing can be worn like a bum bag around your waist. Not a new idea, but a good idea all the same.

If you find that the high tech fabric isn't quite doing its job of keeping you sweat-free (though it did feel very good when we tried it) there are two vents on the front and one large one across the back, all well sealed with zips and flaps when not in use.

Other neat details? Well, there's a map/time-card pocket on the right sleeve and a material loop to hold a watch on the left sleeve. Plus the outside of the arms are covered in hard wearing ballistic nylon and the shoulders are nicely padded. Adding to your comfort, the cuffs are fleece-lined, as is the high collar. Both are fully adjustable using velcro fastening. Oh, and we like the use of chunky zips throughout.

When it comes to the pants it's a similar story - simple and functional. The cut is quite generous,



and the legs sit outside of your boots. There are two deep pockets, one on each leg, and the knees are lightly padded. The inside of each leg is covered with a small section of ballistic nylon, hopefully keeping your pants from wearing out on the bike's frame.

Fastening the trousers is a regular zip fly and press stud, covered with the obligatory flap of material. Waist adjustment is purely by a belt with a snap-close buckle. It's a little strange when everyone else is using elastic to give a flexible fit but it does keep the pants in place.

We were very taken with the Monarch Pass kit. It's well-made, stylish and seems to perform well. It should be popular with both enduro and trail riders alike, though the price may be a slight stumbling block. With the jacket and pants coming in at £258.99 and £175 respectively, it's the second most expensive kit here. But overall we were very impressed.

**Contact:** Dirt Bike Store on 01278 424979 or [www.dirtbikestore.com](http://www.dirtbikestore.com)

## SINISALO RACING LIGHT

Sinialo is a name synonymous with enduro racing, and so we were expecting great things from the Racing Light range. Yet whilst the jacket is made from waterproof and breathable material it impressed and disappointed us in equal measure.

We loved the asymmetric zip-up front. It looks great and the full length velcro and zip fastening does a great job of keeping out the weather. Having the opening off-set also means it stays out of the way of the windblast and the water seemed to bead and run off the material. But we hated the huge red logos (or more specifically



their fade-away backgrounds) on the sleeves. They cheapen the whole look of the jacket.

The use of large white panels is great on wet weather gear. Okay, so it might not be all that practical when it comes to cleaning, but at least it'll help you be seen through the winter gloom. But then the cuffs are elasticated and use the same material as the exterior, not a particularly comfy fit and not as good for keeping out the weather as the fleece lined, hi-level collar.

There's only one pocket on the Racing Light jacket, and it's on the back. It's plenty big enough, though not the ideal place to carry your wallet and keys when out on the trail, making the jacket more suitable for racers, hence the name. Without any protection on the rear zip it did let in water (only into the rear pocket). We're aware that whilst riding the rain is going to be hitting your front, but it'll eventually run down your back and through the zip. You won't get wet, the water didn't breach the inside lining of the pocket, but your map might turn to papier-mache.

Like the jacket, the Racing Light pants are also made from waterproof/breathable material, but they too feature those big red Sinialo logos - a little too 90s for our tastes. Another criticism has to be leveled at the thin, albeit quality zip at the bottom of the legs. Here the pants splay to fit over boots, and despite being covered with a material flap, the zips can get clogged with mud. Which is why those big chunky zips seem to work the best. As it happens, the pants wouldn't quite fit over the boots either. They did fit halfway down the shins but we risked breaking the zips if we attempted to do them up. So we relied on the press-studs to fasten them. Now these were wide modern MX boots, and some people may not find this a problem. But it's worth considering if you wear heavily armoured boots.

The construction of the Sinialo kit certainly looked to be good, with no loose seams and a good tough feel to the materials. What's more, the Racing Light suit is competitively priced at £158.95 for the jacket and £139.95 for the pants. But for us it didn't quite live up to Sinialos slightly dubious 'Slip On Satisfaction' slogan. It certainly did everything it promised, remaining water tight and breathable, but it simply couldn't compete on some of the other features.

**Contact:** Vesty UK on 0870 7779201.

## CORE

Hailing from Wales, the CORE waterproofs are by far the cheapest in this test. The jacket costs just £64.95 with the less basic trousers weighing in at £79.95. The price is certainly right, so what about the kit? Well, the waterproof and breathable membrane keeps you dry and relatively sweat free. But the jacket is let down by being cut very small (ours was XL and wouldn't go on over body armour) and by the overly tight, fully-elasticated hem which makes it ride up your back. CORE are aware of this and are looking at the problem. Junk the elastic and fit a drawstring at the waist we say, as it gives you the option of having the jacket hanging loose or pulled in slightly.

Unlike the other jackets in our test, the CORE is a pull-over fit rather than having a full-length zip. This is no bad thing as it makes the jacket easier to waterproof (less zip to cover etc) and you can pull it on over a crash helmet should the need arise. The half-length zip is covered by a velcro sealed flap and remained water tight during our test. Less impressive is the slightly too tall collar, which although fleece-lined is a little uncomfortable as it rubs against your neck. Far nicer are the neoprene cuffs, which give a very nice fit and are adjustable using velcro.

There's only one pocket on the jacket, a large pouch on the front panel. It's sealed with both a zip and velcro tabs and is a great place to keep a map (as it remained waterproof) but perhaps not your keys. Ouch.

The trousers are again of cordura construction with a waterproof membrane, though unlike the jacket they come fully lined. This makes them particularly comfortable, though they can get a little sweaty when worn next to the skin. The fly is sealed with a zip, covered by velcro and press-stud sealed flap, whilst the elasticated waist band fastened with an elasticated belt.

A grippy rear panel acts like a gripper seat cover and prevents you from slipping around in the saddle. This is a really good idea and having subsequently tried it out is something which works very well. Likewise, the Kevlar panels on the insides of the legs help prevent wear and tear, and where the trousers fit over the top of your boots there's an extra lining to prevent the buckles from damaging the waterproof membrane. Top stuff.



With double-skinned knees and a generous roomy cut there's just one thing we didn't like on the pants, and that's the too small zips at the bottom of the legs. Some chunkier items please guys, because no matter how well the velcro flaps seals them, crud does still clog them up and they're going to break in fairly short order.

Plain black with a smattering of logos, the styling of the CORE suit is, well let's just call it... simple. Some other colours are hopefully in the pipeline, but black seems to be the industry standard for waterproofs simply because it hides the dirt so well. What this is crying out for is some reflective piping or a few lighter panels, if for no other reason than to just 'jazz it up' a bit.

All-in-all, the CORE waterproofs performed quite well. They remained fully waterproof (if not entirely breathable) and the pants were one of the more comfortable pairs we tried. However, the jacket certainly requires a bit more development to bring in it line with the competition. Simply losing the elasticated hem would be a great improvement. So for the moment the verdict is really, pants - good; jacket - not so good. **Contact:** CORE on 01686 412157.





STORY: JAMES BARNICOAT; PICS: SI M

**I** tell you what, Si', I said as we packed up our camera gear and left the beach at Hayling Island after a photo-shoot, 'that thing would make a scarily fast tool for the Cambrian Rally, it's just a shame it wouldn't qualify for entry.'

We'd just been shooting the photos for our Buying Power article, way back in the February '03 issue, and I'd spent an enjoyable hour blatting up and down the seafront on a reader's big-bore stroker: a 1986 Cagiva WMX500. Like all two-stroke 500s, it was a brutally quick machine

which seemed much better at going fast than slowing down.

The article was all about what sort of second-hand bike we'd buy if we had (up to) 1500 notes theoretically burning a hole in our back pocket. And while the Ed chose an exotic Gilera RC600 and columnist Mark Williams yearned for a classic Yamaha TT500 thumper, the 500 Cagiva was my choice of metal. This one was up for sale in the classified ads, and what's more the owner only wanted a mere 650 quid. Bargain. Now all

**Oh Lordy it's the start of another TBM Project Bike! Fed up with boring old four-strokes? Hanker after some seriously cheap trail-ready fire-power? We did, and what's more we've got big plans for our rip-snorting stroker. Read on...**

I had to do was to come up with a cunning ruse to persuade the editor to actually go ahead and stump for it.

Back at the office, I tracked down a set of Cambrian regs from last year and set about reading them to see if there was any way we could get the WMX to qualify. Those familiar with the Easter event will know that these days it is primarily a four-stroke race. Designed for trailies, the WTRA (Welsh Trail Riders Association) rally excludes many two-stroke machines, except for

# Cheap

# SPEED



those on its agreed list of trail bikes. Here you'll find the likes of the Gas Gas Pampera, CRM250, plus the occasional thinly veiled enduro bike, such as the KTM 200EGS. It was pretty unlikely to feature the WMX - or so we thought. But believe it or not, there in the list of acceptable trail bikes alongside well known dirt bikes like the Cagiva Raptor(!?) and the likes of the fearsome Kymco Stryker 125, were the words I was looking for: Cagiva WMX500 - eligible! Bingo. Not only could we run our project bike in the Cambrian Rally, but it was even eligible for the Trail Bike Class. Game on.

And so we had the beginnings of the latest TBM project bike. Welcome one and all, to Project 'Cheap Speed'.

## **A Fool & His Money**

I couldn't wait to get a hold of the bike and dashed back down to Hayling Island a week or so later clutching a small wedge of the editor's folding stuff. Needless to say the Cagiva's owner seemed very pleased to see me, and welcomed the editor's cash with open arms.

Having already taken a spin on the WMX we knew it was basically okay. Well, okay-ish. It started (eventually), had all of its gears, and seemed to be running fine. But what it really needed was a good dollop of TLC.

Once back at the office shed we set about partially stripping the bike down to see how much work was involved in making it live and breathe fire again. Although the bike was a runner and was sold with a current MoT, there were a few areas which would require our urgent attention. The front brake immediately sprang to mind. The previous owner had given the front (twin opposed) Brembo set-up a quick once over, but

# Cheap SPEED



Glinting in the winter sun, who could resist such a beautiful machine?!?



it was still producing far less braking power than the soles on my MX boots, and given that this thing was a FIVE-HUNDRED, we marked that out as a priority.

In fact the bike was in pretty good nick for its age. The original kickstart had gone missing and been replaced by a much longer one from a breakers, and some of the hoses looked like they'd seen better days, but otherwise the list of knackered parts was commendably short for a bike of this vintage. The list included tyres, hoses, kickstart, bars and grips, clutch cable, rear fender, headlight, number plate, and the rear brake lever which had been home fabricated. If we get chance to swap the pegs for some broader items we may well do that, and in truth the frame could do with a touch of re-painting, but the idea is not to restore the bike to showroom condition but to end up with an affordable working racer.

The big problem is that the WMX was designed for the deserts of western USA, and only a handful of bikes were ever sold in the UK. Matter of fact it's a pretty rare machine these days, but not half as rare as some of the spares! You do still find bikes turning up in the classifieds from time to time and if you go onto eBay

you can find a few owners flogging parts, but our main source of spare parts would be the bike's original importers (Huskysport) and the after-market suppliers.

## Men At Work

First things first, we wanted to take a look at the braking set-up, so off came the front caliper. The pads were the first things to hit the skip. They weren't badly worn but they were glazed and this no doubt was contributing to the lack of retardation. With the caliper cleaned up it was also clear that the pistons weren't sliding freely and were showing signs of corrosion, which of course, had started to knacker the seals. To make matters worse, the brake hose steadfastly refused to budge from the caliper. Not a great start.

Thankfully, James Walters at Grand Prix Racewear (the UK's Brembo importers) was sympathetic to our problem. Having agreed to take a look at our brake caliper to see what could be done, I can only imagine what he must've thought when he opened the box to find a knackered caliper oozing sludgy fluid from the piston seals. So he didn't bother with it. Instead our original parts were returned to us (untouched)



**Cheap  
SPEED**

alongside some shiny new replacements (including a new master cylinder). What a star.

Of course, with the old hose still maintaining its deathgrip on the caliper we were in need of a new brake line, and it was to Venhill Engineering that we turned next. They came up trumps with a braided steel hose specially designed to fit the WMX's lengthy front forks. Venhill can make steel braided hoses for any bike in any length - providing you give them the original hose to work from. And that's exactly what they did for our Cagiva. Thanks guys. Although these bits have yet to be fitted, just finding replacements was a good start.

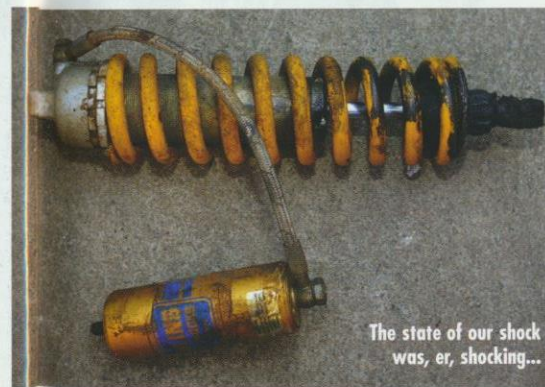
### Absolutely Shocking

The other thing which struck us on our initial ride of the Cagiva was its softly sprung rear end. There was very little in the way of compression damping, and the back of the bike sat worryingly low. Now we're no experts on the finer points of desert racing suspension set-up, but this looked and felt a little odd. So we dispatched the original Ohlins shock to Ohlins expert and Ex-British four-stroke MX champion Perry Leask at HM Racing. Despite his hectic schedule, Perry worked his magic on the gold unit, and sent it back with a tale to tell.

As I'm sure you can appreciate, HM don't come across components from Eighties Cagivas all that often (ahem), so Perry contacted the Ohlins factory to garner the correct spec for our shock. 'Er, we don't list that bike', came the official reply. Luckily for us, Perry's dad used to be the UK importer for Ohlins, and he did have some details on our shock. So Perry got back on to the Scandinavian manufacturer, offering them the correct info on the unit, and filling in a no-doubt crucial gap in their records!

It'll come as no surprise to hear that our shock was fairly well worn internally. But the spring was the correct part for the job, so the Ohlins was rebuilt, re-gassed, re-oiled and returned, with the suggestion that we set the static sag first of all.

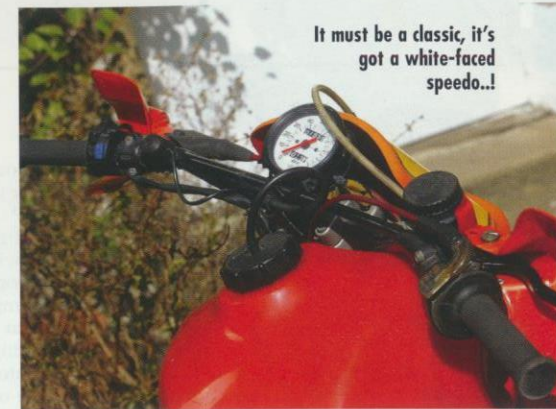
But first of all I had to get the thing back in the bike, and this proved just a little bit tricky. Firstly, there are two triangular linkage plates on the rear-end, which feature three mounting points. Attach these in the wrong order and it becomes an absolute nightmare to line them all up. But to make matters worse, there are various bushes which need to be juggled at the same time. More by luck than judgement, I actually managed to attach everything in the right place and in the right order, and all was going well, until it came to the last stage. The linkage and bushes stead-



The state of our shock was, er, shocking...

fastly refused to slip between the swingarm mounts. No amount of swearing would make them fit, and in the end I resorted to squeezing the bushes and linkage with a G-clamp before smacking the whole thing into place with a rubber mallet. After much rejoicing I bounced the bike up and down a couple of times, forgot all about setting the sag, and wheeled it back into the shed.

Which, as if you hadn't already guessed, is where it's languishing now, awaiting stage two of the rebuild. Next month we're going to be



It must be a classic, it's got a white-faced speedo..!



With a little gentle persuasion the shock slipped in a treat...

tackling the job of fitting the new brake components, trying to find a suitable replacement rear fender and bolting on a new set of handlebars. As well as persuading a few more people to donate to the cause and help make this project possible. Cambrian Rally on a ratty old 500 stroker?... Got to be done, I'm afraid!

**Huge Thanks to:**  
 GP Racewear (Brembo), Tel: 01908 220777  
 HM Racing (suspension dept), Tel: 01689 859211  
 Venhill Engineering, Tel: 01306 885111



## RIDE ON TIME

As a ruffy-tuffy dirt biker you really need a ruffy-tuffy watch. And if you're a KTM owner what better timepiece to match your machine than a KTM Adventure Wrist Watch?

This Finnish-made digital watch has virtually all the features you'll ever need. Firstly, on the backlit display you get a 12/24-hour clock, the date, three daily alarms, plus a stopwatch. Then there's the altimeter, with a logbook function, altitude alarm, ascent or descent rate (to show just how quickly you're sinking into that Welsh bog) and a memory function. Next up comes the barometer, measuring absolute pressure, sea pressure and featuring a barometric trend indicator. Last of all is the compass, to help you navigate your way to that middle-of-nowhere enduro track.

The Adventure Wrist Watch is also waterproof to 30 metres (best not to try that out on the trail) but for our tastes looks just a little too 'Action Man' and at £145 it certainly isn't cheap. But if you can make use of its multitude of functions and fancy a chunky orange watch then it may be just the thing for you. Our Adventure came from Eurotek (01765 608209) though they should be available through any KTM dealer.

## HIGH SECURITY

Alongside the huge growth in dirt bike sales, comes a steep rise in dirt bike theft. Sad but true. And once your bike's gone, it's unlikely to be coming back. Which is where the Almax Immobiliser comes in.

As you can see, this isn't an electronic immobiliser, rather a whacking great chain and padlock. Far more effective than electrical gizmos, the Almax comes with some pretty impressive specs. Firstly, it's been awarded Sold Secure's Gold award, so you know it should be up to the task. Made from boron-enhanced carbon manganese steel alloy (sounds impressive) the manufacturers claim that the chain is impossible to bolt crop by hand and is also freeze resistant. With a link diameter of 16mm it certainly looks tough enough, and because of the long-link design you can also thread other chains through it. The only downside to this is that it can prove a little tricky to thread between frames and tight spaces.

Of course, a chain is only as good as the padlock that secures it, and the Almax comes with a rather substantial Squire item. Available in either 1.5m or 2m lengths (at £134.95 and £159.95, respectively) the Almax immobiliser certainly looks to be one of the best chains we've ever seen. Some may balk at the price, but this is certainly a high quality product, and nowadays you can't spend enough on bike security. For more information contact Sound Distribution on 01942 604616 or check out sound-dist.co.uk.



## BRACE YOURSELF

One of the problems with modern, liquid-cooled bikes is that the soft ally radiators are susceptible to damage in the event of a spill. Of course you could always fit some rad-braces! These new, brushed aluminium items from UK company Gadget Racing are neatly finished and mount behind the radiators to give them extra strength. Light in weight they cost £39.50 and are available for most popular machines (this pair's for a WR250F).

All Gadget's entire range of products are available from their website (gadgetracingproducts.com), or from selected off-road dealers. For fitment enquiries or your local stockist contact Gadget Racing on 01858 880345.



**Keep dry...** that's all there is to it! Moose Wet Weather gear is at the forefront of waterproof/breathable fabric technology. It's sole design core is about keeping the weather on the outside whilst removing sweat moisture from the inside.

**XCR Enduro Jacket** (£145)  
Highly breathable fabric developed exclusively for Moose, featuring 11 vents for maximum ventilation control, very cool, very dry.

**Expedition Jacket/Jeans** (£139.50/£99)  
Waterproof, seam sealed and breathable, the ultimate for dual sport riding.

**Monarch Pass Jacket/Jeans** (£259/£175)  
Made from eVENT, this kit actively encourages your moisture through the fabric keeping you dry from inside and out. It is quite simply the best quality gear we've ever seen.

To find out more about Moose Wet weather gear, Race kit and Hard parts, visit [www.dirtbikestore.com](http://www.dirtbikestore.com).

**Serious kit, for the serious rider.**



**DirtBikeStore.com**

AVAILABLE AT YOUR LOCAL DEALER or call direct/buy online  
ENQUIRIES 01278 424979 FREEORDERLINE 08000 718718

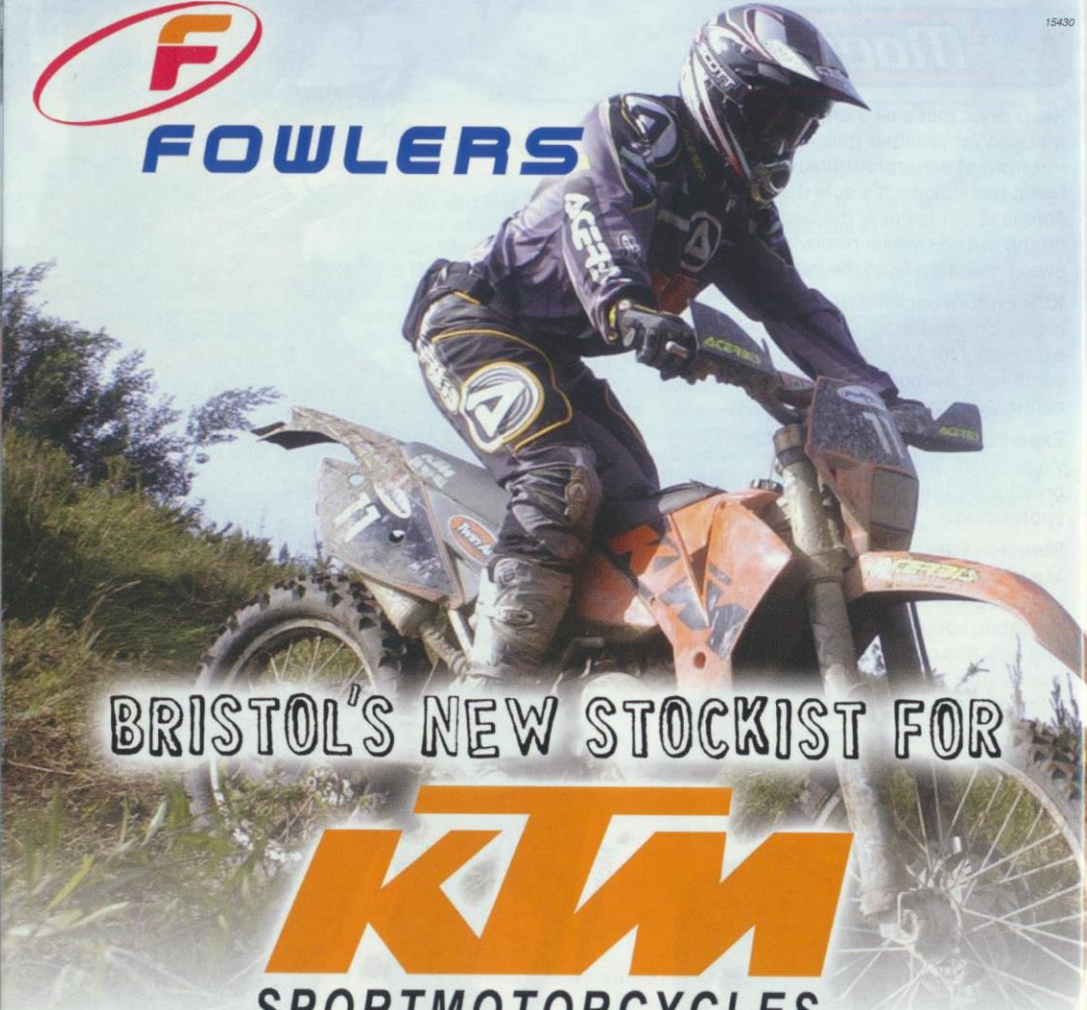
ALSO FROM **Moose**

XCR Competition Drinks System £34.99 • Expedition Drinks System £44.50 • XCR Endurance Pak £34.50  
Expedition Kit Bag £79.95 • Expedition Helmet Carrier £22.50 • Expedition Boot Bag £24.75





**FWLERS**



BRISTOL'S NEW STOCKIST FOR

**KTM**

SPORTMOTORCYCLES

ENDURO, SUPERMOTO AND TRAIL,

FULL RANGE NOW IN STOCK



**UK mainland delivery**

**PHONE US NOW FOR ALL YOUR**

**KTM REQUIREMENTS!!**

**0117 972 5511**

**0797 325 2435 (out of hours)**

**2-12 Bath Road, Bristol, BS4 3DR**

**www.fowlers.co.uk**

Terms and conditions apply.

15430



# Grand Prix Motorcycles

177 - 187 QUEEN STREET, NEWTON ABBOT, DEVON TQ12 2BW  
TEL: 01626 335000 FAX: 01626 333320  
EMAIL: mark@grandprixmotorcycles.com  
WEB: www.grandprixmotorcycles.com



DR250R £1795



KLX250SR £2295



TTR250R £1995



KX220SR £1895



XLR250R4 £1795



RTL250R £1995



TL200R £1595



KLR225 £1495



XLR250 £2395



XLR200R £1795



XR250R £2495



XR600R £2695

## Honda

XLR125R	2 in stock	fm	£1895
XLR200R	5 in stock	fm	£1795
XLR250R	5 in stock	fm	£1395
XLR250R Baja	2 in stock	fm	£1695
XL200R	1 only		£1495
XL250 Degree	2 in stock	fm	£1795
XR200R	2 in stock	fm	£1695
XR250R	6 in stock	fm	£1395
XR400R	2 in stock	fm	£2695
XR600R	1 only		£2695
CRM250R1	2 in stock	fm	£1395
CRM250R2/3	4 in stock	fm	£1795
TL125R	1 only		£1495
TL200R	4 in stock	fm	£1495
TJR250R	4 in stock	fm	£1895
TLM220R	3 in stock	fm	£1495
RTL250R HRC	2 in stock	fm	£1995
SL230R	1 only		£2695

## Kawasaki

KDX125SR	1 only		£1495
KDX200SR	1 only		£995
KDX220SR	4 in stock	fm	£1695
KDX250SR	1 only		£1995
KLX250SR	4 in stock	fm	£1795
KLX250G S. Sherpa	3 in stock	fm	£1995

## Suzuki

DR200 Djebel	7 in stock	fm	£1395
DR250SHE	2 in stock	fm	£1695
DR250XC	4 in stock	fm	£1995
DR650RS	1 only		£1295
TS200R	1 only		£1295
RH250R	1 only		£1595
RMX250R	1 only		£1695

## Yamaha

XT225 Serrow	5 in stock	fm	£1495
XT250T	1 only		£1595
DT200WR	1 only		£1995
TTR250R	5 in stock	fm	£1895
TTR250R Raid	3 in stock	fm	£1795

## Classic Trail

Honda TL50 76			£1495
Honda XL250 Motorsport 75			£1295
Suzuki TS125 75			£1395
Yamaha TY50M 76			£2495
Yamaha TY175 76			£1595
Yamaha XT500E 77			£2995



The premier off road dealer in the Westcountry

- ★ More Stock
- ★ More Choice
- ★ Better Deals
- ★ Credit Cards Taken
- ★ Nationwide Delivery
- ★ Full Range of Accessories in Stock



**BIKING HOLIDAYS & TRAIL TOURS**

Come and ride in the tracks of the Dakar.  
Morocco all year round.  
2 - 7 day tours available.

[www.wildernesswheels.com](http://www.wildernesswheels.com)  
UK(24hrs): 0191 496 08 69  
Morocco: 00 212 68 73 00 08

**ALFIE COX**  
ADVENTURE TOURS WITH KTM

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

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

For more information contact ALFIE or HAZEL Cox:  
e-mail: [alfie1@pixie.co.za](mailto:alfie1@pixie.co.za) • Tel: +27-31-7821779 • Fax: +27-31-7823559  
• Alfie Mobile: +27-823760260 • [www.alfiecox.co.za](http://www.alfiecox.co.za)

**BIKING HOLIDAYS & TRAIL TOURS**

THE ADVENTURE STARTS HERE

**OTT**  
OVERLANDER TRAIL TOURS LTD

PENNINE TRAIL TOURS IN CHESHIRE & DERBYSHIRE

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

FROM EXTREME CHALLENGES TO  
NOVICE DAYS OUT, IT'S ALL HERE

AVERAGE DAY 100 MILES / 8 HOURS

[www.overlandertrailtours.co.uk](http://www.overlandertrailtours.co.uk) **01625 425953**

OVERLAND TRAINING

**Voyager Racing**

• 0208 502 0800 •

GOLD DEALER FOR  
**SCOTT ACERBIS**

TOP DEALERS ON MX & ENDURO CLOTHING  
PREMIER RK RACE HELMET ONLY £97.99

Aimed Mainly at the  
Trail/Enduro rider.  
We can cater for most  
motorcycling requirements.

**JACK UP STANDS FROM £29.95!**

• 66 Borders Lane, Loughrath, Essex, SG10 3JX •  
• Close to Junction 5 M11 • Closed Sunday & Monday •  
• See Our Sister Site •

[www.essexoffroadexperience.co.uk](http://www.essexoffroadexperience.co.uk)

**Tenerife Trail Holidays**

TENERIFE TRAIL RIDING  
WARM WEATHER YEAR ROUND  
★ 100'S OF TRAILS THRO' FORESTS TO LAVA BEDS  
★ BEGINNERS WEEKS  
★ FLIGHTS ARRANGED

[www.offroadbiketravel.com](http://www.offroadbiketravel.com)  
Tel: 0034 627821000 or Email: [fellsandra@hotmail.com](mailto:fellsandra@hotmail.com)

Discover a new offroad  
Paradise in Portugal!

[www.algarve-offroad.com](http://www.algarve-offroad.com)

**Algarve**  
Offroad

**Trailblazers-Spain**

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

Tailored packages from novice to expert.  
hotel, flights, transfers. All equipment included  
Mini Breaks or Weekends.

FOR INFORMATION CONTACT GRAHAM OR STEVE:

• Spain: +3495 2030179 • UK: 01282 425424  
• Mob: 07787 521621  
• [www.trailblazers-spain.com](http://www.trailblazers-spain.com)

Off-Road Motorbike Tours in Andorra,  
The Spanish Pyrenees and now...  
Trans-Catalonia to The Mediterranean

[www.trailbiketours.com](http://www.trailbiketours.com)  
[admin@trailbiketours.com](mailto:admin@trailbiketours.com)  
(00 376) 839723 Andorra  
07976 747609 (UK)

**OFFROAD - WORLDWIDE**

• THAILAND •  
(6 days - JUST £465!)

• PHILIPPINES •  
(14 days - JUST £1,095!)

• MONGOLIA • AUSTRALIA •  
• PERU • COSTA RICA •  
• MOROCCO • ANDORRA •

• NOW OFFROAD HIRE IN USA •  
Plus the world's widest choice of road tours and motorcycle hire

Tel: 01256 770775 Fax: 01256 771773  
[www.hctravel.com](http://www.hctravel.com) email: [david@hctravel.com](mailto:david@hctravel.com)

**H-C Travel** 16 High Street, Overton, Hants RG25 3HA  
Fully insured for your financial and legal protection

[www.cornwalltrailrides.co.uk](http://www.cornwalltrailrides.co.uk)  
Trail Riding in the Amazing Cornish  
Countryside with experienced guides.

**07831 364240**  
**01503 263751**

**CORNWALL TRAIL RIDES**

**IN-4** Tracks & Trails

OFF ROAD GUIDED TRAIL RIDING ACROSS NORTH WALES  
ALL '03 KTM 250/400/450cc T4 Trail/Enduro Bikes  
ALL BIKES, GEAR & INSURANCE INCLUDED  
NOVICE TO ADVANCED  
Contact us for more details:-  
Tel: 01270 768562 Mob: 07761 544793  
[www.in-4.co.uk](http://www.in-4.co.uk)

+67% CLIENT RETURNS / REFERRALS

**MOTO AVENTURES**  
New Tour 2004 - The Beach Run  
Andorra to Spanish Med & Back  
4 Days Biking - 1,000kms (85% off-road)  
Day off at the beach  
1,200€ (£840 approx)  
Own bikes welcome

Dates and info now on website [www.motoaventures.com](http://www.motoaventures.com)  
For more info contact SU on **00376 32 50 99**  
or [motoaventures@andorra.ad](mailto:motoaventures@andorra.ad)

2 GUIDE / MECHANICS

**Redtread™**

off road motorbiking  
for novices/experts in the Andalucian mountains

• 7 Days all inclusive  
• 'Lads' Long Weekends!  
• Suzuki DRZ 400E Bikes (soon to be EC450 GasGas)  
• All protective clothing provided  
• Insurance/flights included

Ring now for prices & special offers!

Tel (Spain): 0034 627 834 430  
(English Speaking) **Redtread**  
Offroad Tours España  
Contact us at: [www.redtread.com](http://www.redtread.com)

\*flights available on certain tours only - check for availability



behind-bars



01926 855541

Unit D Princes Drive,  
Coventry Road,  
Kenilworth  
Warwickshire  
CV8 2FD

supermoto  
enduro  
trials  
trail  
mx

race workshop & mot  
SUNSTAR  
ASPERG  
GAP

**GAS GAS**

official dealer

special offers!

lazer helmets UFO armor GAR boots

call for details

'04' bikes  
in stock

used bikes  
in stock

- txt 50/80 rookie/boy
- txt 125
- txt 200 pro
- txt 250 pro
- txt 300 pro
- 250 Pampera
- ec 125
- ec 200
- ec 250
- ec 300
- ec 450 fse
- 02 Pampera
- 01 Husky TE610 s' moto/trail
- 03 KTM 640 s' moto
- 98 XR400
- 98 XR 250 1000mls
- 98 KTM sx380
- 99 YZ 250 rd. reg. immac.

tyres

- micelin
- bridgestone
- pirelli dunlop
- mitas bf goodrich

clothing

full range of gas gas & hebo trials & enduro clothing in stock



crossengo in stock

ac10 in stock

www.behind-bars.co.uk  
email: enquiries@www.behind-bars.co.uk

15418

P.R. TAYLOR & SONS

**TAYLOR**  
Racing  
CALNE

Tel: 01249 812259

Fax: 01249 812134

4 Wood Street, Calne, Wiltshire SN11 0DA

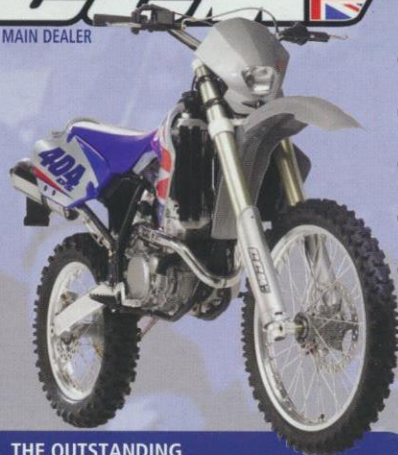
OVER 30 YEARS EXPERIENCE IN SUPPLYING THE BEST IN OFF-ROAD & ENDURO

- Full range of New & Used Bikes in stock
- Clothing • Accessories • Spares •

specialists in:



MAIN DEALER



THE OUTSTANDING  
2004 CCM 404 IN STOCK NOW!!!



Alloy  
clothing



Apache

16165

The UK's Newest KTM Dealership:

**RIVERSIDE MOTORCYCLES**

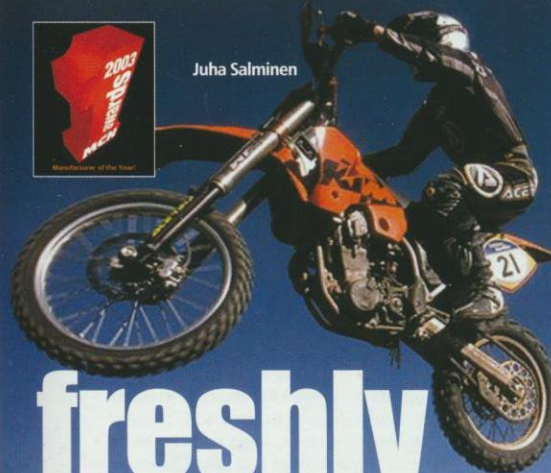
Northampton

Call now for the best deals on new & used machines

Tel: **01604 417010**



Juha Salminen



freshly  
squeezed  
orange

**KTM**  
SPORTMOTORCYCLES

04 KTM's ready  
for the off at  
London's premier  
KTM centre

enduro  
supermoto  
motocross  
powerwear



**colin collins**

98-108 Pinner Road, Harrow  
020 8861 1666

Campus 5, Third Avenue, Letchworth  
01462 483399





16170

ASV NO FEAR THOR CEET REGINA UFO

**FNF**

Gnarly from £175

Fatty from £159

Power Core 2 £79

The Q £125

Power Bomb from £145

Hi-Flow from £99

The Q £275

TEL: 01404 549696 FAX: 01404 549697

**Factory 909**

Perch Kit £42

Brake Levers from £9.95

Bar Pad £9.95

909 Handlebar £34.95

BFB Bar Pad from £10.95

Roost Guards £22.95

BFB Handlebar £89

909 Grips from £4.95

Mashers £78

Replacement Masher Plastic £28.50

**RUSH RACING**

VISIT OUR NEW WEBSITE AT [www.rushracing.co.uk](http://www.rushracing.co.uk)

Ignition Cover £99

Clutch Cover £59

Chain Guide Support £49

Frame Guards £79

Skid Plate £95

Moto Pipe Guard £79

Full Pipe Guard £95

Front Sharks Fin £49

Counter shaft Sprocket Guard from £31.50

Rear Caliper Guard £31.50

Rear Sharks Fin £45

Ignition Cover £55

Triple Clamp Set Aluminium £330, Anodized £350

**TOPAR**

SPY SIDI LAZER TALON NITRO

MICHELIN PUTOLINE NGK

PIRELLI SMITH POWERSON

**ELINE**

15641

# Leisure Trail UK

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

New Honda 2004 XR 250 Electric Start

**NEW CONTAINER OF JAPANESE TRAILBIKES NOW HERE!!!**  
**2004 KTM's HERE - LIMITED AVAILABILITY. PRE ORDERS AND DEPOSITS NOW!**  
**BETA 4.0 ALP 350cc also in stock - Demo bike available - It's worth a ride!**

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

CRM Mk1	from £1,595	BETA 350 ALP	new £4,250	'04 EXC250	150km	£4,295
CRM Mk2	from £1,795	SUZUKI DRZ 400S	new £3,995	'03 EXC450	977km	£4,650
CRM Mk3	from £2,395	XR250 E/Start	new £3,995	'02 EXC400	2163km	£3,895
CRM AR	from £2,895	XR250 E/Start	used from £2,295	'01 EXC520 x2		£3,895
'03 BETA 200 ALP	new £3,150	DR250 E/Start	used from £2,295	'99 EXC250	4726km	£1,795

**OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM**

**0115 973 2466**

[sales@leisuretrail.co.uk](mailto:sales@leisuretrail.co.uk) [www.leisuretrail.co.uk](http://www.leisuretrail.co.uk)

GOOD USED TRAIL & ENDURO BIKES ALWAYS WANTED EEE

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

VISA MasterCard

16155

UK AGENT - TUAREG RALLYE - 13th -22nd March 2004 MOROCCO

## DAVID LAMBETH RALLY & OVERLAND

51°02.476 N  
00°13.764 E

Tel: 01892 853913 Fax: 01892 853912 Email: [bigbluecoach@hotmail.com](mailto:bigbluecoach@hotmail.com)

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

**TT XT TENERÉ XR Dominator**

- Excel - Talon Wheels
- Suspension Set-up & Springs
- Michelin Deserts, Moussets, H/D Tubes
- Acerbis/IMS Long Range Tanks
- ICO/IMO Trips, MD/RB Roadbooks
- GPS, Mounts, Cables, Aerials, Software
- Rally Safety & Hydration Gear
- Engine Repairs & Rebuilds
- Stainless Steel Exhausts & Headers
- Engine/Frame Guards & Hi-Screens
- Uprated Electrics, Ignition & Lighting
- Metal Mule & Zega H/D Alloy Panniers
- One-Off H/D Pannier/Fuel Racks
- Tool, Water & Fuel Storage Systems

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

DVD's and Videos: Call of the Wild - Outback Canada, Desert Riders - Deep Sahara: VHS £15 or DVD £20 inc. p+p.

Must see websites: [www.adventure-motorcycling.com](http://www.adventure-motorcycling.com), [www.horizonsunlimited.com](http://www.horizonsunlimited.com), [www.rallyrider.com](http://www.rallyrider.com)

Always Wanted & For Sale - Tenere, TT, 600E, XR, XTZ750, rally and overland equipment  
Monday-Friday 10am-7pm Closed Sat & Sun 'weekends are for prepping for Dakar!'

**FOR SALE:** Fully prepped Round The World bikes using NEW XT600E - The Ultimate overland single £5800  
Fully prepped twin lamp Tenere: 100% ready for Round The World £4800 • Various TENERE, all models £1,750-£4,500 (std & prepared)

XXXXX

# Mitchell & Partners

Your key to better bike insurance

## 0845.230.4410

or buy online at [mitch.co.uk](http://mitch.co.uk)

Mitchell & Partners is a trading name of Hill House Hammond Limited, an independent intermediary, member of the General Insurance Standards Council and an Aviva company. Registered Office: 8 Surrey Street, Norwich NR1 3NG. Registered Number 2624984 England. Calls are monitored and recorded for our joint protection and training purposes.

# gear4

enduro

Gear4 Limited 3 Halfleet, Market Deeping, Peterborough, PE6 8DB **Tel: (01778) 345653**  
**SUPERMOTO • ENDURO • MOTOCROSS • CLOTHING • PARTS • ACCESSORIES • TYRES**

## WE HAVE ALL THE GEAR4 YOUR ENDURO NEEDS!

2004 designs:  
 Decal kits & seat covers  
 Replacement plastics at superb prices.  
 KTM OE plastics in orange/black/silver  
 - Make yours a one off!  
 Replacement exhausts:  
 KTM OE, Akropovic, FMF + others  
 Numbers & Backgrounds  
 Sprockets:  
 Front from £7.99 Rear from £15.99  
 Tyres from £29.99:  
 Bridgestone, Pirelli, Michelin,  
 Vee Rubber (FIM Approved)  
 Frame & various protection from £3.60:  
 KTM, UFO, Pro Carbon Racing

Replacement bars from £17.99  
 Renthal, Factory 909  
 Handguards from £14.99  
 Bark Busters from £53.99  
 Fender braces from £4.12  
 Radiator guards from £52.59  
 Launch Control from £53.20  
 Fork Sliders from £18.57  
 Replacement pads:  
 EBC from £15.99  
 Skid plates & Sump guards  
 from £48.59  
 Case savers from £27.96

Mail Order available: Most cards accepted.

**2004 KTM**  
**Powerwear now available**

**Enduro models available:**  
**125/200 EXC & 250/400/450/525 EXC Racing**

**2004 Off Road clothing now in**  
**ALLOY MX stock now in**

• ALLOY • UFO • FLY • ALPINE STARS • SINSALO • PUTOLINE • FACTORY 909 • FMF • ACERBIS • EBC • SMITH •  
 • PRO GRIP • PRO CARBON RACING • DN FIRE • SIDI • AIRON • AGV • HJC • AKROPOVIC • SCORPION • KNOX •  
 • RST • BRIDGESTONE • MICHELIN • PIRELLI • VEE RUBBER and much more.....

[www.gear4offroad.co.uk](http://www.gear4offroad.co.uk)

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

# GAS GAS / HUSQVARNA

## HOTLINE

**CASGAS BIKE TECH 01225 765765** Husqvarna

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



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

MAIL ORDER  
 AVAILABLE

# XR Stuff

WE NOW SELL XR'S (UK BIKES NOT IMPORTS)

XR400 & XR650 electric start kits (in stock)  
 Mikuni performance carburettor kits for XR400, XR600 and XR650  
 (adds up to 3 BHP) Down in price £260  
 Digital performance ignitions for your XR  
 (Adds up to 3 BHP and is programmable)  
 Aloop seat and tank kit for XR400 & XR250, XR600 coming soon  
 Big Bore kits for XR250, XR400 & XR650  
 White Brothers Power up kits XR250, XR400, XR600 & XR650

• FMF & CRD Exhausts • Acerbis products • Apico products  
 • Bash plates • Hand guards • Frame guards  
 • Trailtec Computers • Magura Hydraulic Clutch conversions

SUPERMOTO YOUR XR (CALL US)

Tel: 0161 406 8856 Email: [sales@xrstuff.co.uk](mailto:sales@xrstuff.co.uk) [www.xrstuff.co.uk](http://www.xrstuff.co.uk)

## Bikes of Brighton

30 PRESTON ROAD (A23) BRIGHTON  
**01273 607635**

**2004 ENDURO - MX - SUPERMOTO**

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

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

MAIN AGENTS FOR

# TAYLOR RACING

CHIPPENHAM

**SUZUKI THE OFF-ROAD SPECIALIST**

**Full Range of 2004 Models In Stock**  
**RM, RMZ & DRZ**

**DRZ'E' - Tailpipe 'Quiet' Insert**  
**DRZ - Lowering Links - Handlebar Risers**  
**LTZ 400 Quad - Now in stock**

Suzuki Mail Order Parts Specialists

**TELEPHONE 01249 657575**

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

[WWW.TAYLORRACING.CO.UK](http://WWW.TAYLORRACING.CO.UK)

# MOTO-WARD

Worldwide mail order  
**YAMAHA**

SPARE PARTS SERVICE - ALL MODELS  
 TOP BRAND NAME OFF-ROAD GEAR  
 ANSWER • ALPINE STARS • SBS • NO  
 ARAI • ACERBIS • NO FEAR • RENTHAL.  
 REIKON • MSR • ROCKOIL • IZUMI • YOKO  
 Victoria House, Church Street RUDGWICK,  
 West Sussex RH12 3HJ  
**TEL: 01403 823222 FAX: 01403 824222**  
 e-mail: [motoward@aol.com](mailto:motoward@aol.com)  
 Specialist supplier of enduro & overland equipment  
**www.motoward.co.uk**



ADVENTURE in store....

**Official OFFROAD**  
**Distributor & Service Centre**  
 MOTOCROSS • ENDURO • SUPERMOTO

**Genuine Service**  
**Parts & Springs**  
**SXS Front Fork**  
**& Shocks available for**

**YAMAHA** **Kawasaki**  
**HONDA** **SUZUKI**

Tel/Fax: 01284 830891  
 Mobile: 07773 337710  
 E-mail: [kev@fulltravel.fanet.co.uk](mailto:kev@fulltravel.fanet.co.uk)  
 Brooklands, Chapel Lane, Brockley  
 Bury St. Edmunds, Suffolk IP29 4AS



# GH Motorcycles

EXPERTS IN OFF ROAD



## HUSQVARNA MAIN DEALER

ALL MODELS AVAILABLE: ENDURO / SUPER MOTARD / MOTO-X KIDS BIKES



TE250 & TE450 '04 NOW IN STOCK

LOW RATE FINANCE AVAILABLE

ALL YAMAHA'S / HONDA'S & SUZUKI'S STILL SUPPLIED

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

PX WELCOME, ANY 04 MODELS AVAILABLE. PLEASE CALL

FULL RANGE OF 2004 ACERBIS, FOX AND PRO-GRIP CLOTHING INCLUDING LIGHT WEIGHT WATERPROOF BREATHABLE KLIMA JACKETS AND TROUSERS, BERT HARKINS GOLD DEALER, MAIL ORDER SPECIALISTS  
ES for catalogue refundable on first order over £100.

NEW SHOWROOM 1 challenge Way, Hythe Hill, Colchester, Essex, CO1 2LY  
Tel: 01206 791155 / 793605 Fax: 01206 795263  
www.ghmotorcycles.com Email: ghmotorcycles@btinternet.com

Closed Sunday and Monday

# AJP Motorcycles

VISIT OUR WEBSITE!

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

Phone: 01543 466 789  
Fax: 01543 574 561  
Email: adlymoto@aol.com



NEW TRAIL AND  
SUPER MOTARD  
AVAILABLE £2495

Trade Enquires  
Welcome

www.adly.co.uk

## JBM NEW UK HUSQVARNA DEALER FOR DORSET



TC450 WR125  
TE450 TE 250  
SM450R

04  
MODELS  
IN STOCK

UNIT 17B  
WINCOMBE BUSINESS PARK  
SHAFTESBURY DORSET SP7 9QJ  
TEL 01747 851005

## MOTO TECH 04 MODELS NOW IN STOCK!



WR450's IN STOCK!  
- BE QUICK!!!

ALPINESTAR &  
FLESHGEAR STOCKISTS

LARGE SELECTION OF NEW &  
SECONDHAND BIKES IN STOCK!

- KIDS BIKES IN STOCK FROM £995
- 12 MONTHS WARRANTY ON KIDS BIKES
- KIDS CLOTHING IN STOCK
- DEPOSITS BEING TAKEN FOR KIDS BIKES FOR XMAS

YAMAHA DEALER FOR LONDON & ESSEX

01708 459502

57 Sutton Lane, Hornchurch, Essex RM12 6RJ

www.mototechracing.co.uk

## TRELLEBORG

Our range of tread patterns offer the best in traction and the quality Trelleborg carcass construction means the highest possible resistance to both impact and penetration punctures. Careful matching of compounds to patterns produce extreme performance and extended tyre life.



T-946  
\*SuperMaster  
Rear Tyre  
18" & 19"  
Sand: ●●●●  
Gravel: ●●●●  
Mud: ●●●●  
Grass: ●●●●  
Stones: ●●●●



T-913  
\*SuperEnduro  
Rear Tyre  
18" & 19"  
Sand: ●●●●  
Gravel: ●●●●  
Mud: ●●●●  
Grass: ●●●●  
Stones: ●●●●



T-644  
\*Army Special  
Front/Rear Tyre  
17" 18" & 21"  
Sand: ●●●●  
Gravel: ●●●●  
Mud: ●●●●  
Grass: ●●●●  
Stones: ●●●●



T-914  
\*MaxiGrip  
Front Tyre  
21"  
Sand: ●●●●  
Gravel: ●●●●  
Mud: ●●●●  
Grass: ●●●●  
Stones: ●●●●

\*SuperMaster & MaxiGrip available in either Light or Heavy Duty Construction.  
\*\*Super Enduro & Army Special both E marked and fully road legal.

www.trelleborgtyres.co.uk

Available from: TRELLESPORT  
Tel: 01865 390481 Mob: 07710 662296

## Dirt Bike Depot



Off Road Hardware

Trail Tech

Endurance Computers  
CR/CAF/YZF Sidestand  
CRF 100W H/O Stator & CRF 9/11/13oz Flywheels

Pulse Racing Products  
Free Pulse Vent Head with all Pulse Billet caps.

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



GPR Steering Stabilizers

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

Cycra Racing Cycra Pro Bend Bend  
Racer Packs  
Supplied with fitting kit & classic enduro deflector, the pro's choice  
New Low Profile deflectors for enduro, dual sport or supermoto

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

Telephone: 01642 554534 Email: sales@dirtbikedepot.com  
Fax: 01642 550996

## DAVE CLARKE RACING IMPORTER 2004 HUSABERG MODELS IN STOCK



TEL: 01772 612 118

ABERDEEN	Dennis Irvine Superbikes	01224 590077
BERWICK ON TWEED	Border Bikes	01289 305768
CARNFORTH	Moto Supplies	01524 825093
DERBEYSHIRE	SR Off Road	01629 820111
ESSEX	Jim Aim Motorcycles	01787 460671
GLASGOW	Motorcycle Universe	0141 5583000
LONDON	Club Moto	020 7394 4381
NORTH WALES	S & S Racing	01743 246009
SOUTH ENGLAND	Gary Grover Racing	01488 670400
YORKSHIRE	NTB	01904 750101
GTR. MANCHESTER	Scorpion Motorsport	0161 7249518
EAST LANCASHIRE	Craven Off Road	01282 853400
CORNWALL	Mud Off Road	07980 825208
DONCASTER	AMS Pro	07771 906991
WEST LANCASHIRE	KB Racing Ltd.	01772 901320
SOUTH EAST	Motovation	01708 862828
WEST CUMBRIA	Dave Milling Motorcycles	01946 63380
SOUTH WEST	Mid West Racing	01225 791179
ISLE OF MAN	Paul Dedman Performance	01624 812390
ISLE OF WHITE	Island Motorcycles	01983 854911

## KB RACING LIMITED

NEW North West  
HUSABERG Dealer

- New & Second Hand Bikes
- Accessories
- Clothing
- Service & Parts for all makes of bike

PUTOLINE OILS & MICHELIN STOCKISTS TALON WHEELS & BRAKING DISCS

2004 450 Enduro & 650 Super-Moto demonstrators available

Guided Trail Rides in the Yorkshire Dales & Bike hire available

2004 EX-DEMO 450 £4,500

HUGE STOCKS OF TYRES & MOUSSES

For all your Trail Bike & Enduro needs, contact:  
CRAIG CHADWICK or KENNY BELFIELD on:

Tel: 01772 901320 Mob: 07970 220831 Email: kkennybel@aol.com

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

**CCM**  **MOTORCYCLES**



**404/644 Demos**

404 Enduro alloy sumpguards in stock £87.95

**www.ccm-spares.com**  
For a knowledgeable & professional service. Visit the South West's leading CCM dealer, now in our 4th year selling CCM.....

**Haines & Co.**  
est. 1976

**FOREST OF DEAN**  
125 High Street, Cinderford, Gloucestershire, GL14 2TB  
01594 822202  
www.hainesc.co.uk

Part Exchange welcome. Finance available. Written details upon request.

16239 **GADGET**  
HONDA SUZUKI KAWASAKI KTM YAMAHA  
EUROPE'S LEADING SUPPLIER OF FRAME GUARDS & SKID PLATES FOR ENDURO & MOTOCROSS BIKES



**BASH PLATES £55**  
Available for for:  
• DRZ400 • XR250 & 400  
• YZF250 & 450 • KTM250-252  
• CRF450



**NEW FOR 2004**  
Radiator Braces now available for:  
• WRF250 & 450 • KXF250 • RMZ250  
**£39.50**



**FRAME GUARDS £35**  
**SKID PLATES £39.50**  
Available for most models 1996 - 2004


**FRAME GUARDS NOW AVAILABLE FOR**  
• KXF250 & • RMZ250







**2004 MODELS NOW IN STOCK**  
Full range and Secure Online Shop at  
**WWW.GADGETRACINGPRODUCTS.COM**  
E-mail info@gadget-racing.demon.co.uk MAIL ORDER Phone: 01858 880345 Fax: 01858 880835

16211 **AS MOTOCROSS**  
Tel: 0191 3702546  
All your enduro and motocross gear online



**www.asmxgear.com**

16198 **Eurotek** **KTM RACING**  
**THE NORTH'S NO 1 KTM DEALER**

**IMMEDIATE DELIVERY AND GREAT PRICES**




**FULL RANGE OF 04 KTM'S IN STOCK NOW!**

**950 ADVENTURE BIKE**

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

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

12819 **ras** SPORT  
Princess Works | Birds Royd Lane Brighouse | e: info@rassport.com w: rassport.com  
Call us: 01484 711720



EN 450 cc F ES

Full range of TM's, Scorpa's and Gas Gas bikes available!  
Please ring for details and to arrange a test ride. Christmas orders are now being taken.



offroad motorcycle + kart centre

15424 **BETA** **ALPs**  
**HONDA** **XR**  
**SUZUKI** **DR**  
**YAMAHA** **TTR**

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



**www.knottsmotorcycles.co.uk**  
KNOTTS OF REDDITCH 189 EVESHAM RD Tel: 01527 404391  
KNOTTS OF STRATFORD 15 WESTERN RD Tel: 01789 205149

15423 **THE OFF-ROAD CENTRE**  
Come visit our show-room!  
Suppliers of new and used trail, enduro and motocross bikes



New Beta ALP 350 now in stock



2004 models arriving soon

Comprehensive parts, accessory and clothing department



Full workshop facilities **PX** your road bike here  
Any make of quad supplied

01623 428777  
**www.theoffroadcentre.co.uk**  
come ride our demos  
Tyres • Spares • Accessories • Oils • Helmets • Clothing • Advice  
All major credit/debit cards. Licensed Credit Broker. Finance Available. Written details on request.

16252 **PRO-CLEAN**  
No 1 DIRT AND ROAD BIKE CLEANER



**THE ORIGINAL... AND STILL THE BEST**

**www.bike-cleaner.com**

MAIL ORDER PARTS • FULL WORKSHOP FACILITIES • OPEN TUES-SAT 9-6 • PARTEX & FINANCE AVAILABLE

**KEEP BIKING** Husqvarna

Authorised Husqvarna & Gas Gas Dealers

GAS GAS EC200	NEW	£4,335	MOTOROMA 50cc 4 SPEED MRX4	NEW	£1,395	HUSQVARNA TE610	NEW	£4,995
GAS GAS EC250	NEW	£4,447	MOTOROMA BLAZER QUAD 100	NEW	£1,495	HUSQVARNA TE610E	99/T	£2,695
GAS GAS EC300	NEW	£4,447	KAWASAKI KDX250SR	91	£1,750	HUSQVARNA SM610	NEW	£5,599
CCM 604 RS	01/Y	£3,495	KAWASAKI KLR650	98/R	£1,995	HUSQVARNA SM125	NEW	£3,449
CCM 644 o/s	02/02	£3,799	SUZUKI DR200 DJEBEL	93/K	£1,495	HUSQVARNA TE250	NEW	£5,299
HONDA SLR650	00/W	£2,250	YAMAHA XT225 SEROW	91/H	£1,595	HUSQVARNA WRE125	NEW	£3,249
HONDA XR250 Baja	00/V	£2,695	YAMAHA XT225 SEROW	91/H	£1,595	HUSQVARNA HUSKY BOY J	NEW	£1,195
MOTOROMA 50cc AUTO MRX2	NEW	£895	YAMAHA YZ125	94	£995	RAM 170 Quad	NEW	£1,400
MOTOROMA 50cc AUTO MRX3	NEW	£1,095	HUSQVARNA TE450	NEW	£5,699	E-TON 50cc Quad	NEW	£995

KEEP BIKING LTD, UNIT 5B LUPTON ROAD, THAME IND EST., THAME, OXON OX9 3SE • PHONE: 01844 261372

**HONDA UK PARTS SUPPLIER** APPROVED DEALER FOR OVER 20 YEARS

**TRM RACING** Results Not Excuses

Order Your 2004 Honda now

Supermoto Practice Track now open call Terry on: 07717 394 806

Next Day Parts Service Available 01406 422 430

**TERRY RUDD M/C**

FEN ROAD, HOLBEACH, SPALDING Lincs. PE12 8QD

Tel: 01406 422430 • Fax: 01406 424860

www.trmracing.co.uk  
E-mail: sales@trmracing

**LLANDOVERY**

Our remote sheep farm (Best B&B in Wales '97) has 20 comfortable rooms (15 ensuite).

Blazing log fires, underfloor heating, self service bar, parking, workshop, pressure washer, drying rooms & tons of really great homemade food make this a popular venue for trail riders. We have all the trails marked on master maps.

SPECIAL GUIDED OFFER ON THE GAP ROAD FOR MARCH

Tel: 01550 750 274  
Email: nick@cambrlanway.com  
www.offroadwales.co.uk

**ROCK & ROAD**

MOTORCYCLE ACCESSORIES & COMPONENTS  
MOTORCROSS - ENDURO - TRAILS - ROAD

FOR ALL YOUR OFF ROAD REQUIREMENTS

ALSO ST40 QUADS & MONKEY BIKES & BETA, MONTESA + GAS GAS AGENT. PEAK DISTRICT TRAIL TOURS £40 PER DAY.

UNIT 12, BROWN-HILLS BUSINESS PARK, BROWN-HILLS ROAD, TUNSTALL, STOKE-ON-TRENT, STAFFORDSHIRE, ST6 4RP

www.rockandroad.co.uk Tel/Fax 01782 833222

**Kawasaki NEWCASTLE**

CCM404 DEMO AVAILABLE

For all your Trail Bike Requirements in the North East

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

Tel: 0191 272 3335 www.kawasaki-newcastle.co.uk

**B J C TRAIL TOURS**

Edmonds Garage, Coped Hall, Wootton Bassett, Swindon, Wilts SN4 8ES

Tel: (01793) 849661 • Mobile: (07808) 291661

• Email: bjctrailtoursuk@tiscali.co.uk

www.bjcmotorcycles.co.uk

Come and trail ride the green lanes of Wiltshire & Berkshire

choice of:  
• Suzuki DR250 • DR350 • DRZ 400  
• Honda XL250 • Yamaha TT250R • XT 225

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

Contact: Bryan Carter

**Totton Trailbikes**

Regular Shipments of Clean Used Japanese Trail Bikes

Stock includes Yamaha TTR250, Suzuki TwinCam DR250, Honda XL250 Degree plus many more!

See them all on the website or call for details.

www.tottontrailbikes.co.uk

Tel: 02380 861303 Mob: 07989 703553

Calls welcomed up to 9pm

**Four Stroke Spares**

170cc & 250cc Fully Road Legal Quads from £2150 + otr

Off Road Bikes & Quads Kazuma, Ram, Buzz, Cobra, Yamoto

Importer of B&B aluminium bash plates and products from Australia for most off Road bikes.

Bum tank auxiliary fuel tanks that hold 4-5 litres and fit most dirt bikes (as featured in TBM).

Original supplier of the stainless steel gearbox spacers and B&B aluminium case savers for the Suzuki DRZ400 (as featured in TBM).

Kit & spares suppliers for: MSR • WULF • UFO • EGO Barkbusters from Australia • Pro-grip • Talon • Thumper Racing big bore kits • FMF & Dep exhaust • Alpinestars • Etc.

Tel: 01233 740349  
Mob: 07802 244455

Isle of Skye & Lochalsh Trail Riding Breaks

Debbie & David Childs  
Tel: 01599 534353

By Special arrangement with FOREST ENTERPRISE our clients have access to a unique Trail riding experience through an area renowned for its stunning splendour with routes carefully selected to suit all abilities.

SPECIAL LAUNCH OFFER £230 INCLUDES:  
• 2 Full Days Guided Trail Riding  
• 3 Nights B & B (with full facilities)  
• Bike Hire (Inc. Insurance)

Owner riders catered for at special rates

**MOTO MERLIN**

www.motomerlin.co.uk

GAS GAS UK + BETA UK DEALER

HONDA XR 400R / XR600R.....NEW FROM £3599  
HONDA XR 650R.....NEW FROM £3889  
SUZUKI DRZ 250 K3.....NEW £3999  
SUZUKI DRZ 400SK3.....NEW £3750  
YAMAHA TT 600R.....FROM £3799  
YAMAHA WR 450F.....FROM £4999  
YAMAHA TT600 RE ELECTRIC START.....£3999  
YAMAHA TT 250R 2004.....NEW £3750  
GAS GAS EC 450 FSE 2004.....FROM £3750  
GAS GAS PAMPERA 2004.....NEW £CALL  
GAS GAS ENDURO 2004 EC 125 / 250 / 300.....FROM £CALL  
GAS GAS 250 / 400 SUPERMOTO 250 / 450.....FROM £CALL  
NEW BETA ALP4 350cc TRAIL OR SUPERMOTO.....£3999  
GAS GAS PAMPERA 2001 USED.....£1750  
GAS GAS BETA, SHERCO & MONTESA TRIALS '04.....FROM £CALL

SUPERMOTO WHEELS + BRAKES SUPPLIED

PHONE or CHECK WEBSITE FOR LATEST DETAILS NEW BIKES & O/E

MERLIN MOTORCYCLES FREE CATALOGUE PHONE/FAX: 01403 257 626

**DAVE COOPER TRAILERS**

CLIP-ON ADJUSTABLE BIKE RACKS

Car Racks £54.95 inc. P&P Van/Motormore Racks £64.95 inc. P&P  
4x4 Racks £74.95 inc. P&P  
Junior Racks 50cc - 80cc Senior Racks 100cc - 600cc

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

TRAILERS

Single Bike.....£199  
Double Bike.....£249  
Trebble Bike.....£309  
Quad Trailers.....£345

ALL PRICES INCLUDE VAT

DAVE COOPER TRAILERS  
DEPT TR, UNIT 7, Pettings Court Farm, Hodsoil Street, Wrotham, Kent TN15 7LH  
TEL/FAX: 01732 820082 & 07860 702112 (MOBILE)

To find out more details about membership and your nearest groups please send a 9X5 SAE to the TRF, PO Box 343, Market Drayton, Shropshire TF9 1WT.

**TRAIL RIDERS FELLOWSHIP**

The national campaigning group for trail riders.

Members ride road-legal motorcycles in small groups to explore those green lanes with vehicular rights, for recreation (not competition) and to enjoy the countryside. Please see www.trf.org.uk

**TRAIL RIDERS FELLOWSHIP**

Wanted - volunteers to lobby Government and MPs, and to liaise with Councils and other bodies, research lanes, lead rides etc. Training available.

**Talon**

FOR SUPERMOTO USE

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

320mm Oversize Front Discs available in round and wavy designs

O.E.M. Caliper Brackets  
4 Piston Billett Calipers  
Front & Rear Sprockets

in various sizes to change gearing for Supermoto use

**TALON ENGINEERING LTD**

Tel: (01935) 471508 Email: sales@talon-eng.co.uk  
44 Lynx Trading Estate Yeovil Somerset BA20 2NZ

**GET DIRTY THIS WEEKEND!!**

APRILIA RX125	£2195	SUZUKI DR650	£1995
HONDA CRE250	£2995	SUZUKI DR800	£1895
HONDA XR250	£1795	YAMAHA XT350	£1295
HONDA XR250	£1995	YAMAHA XT2640	£1995
HONDA XR250	£1695	YAMAHA DT125	£1495
HONDA XR250	£1995	YAMAHA DT175	£795
HONDA XR400 BRAND NEW	£3995	YAMAHA TY175	£695
HONDA XR600 X3 PROH	£1595	YAMAHA XT225	£1595
HONDA DOMINATOR X3	£1795	YAMAHA WR250 BRAND NEW	£4995
HONDA XL350	£1295	YAMAHA XT500	£995
HONDA AFRICA TWIN	£1995	YAMAHA TT350	£1495
HUSQV TE350 X3 PROH	£1895		
KAWASAKI KLR650	£2495	KIDS QUADS	
KTM LC4620	£1895	APACHE TOMAHAWK MINI 50	£799
KTM EXC 300	£1895	APACHE 50	£999
SUZUKI DR350	£1895	APACHE 100	£1175
SUZUKI DR200 ES	£1795	APACHE 175	£495
SUZUKI DR600	£1195	SUZUKI LT50	

NEW STOCK CONSTANTLY ARRIVING

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

**SUPERMOTO SUSPENSION**

**SUPERMOTO TECH**

Tel: 07971 447085 www.endurotech.co.uk

• Factory Marzocchi 45/50mm black forks to fit Husky, KTM, Honda, Yamaha & more in stock

• Stock suspension serviced and re-valved to Supermotard spec

NOW IN STOCK... springs, bushes, seals...

Andy Robertson in action on his 360 H6 Montesa in the 1977 Welsh Two-Day. He went on to claim second place...



# The Full MONTY

STORY: MARK WILLIAMS; PICS: MW, ANDY ROBERTON, ARCHIVE

**Mark Williams tells the story of Montesa's legendary H6 enduro bikes**

Back in 1977 this was the height of enduro fashion. It still looks good today...



ENDURO 250 H6



it wasn't until 1944 that the company finally opened for business.

Formed by Pedro Permanyer and Francisco Bulto (later to leave and form his own, eponymously named company), Montesa initially based their designs on France's Motobecane lightweights. But within a year, they were exhibiting their first prototype at the Barcelona International Trade Fair - a 93cc two-stroke engine with a three-speed hand-operated gearchange stuck in a rigid frame with girder forks. Although old fashioned by the standards of more advanced manufacturing nations, response was such that Montesa immediately began building the bikes, quickly upping the capacity to 125cc.

Unable to meet burgeoning demand, the company attracted extra investment and in 1950 opened a bigger, more modern factory. A year later they launched the seminal D-15 model. Using basically the same 125cc engine, this machine had a foot-operated gearchange, telescopic fork and plunger rear suspension. From our point of view, this is where things got kind of interesting, for although it was a roadster, a team of 'muddified' D-1s were entered in 1951's badly organised ISDT in Northern Italy, where they managed to nab a brace of medals, one of them for Bulto himself.

Despite this, but doubtless mindful of where their bread was getting buttered, Montesa continued to concentrate on road machines, and the

I don't know about you, but I've always had a problem with Montesa. Best known for a highly successful range of trials bikes and, at least on the domestic Spanish market, some extremely impressive roadsters, they never really seemed to embrace the trail and enduro market in the way that, say, Bultaco or even Ossa did. Which is ironic, given that Montesa was the first of the major Spanish motorcycle manufacturers. Though due to Spain's slow progress from agricultural-based economy to industrialisation (not helped by General Franco's fascist dictatorship),

## SOUL SURVIVOR

The Full  
**Monty**

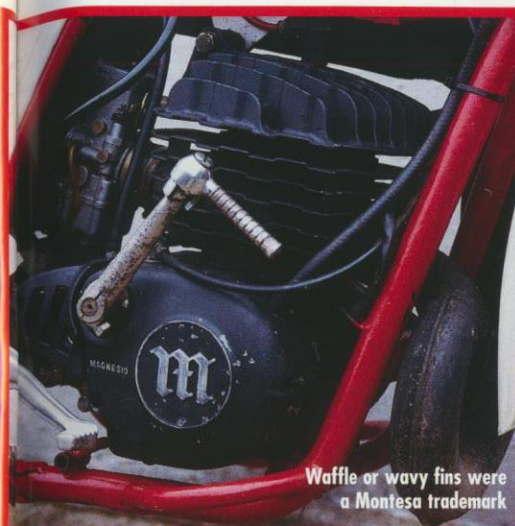
Clean and tidy: Will Evans' Mont is believed to date from 1980 or 81..



Mr Payton bought the bike new from BVM in Stroud and still has the box it came in (!), so it was no surprise to find its new owner also had the original toolkit and owner's manual, as well. The bike itself is in real 'time-warp' condition with little evidence of off-road use, not too surprising



Finding a good, original example of this month's Archive subject proved even more difficult than usual, which is obviously a reflection of how rare they are in Britain - as opposed to the rest of Europe. In the end I traced an immaculate H6 to an address in Shropshire, where Will Evans had just recently acquired it from its original owner, Simon Payton. And I'd hazard a guess and say that this is probably the best example of this model to be found anywhere in the country.



Waffle or wavy fins were a Montesa trademark

really since after a serious illness stopped him riding, Simon Payton carefully stored the bike for some 20 years. Although I'd been given to expect a 1977 model, my research indicated that this was in fact a 1980 or even an '81 model, previous versions having red fuel tanks and black sidepanels and the non-remote reservoir Betor rear shocks. And although barely used, Will Evans had removed the speedo, replaced the rear exhaust muffler with an aftermarket unit and fitted faux carbon-fibre kneepads on the unblemished tank 'to keep it that way.'

The detail work on the bike belies any clap-trap about poor Spanish workmanship: Little touches like the beautiful cast alloy brake lever and the caps which cover the swingarm pivot immediately please the eye, whereas the sheer practicalities of the QD fuel tank, held on by rubber straps, and the equally QD side panel-cum-air filter cover underline Montesa's inspired design logic.

This H6 goes well, too. Will fired it up second kick on a freezing, foggy morning and the long-stroke engine pulled like a train from surprisingly low revs... and surprisingly quietly.

'It'll keep up with my Bultacos on a motocross track,' smiled Will, who races a pair of extremely smart Pursangs in pre-74 events, 'but it's more comfortable to ride. Trouble is, it's a bit too tall for me, and needs a completely different riding style... I'm a bit set in my ways.'

Which is why Will has decided to sell the bike. If you're interested in an immaculate, but highly practical piece of enduro history, he can be contacted via the TBM office.

## MONTESA 360H6

D-1's successor, the Brio-90, with proper swing-arm rear suspension, was shown at the Geneva International Motor Salon in 1953.

Rather than itemise a catalogue of updates, road-racing successes and designations of machines we're not essentially interested in, I'll fast forward to 1963. This was the year that the company introduced their first motocross bike, although this too was based on the 175cc Impala roadster, three of which had just been ridden over 12,000 miles across Africa - most of it extremely harsh terrain - in a highly successful publicity stunt.

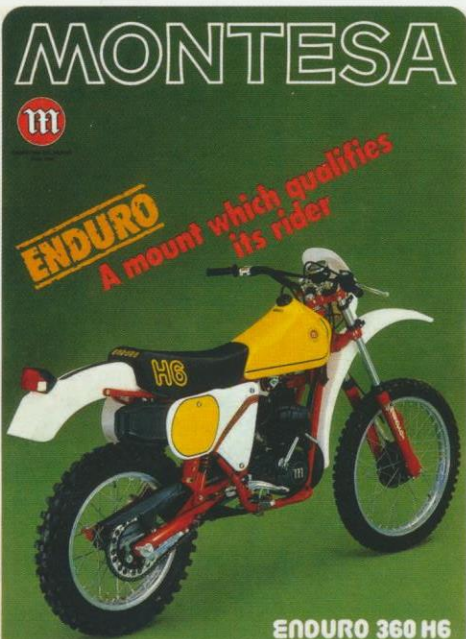
This new, unit-construction engine was soon punched-out to 250cc, bolted into a new Scorpion chassis, and became the dominant force in Spain's domestic motocross series. At the same time the factory relocated, with yet another move to larger premises in Barcelona. As a footnote, 1963 also happened to be the year that Montesa introduced their first four-stroke engine, although perhaps because this propelled a scooter, they never saw fit to develop it for off-road use: Had they done so, the Japs might not have got things all their own way a decade later!

As things turned out, it wasn't until 1968 that the company produced the first of their pukka trials bikes - perhaps spurred into action by the successes of Senor Bulto and his team of defectors who'd had left the company ten years earlier and since 1961 had been enjoying the achievements of their Sherpa trials models - both financially and trophy-wise!

The superb Spanish all-rounder, Pedro Pi, who'd graduated from Montesa's test-rider to chief development engineer, had already won the 1965 and '66 motocross championships on a Scorpion, and with the launch of the first Cota, he promptly blagged the National Trials Championship, too! What a guy! But then those were the days when a gifted rider could rise from shop floor to star status, and even then on into the boardroom.

Within a few years Montesa were building trials bikes in capacities ranging from 25cc (!) to 349cc and achieving great success with them all around the world. Their 125 - 414cc motocrossers fared similarly well, but it wasn't really until 1975, and the 250VR (for Vekhonen Replica) model that they really made an impact in the enduro field.

This was essentially a Capra 'crosser with different final drive gearing, rudimentary lighting,



Left: The 1981 version was yellow, but by 1984 both the styling and colours had changed

a silencer and slightly different tuning. However in 1976 Montesa launched a substantially different version of the Capra engine, designated the '67M', which formed the basis for a new line of enduro bikes, the 250 and 360H6.

So called because they featured a radical - for the time - six-speed gearbox and revised engine porting in what was still a somewhat over-square combustion chamber. Montesa, in common with Bultaco and Ossa, stayed clear of the new-fangled disc- or reed-valves and the oil-injection lubrication increasingly adopted by the Japanese and German manufacturers, but their signature 'wavy' cylinder finning remained.

Squashing more cogs into the engine cases (they couldn't afford to re-tool for cases in a larger size) meant narrower gears and higher tolerances but there were separate oil chambers for clutch and gearbox and these new transmissions proved very robust. The wider choice of ratios, plus a sweet gearchange action (though a heavy-ish clutch) meant that the H6s were much sought after. They were kitted out with top-flight componentry - Marzocchi or Betor suspension with leading axle front sliders, Akront wheel rims and Bing carbs with enrichment levers for easier starting - and the attention to detail was of a superior standard to most con-

temporary Spanish off-riders.

The 360cc version didn't officially appear until 1978, but a few 'semi-works' machines were campaigned a year earlier, especially in America where Montesa, like Bultaco, Husqvarna and even KTM before them, saw that there were big bucks to be made. Somewhat unusually given the nature of their intended use, all of the H6s up to and including the '78 models featured an under-slung expansion chamber/exhaust, a legacy of the powerful Capras - but one prone to damage.

However, this drawback didn't prevent Andy Robertson from taking second place in the 1977 Welsh Two-Day on a 360 H6 - sponsored by importers Jim Sandiford - and Derek Edmonson also campaigned one successfully for a while before moving on to a KTM works ride.

In '79 Montesa moved to an up-and-over exhaust system, which enabled them to also provide a rugged centre-stand - essential in serious ISDT-type events - and a new, duplex frame replaced the single-downtube jobbie which was another legacy of the Capra. It was still light - the 250 weighing in at under 230lbs (some 16lbs less than Bultaco's Matador), and with an alleged 29bhp to play with, it was a bike to be taken seriously at senior competition level.

Both the 250 and the new 360 offered detail improvements for 1979, with revised Motoplat electronic ignition and Betor front forks with centreline axle mounts. The brakes - Montesa's own design and manufacture - continued to be the bike's only Achilles heel, made even worse given the H6's effortless speed and broad, man-

ageable power delivery. Apparently it was also very thirsty, with contemporary roadtests recording just 15-20mpg. From a two-gallon tank this sorely limited the bike's range.

Some of these niggles were addressed with the '79/80 model year when the H6 got a completely new chassis. Derived from the torrid 414cc Capra, it featured longer travel Marzocchi forks and shocks, the latter boasting remote gas reservoirs and were mounted close to the swing-arm pivot-point. The fibreglass tank was also slightly enlarged and the 36mm Bing carb re-jetted to offer better fuel consumption. The front brake was increased from 130 to 150mm diameter, but was still found to be somewhat lacking, many riders opting to replace

the standard linings with grabbier Ferodo shoes.

The colour scheme also changed to a much more distinctive red frame with a yellow tank and white plastics, giving the new H6 a much more aggressive aspect that to my eyes looks dead sexy. At just £1200 - a quid more than the heavier, slower, far less capable Yamaha XT500, the rather radical new 360 H6 was certainly extremely good value for money, but somehow it still never quite plundered the market to the extent that it probably deserved.

This may well have been due to troubles back home, for by the turn of the decade Montesa - like much of Spain's manufacturing industry - was becoming plagued by strikes, and thus budgets for marketing, as well as development, had to be cut back. This was of course just when the Japanese were starting to market the hell out of their rapidly improving off-road models.

In fact by 1982 Montesa was the only major Spanish bike builder left in business, and this was only due to a hefty government loan, the price of which was a deal to let Honda develop a European manufacturing base to build small capacity commuter bikes. Somehow the company continued to struggle on with the production of off-riders (despite having to stockpile hundreds, even thousands of trials bikes) and in 1982 yet another version of the 360H emerged, with a completely new tank, fatter front forks and 'laid down' rear shocks. The following year saw the H6 in its final incarnation, with a white tank, red frame and blue seat that rather suggested Honda were dictating the design cues for what was now

a rather tired - but still potent - old engine in fancy dress. However the '83 model did have its anchors addressed in the shape of a front disc brake, and the forks - still Marzochis - reverted to a forward mounted axle.

It was truly the end of an era - both for Montesa, which by 1985 had essentially become a subsidiary of Honda - and for the vital role Spain had provided in the development of enduro machinery. Which is why a late-model H6 is still so sought after by people who mourn the passing of that era - and a bike that's right up there with the greats.

*Special thanks to Dick Tett and Jared Bates for their help in researching this feature, and Andy Robertson for supplying archive photos.*

*Montesa converts will be pleased to know that Sandifords (tel: 01282 428383) are still importing trials bikes and can supply spares for older models, too. A comprehensive source of parts for older Monts, some 'new old stock' or re-manufactured to spec, can also be found on Jared Bates' website, [www.southwestmontesa.com](http://www.southwestmontesa.com).*

## MONTESA 360 H6

<b>Price (1977/8):</b>	N/A
<b>Value now:</b>	£1200-2000
<b>Engine:</b>	Air-cooled, piston port two-stroke, petrol lubrication
<b>Bore &amp; stroke:</b>	83.4 x 64mm
<b>Displacement:</b>	349cc
<b>Comp ratio:</b>	12:1
<b>Carburettor:</b>	36mm Bing
<b>Transmission:</b>	6-speed, constant mesh, with chain final-drive
<b>Chassis:</b>	Duplex steel. Hydraulic (Marzocchi) forks with 26cm travel and (Marzocchi) rear gas/oil shocks with remote reservoir and 25cm travel
<b>Brakes:</b>	F: 150mm SLS Drum, R: 130mm SLS Drum
<b>Wheels:</b>	Front 3.00 x 21ins; Rear 4.50 x 18ins, Akront alloy rims.
<b>Wheelbase:</b>	56ins.
<b>Seat height:</b>	32.7ins.
<b>Ground clear:</b>	12.9ins.
<b>Fuel capacity:</b>	2.3gal.
<b>Dry weight:</b>	244lbs.









# FREE CLASSIFIED ADVERTISEMENTS SELL YOUR TRAILBIKE ABSOLUTELY FREE

HERE'S WHAT  
YOU DO

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

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

TEL NO (CODE)	TEL NO	COUNTY

**THIS SERVICE IS NOT AVAILABLE TO TRADERS**

PLEASE NOTE; THIS FREE SERVICE IS PROVIDED TO ENABLE YOU TO SELL YOUR TRAILBIKE, NOT YOUR OLD SUPERDREAM OR YOUR MUM'S WASHING MACHINE - ADS NOT FOR TRAILBIKES WILL BE FILED UNDER 'B' FOR BIN!

**BIKES**      **WANTED**      **SPARES**

NAME .....

ADDRESS .....

.....

.....

.....

POSTCODE .....

# NEW 2004 SINISALO



ORDER YOUR  
NEW 2004!  
Sinisalo Tech Kit

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

Tech Pants Adult  
£79.95  
Waist 28" - 38"

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

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

2004  
Endurowear  
Fully Waterproof  
Jackets £139  
Blue or Black Size S-XXL  
Trousers £119  
Black Waist 30"-44"  
Sizes 40+ £129  
Gloves £44  
Blue or Black  
Sizes S-XXL  
Neotech Gloves  
£24 Black Sizes S-XXL

## 2004



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



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



Brake Pads £3.99



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



135 Chain Set £47  
O'Ring Chain Set £65



Tel: 01373 826633 or shop online @ [www.mxgear.co.uk](http://www.mxgear.co.uk)

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