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EDITORIAL

Don't believe everything you read...

I'm getting a bit fed up with this. Most people claim not to believe much of what they read in 'the press'. And since nearly everyone's impression of *the press* is based upon British Tabloids whose prime motivation these days seems to be to out-scandalise each other by staking out celebs' holidays, busting their asses for a sneaky 'boob shot', who can blame them.

But it was always my impression that the specialist press was - for the most part at least - much more trustworthy and believable. After all, we'd all like to think that bike magazines are written by bike enthusiasts who became bike journos because they lived and breathed their subject.

But the closer I look at some other publications the less I find to like about them. First of all many of them smack of blatant commercial toadyism - writing good things about a company's product because that company has either booked a series of advertisements with them or else buttered them up with free samples. Or at least that's the way it seems.

Then when I look closely at some of the so-called 'tests' contained within these publications they don't really bear close scrutiny. Tests which have either been hastily conducted, wrongly summarised or are simply badly written or inconclusive because either the journos are too poorly informed or too weak-willed to express an honest opinion (or worse

still because the publication doesn't want to risk offending a good advertiser). And I begin to get very depressed about the whole subject.

The point is that we're all consumers to some degree, and we rely on professional 'advice' to help us reach buying decisions which in the case of dirt bikes can run to many thousands of pounds. Furthermore we expect those people who are supposedly better informed than us to not just report the truth, but also get to the bottom of it - criticising, where necessary, those products which don't make the grade in order for the whole sport to improve in the long run.

Otherwise what's the point in buying a magazine or newspaper in the first place if you can't trust what's printed inside it? You might as well just log onto the internet.

From a personal point of view I find this annoying not to mention depressing, but from a professional viewpoint it's far worse than that. Because if you can't trust what you read in other publications to be accurate, unbiased and well informed, then why should you bother trusting what's printed in TBM...?

Because we're different... That's why. Obstinate, independent, bloody minded? Yes. But very different. And if you don't believe that then you really shouldn't be reading this magazine at all!

SI MELBER

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JULY 2005

STEEL BLUE?

'06 Yam enduro bikes miss out on alloy frames!



case of motocross reaping the benefit of new technology first.

However, the new WR450 and 250Fs finally get a new multi-function digital speedo (though these weren't pictured in the press pack so we don't know what they're like), and the seat foam is now made from a thicker, more comfortable material. Revised suspension settings include improved front fork internals - that Yamaha claim has been developed specifically for extreme enduro conditions.



Other tweaks include a higher rigidity swingarm, adjustable bar mounts and a redesigned front fender! Engine-wise the 250F has got a new air induction system and the 450 gains new gearbox internals for smoother changing. But what we really want to know is why Yamaha failed to give the enduro bikes the alloy frames they deserve..?

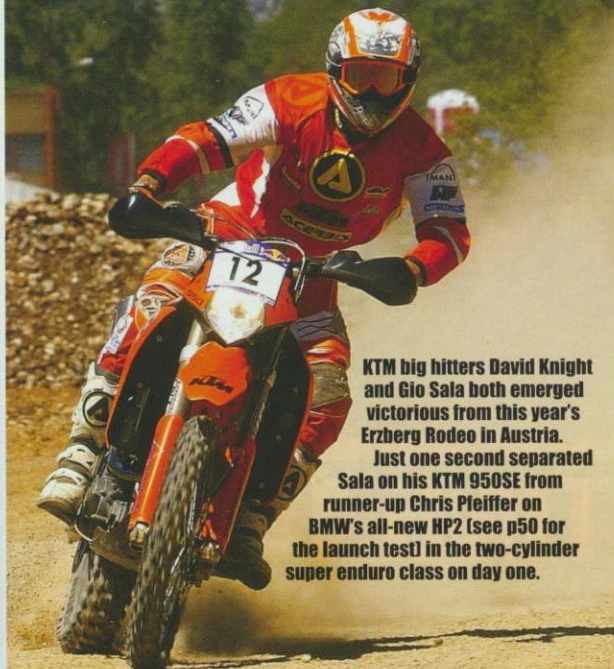
After a raft of improvements to the 2005 WRs, Yamaha hasn't changed much this time around... but the same certainly can't be said of their four-stroke motocross machines.

The 2006 YZ250/450Fs now feature an all-new lightweight aluminium frame whereas the enduro models have still got the old tubular steel one - another



It's a case of spot the difference for the 2006 WRs which get only minor tweaks while the YZs get a sexy alloy frame and funky new styling...

IRON MEN



KTM big hitters David Knight and Gio Sala both emerged victorious from this year's Erzberg Rodeo in Austria.

Just one second separated Sala on his KTM 950SE from runner-up Chris Pfeiffer on BMW's all-new HP2 (see p50 for the launch test) in the two-cylinder super enduro class on day one.

Factory rider Sala had two perfect runs over the 17.5km long gravel piste up to the iron mountain's peak - though the HP2 actually set the quickest time (overall) on one of its two runs in the 60-strong big-bore event.

Knighter claimed first place in the main Hare Scrambles event beating a staggering 1300 riders (see his column on P96-97)...

EURO BIKE

International enduro competition makes a welcome return to the UK this month. The Husqvarna Hafren Forest Enduro - Round 3 of the 2005 European Enduro Championship - takes place on 16-17 July in Llanidloes, Powys, mid Wales.

The Hafren Dirt Bike Club event asked former BEC rider Wyn Hughes to lay the course out through the Hafren Forest. Large sections have been regraded and the 50-mile route will feature four checks plus one motocross and one enduro-style special test.

The demanding circuit includes a spectator area mid-lap for both special tests viewing. All riders will complete two laps and five special tests per day.

Anyone who competes in the BEC in any of the three classes can enter - a one-event UEM event licence is required. For entry forms call Mary Kerr on 01788 566403. See you there!



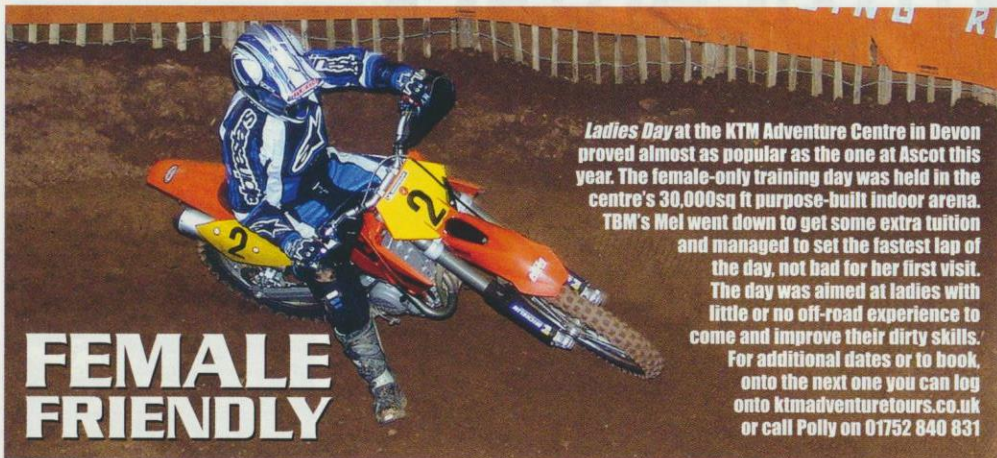
JUST THE TICKET

Support the British ISDE team this year and you could win yourself a stunning limited edition Husqvarna TE510 Centennial Enduro bike, worth £13,995!

With the support of Husky Sport (the UK Husqvarna importer) the ACU are raffling the 501cc four-stroke, fitted with carbon fibre bodywork, carbon engine covers and titanium exhaust system.

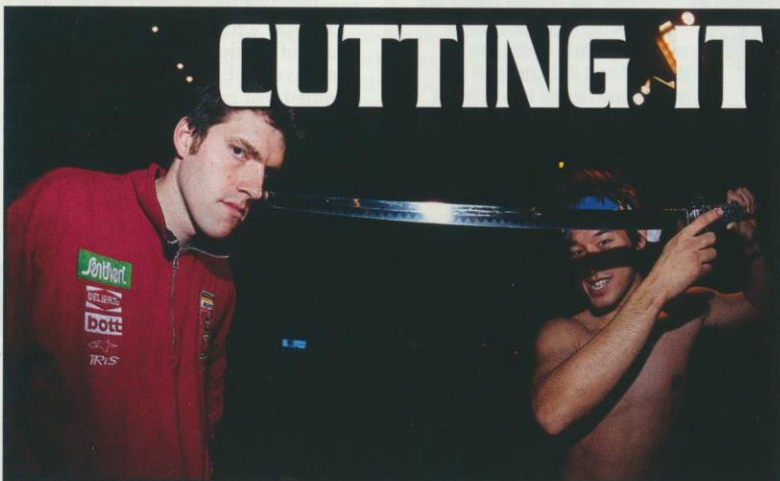
A ticket costs just £2 or it's £9.50 for a book of five - to order, email Gwyn Barraclough, ISDE team manager, on gwyn@acu.org.uk or phone 01865 390481. For that price you'd be mad not to...





Ladies Day at the KTM Adventure Centre in Devon proved almost as popular as the one at Ascot this year. The female-only training day was held in the centre's 30,000sq ft purpose-built indoor arena. TBM's Mel went down to get some extra tuition and managed to set the fastest lap of the day, not bad for her first visit. The day was aimed at ladies with little or no off-road experience to come and improve their dirty skills. For additional dates or to book, onto the next one you can log onto ktmadventuretours.co.uk or call Polly on 01752 840 831

FEMALE FRIENDLY



CUTTING IT

Well done to Richard Sully in Somerset, the lucky winner of last month's T-Mag 'Fujigas' samurai sword competition.

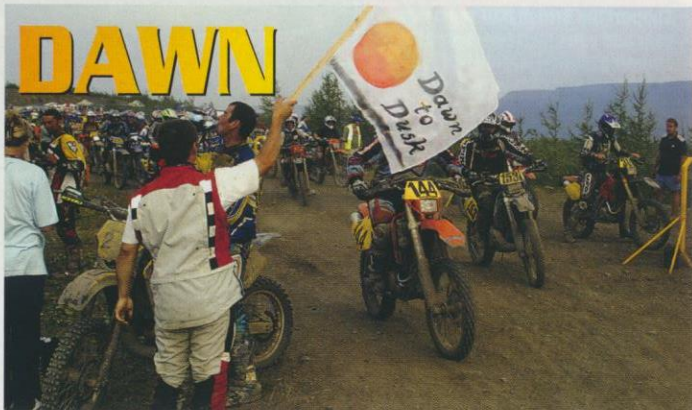
Richard's winning caption had Dougie saying: 'When Fujigas said he could win again in 2005 by using acupuncture, this isn't what I had in mind!'

Your signed sword is (very carefully) on its way to you...

A NEW DAWN

There are still places available at the 2005 TBM sponsored Dawn to Dusk 12hr enduro. It takes place on the bank holiday weekend of 27-28 August, near Seven Sisters in South Wales.

Nearly 600 riders competed in last year's event, making it the largest off-road challenge in the UK. For more info or to download entry forms, log onto dawntodusk.co.uk now.



SNIPPETS

★ CHOCKS AWAY

The Royal Air Force Enduro Team are hosting the Ardua Enduro, a brand new event this year. It will be held on 21 August at Slab Common, Hampshire. Full details are on www.rafenduro.co.uk so get your entries in quick.

★ CRACK ON

The two-day Crychan Enduro will take place on 13/14 August, starting from Llandoverly Rugby Club in mid-Wales.

It's round three of the Motul 2005 ACU British Solo Enduro Championship and is again kindly sponsored by Steve Plain Motorcycles and Talon Engineering.

The course will be in the Crychan forest and a lap will be approximately 30 miles long with two motocross-style special tests. Entries cost £95 and will close on 1 August or when full - no late entries will be accepted. To download regs go to enduronews.com.

★ STICK-EM-UP

After months of waiting we can finally announce that the all new TBM stickers (featuring the sexy new logo) have finally arrived. The new stickers have been printed on a special flexible clear background and are designed to mould themselves exactly to the shape of your bike/helmet/trailer. To get your hands on a couple of the new stickers all you have to do is send in a STAMPED self-addressed envelope to TBM, PO Box 9845, London, W13 9WP and we'll do the rest. First come, first served...

MY FIRST BIKE

ONE-TIME TRIALS TV STAR JOHN SHIRT JNR - AKA SHIRTY - IS NOW THE UK GAS GAS IMPORTER

When Editor 'Smelber' asked me to write this piece, my answer was, 'Yeah, I'd love to, but which first bike? It was then I realised how lucky (spoilt!) I've been when it comes to owning and riding off road bikes.

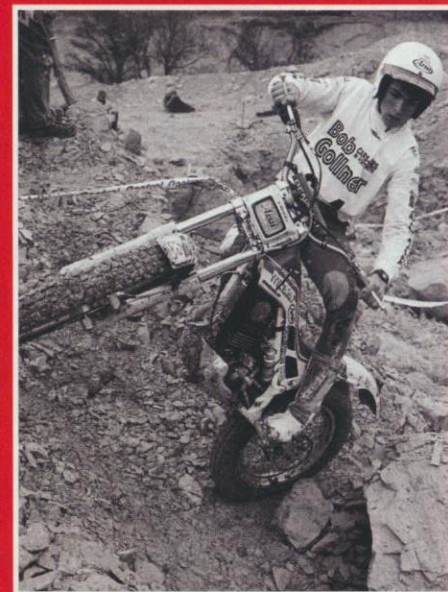
My very first bike was a 50cc auto Italjet when I was four years old. This was after driving a tractor with Renthal speedway bars that my dad grafted on after a high speed 'get-off' that wrecked the steering wheel!

After two Italjets my dad bought me an absolute wreck of a TY80 and completely rebuilt it in the famous 'Majesty Yellow'. I remember being completely stunned when I walked into the lounge on Christmas Day and saw my first 'true' trials bike sitting there.

I was very lucky to have a superb motorcycle engineer in my dad who, with my (still) hero Mick Andrews designed and built the 'Majestys'. My TY80 was a 'mini-me' one and I used to get frustrated that I couldn't do the things that Mick and Co could do on their 320s! This resulted in totally wrecking the TY80 and I was always pushing it back from the quarry behind the old workshop with broken levers or running out of petrol.

When I was 16 my dad worked for Yamaha, so I had a Yamaha DT50MX. This had to be the trickiest 50cc around as it had a Polini 63cc big bore kit, Harpower reeds and my old TY80 carb. Mind you, all this trick stuff and my mate's standard 'Simson' step-through was still faster!

I then rode through the school-boy rankings, winning almost



everything apart from 'Junior Kickstart', in which I was beaten twice by a lanky, Manx geek called Steve Colley - and we've been mates and rivals ever since.

My first enduro bike was a 1995 Gas Gas 250 with a TM engine and it was horrible. I think for Paul Eddy to finish fourth in the World Championship in '95 was a bigger achievement than actually winning it.

The bike was super-aggressive (which probably suited my persona at the time) and I used it to enter my first 'real' enduro, the Breckland, in March 1996.

Eddy's advice was to just enter in the expert class and see how I fared. I did... and was crap! But I got the bug for it straightaway and progressed through the expert class (winning it in 1997) to finish fourth overall in the championship class in the 1999 BEC.

I now spend most weekends looking after my supported trials and enduro team riders. However, one day I'd love to get my hobby back and go to events as Mr Rider not Mr Gas Gas...

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TBM NEWS

DAKAR DVD

The 2005 Barcelona-Dakar Rallye had more than its fair share of drama and this official review has it all captured via state-of-the-art in-car and heli cameras.

It also features solemn footage of rider reactions after the death of the late great Fabrizio Meoni.

The 05 Dakar DVD is available from Duke Video (dukevideo.com) now, priced at £16.99.

Well worth a look...



HARD SELL

Overall motorcycle sales have stayed approximately the same this month, still down one percent on the numbers sold at the same time last year.

The Adventure Sport category is still up a whopping 23 percent on last year's figures though, with another 165 BMW 1200GSs registered this month. The newest entry in the top five in this category is another big Bearer, the 1150GS, knocking Honda's XLV650 Transalp out of fifth place.

In the Trail / Enduro category the figures have dropped slightly (three percent down on this time last year), but that is only to be expected after the DEFRA announcement introduced uncertainty into the sector. Meantime it's neck-&-neck between the Suzuki Van Van and the mighty Honda CRF250X for second place.

ADVENTURE SPORT

1	BMW R1200GS	908
2	Honda XL125V	274
3	Triumph 955 Tiger	241
4	KTM 640 SM	184
5	BMW 1150GS	177

TRAIL/ENDURO

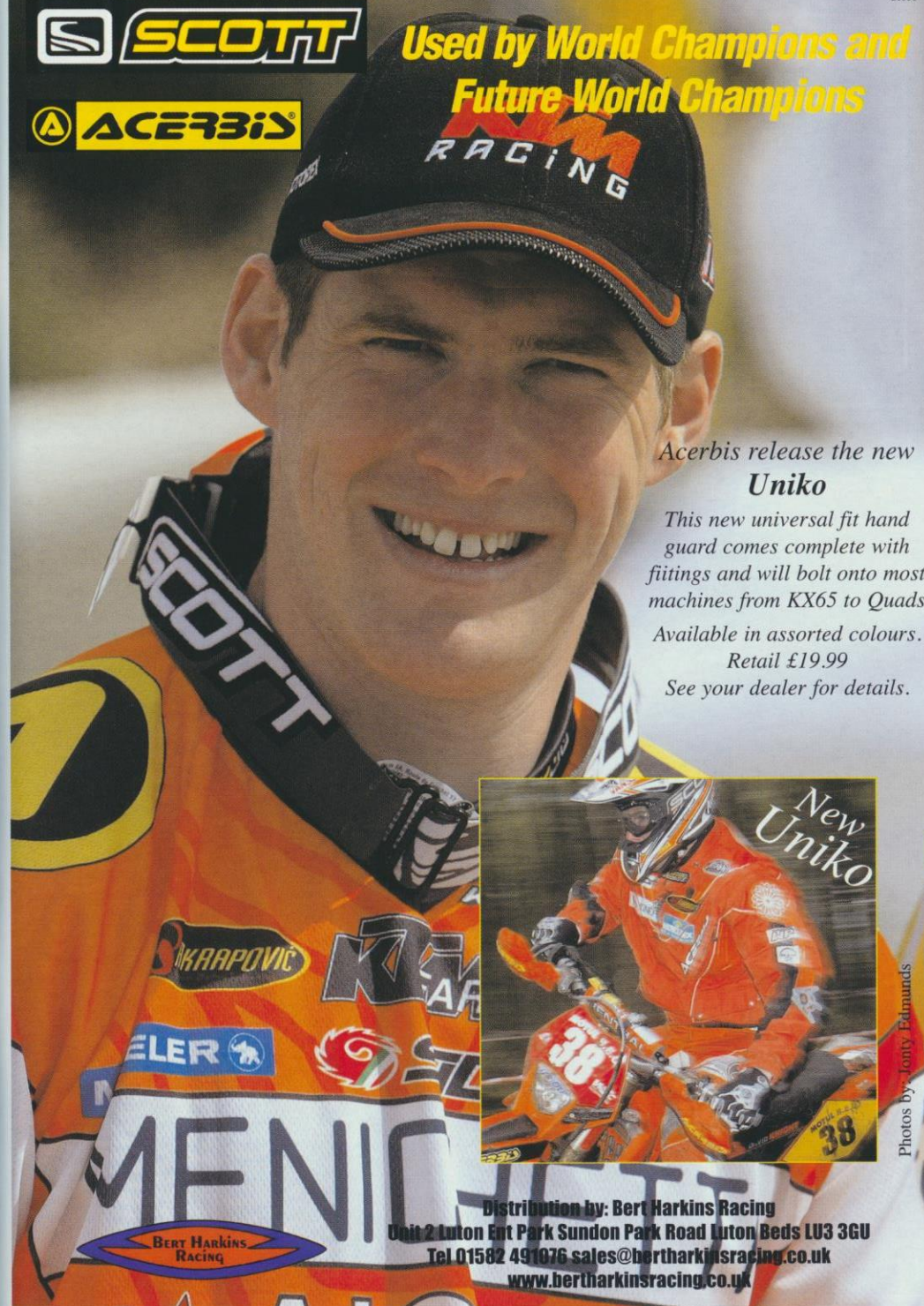
1	Honda XR125L	364
2	Suzuki RV125	210
3	Honda CRF250X	194
4	Yamaha DT125	183
5	Yamaha WR450F	158



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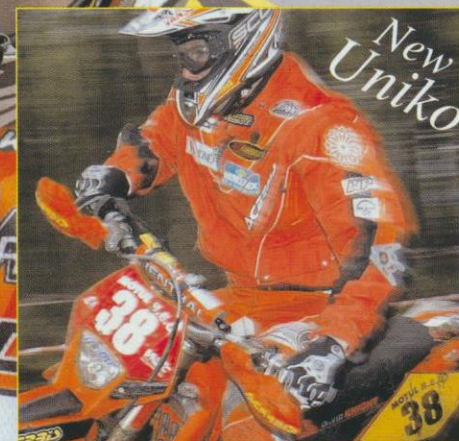
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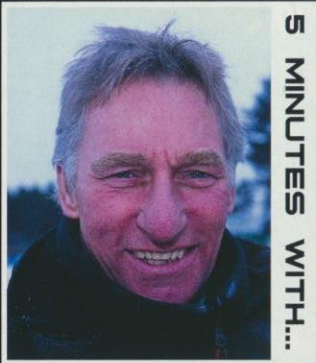
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Photos by Tony Edmunds

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5 MINUTES WITH...

ISDE TEAM MANAGER GWYN BARRACLOUGH IS ONE OF THE BEST LIKED BLOKES IN THE SPORT...

WHAT WAS THE FIRST ENDURO BIKE YOU OWNED?

It was a 125 Rickman with a Zundapp engine. I used this bike in the 1976 Welsh Two Day and many other enduros during 1976-7 with very mediocre results before selling it and buying a second-hand 400 KTM.

WHAT WAS YOUR FIRST ENDURO?

Although not strictly an enduro, my first event was the Army Motorcycle Championships in 1974. It was a three-stage trial held over two days with observed sections, timed observed sections and a four hour hare 'n' hounds. Not having been particularly outstanding (or even remotely mediocre) at the trials sections, I thoroughly enjoyed the H&H, which gave me the taste for speed events.

WHAT HAS BEEN THE HARDEST ENDURO YOU HAVE EVER RACED?

The 1980 ISDT (now the ISDE) held at Briode in Southern France. The event was very long, hot, rocky, steep, tiring and fast. There was no rest anywhere due to a punishing time schedule. I finished the event and got bronze, but only about a third of riders finished. It was very hard.

WHAT IS YOUR FAVOURITE ENDURO?

The ISDE without a doubt. It's changed over the years but it is still a fantastic challenge to teams and individuals. In the UK it has to be the Welsh Two Day. The setting, the mid-week dates, the old faces that show up

year after year and the very special atmosphere make this a unique event.

WHICH RIDER HAD THE BIGGEST INFLUENCE ON YOUR CAREER?

Way back in the ISDE when the mighty Czechoslovakian and East German teams had names that have now faded into history - Kvetoslav Masita and Stanislav Sloch riding the Czech Jawa and Jens Scheffler on the East German MZs. An enormously influential British rider (who would be embarrassed to see his name in print) is Welshman Dai Jerimiah. He rode in the British Trophy team on many occasions and was the leading British rider of his generation.

WHAT DO YOU CONSIDER YOUR BEST EVER PERFORMANCE?

I recall one year riding in an international event in northern Germany. I was riding a 1978 KTM400 that I thought was fantastic. I won the class award of best international rider, I was delighted.

WHAT HAS BEEN YOUR MOST DISAPPOINTING RESULT?

The 1979 Welsh Two Day. I had a fantastic first day finishing in third place overall, but Elwyn Price was topping the leaderboard so I was determined to catch him. On day two I had a good first test and there was only a few seconds between the top half a dozen riders. I stayed clean on time all day so it came down to the final test, which was an old MX track just south of Rhayader. There was a good crowd and I was about to demonstrate how a potential Trophy Team rider would negotiate this final test. I fell off four times, including on the very last corner.

WHAT HAS BEEN YOUR BIGGEST CRASH?

A long time ago in 1975. I was on a BSA B40, in a military training area containing a disused rifle range in Germany with two colleagues, Geoff and Mick. I was riding towards a very steep hill when Geoff started shouting what I thought were words of encouragement but were actually dire warnings, the hill was actually the 'bullet catcher' on the rifle range. As I started the ascent flat out in third the ground disappeared from below me, and I was airborne with the rifle butts way down below me, with what I thought was the hill some 50 yards in front of me. The bike started to nose dive but very luckily for me hit one of the target frames. I still

had about 15 foot before landing and carried on over the top of the bike and target frame, landing on my shoulders and back. Had the bike not hit the frame it would have certainly landed on top of me.

WHAT IS YOUR MOST TREASURED ENDURO MEMORY?

Riding in the 1981 ISDE in Elba, Italy. It was such a beautiful place, the weather was glorious and after each day's riding we went swimming in the warm Mediterranean Sea.

WHICH BIKE HAVE YOU ENJOYED OWNING/RIDING THE MOST?

It would have to be the new breed of Husqvarna just after the Cagiva group took over production. I rode a 260 WRK in the 1988 ISDE in Mende, France. The bike felt so smooth, it started first kick each morning and I don't think that I put a spanner on it all week.

WHAT IS YOUR PREFERRED TERRAIN?

Dry, hard and rocky like in Spain, Italy and France, because the bikes stay clean and dry and are easier to maintain.

WHAT DOES ENDURO SPORT NEED MORE OF?

More good events, more general awareness, more professionalism and of course, more money.

WHAT DOES ENDURO SPORT NEED LESS OF?

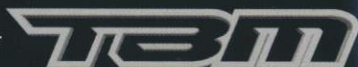
Less of the doubters, the pessimists and thieves in and around parc ferme.

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

Bigger and better than it is now! We have the enthusiasts and a fantastic amount of talented riders but we need to be positive and work hard to make it better.

WHAT MORE DO YOU WANT TO ACHIEVE IN ENDUROS?

I am presently the UK Manager for the ISDE Trophy and Junior Trophy teams, but the icing on the cake would be to be involved when one or both teams win. The last time Britain won the ISDE was 1953 but we can definitely win again.



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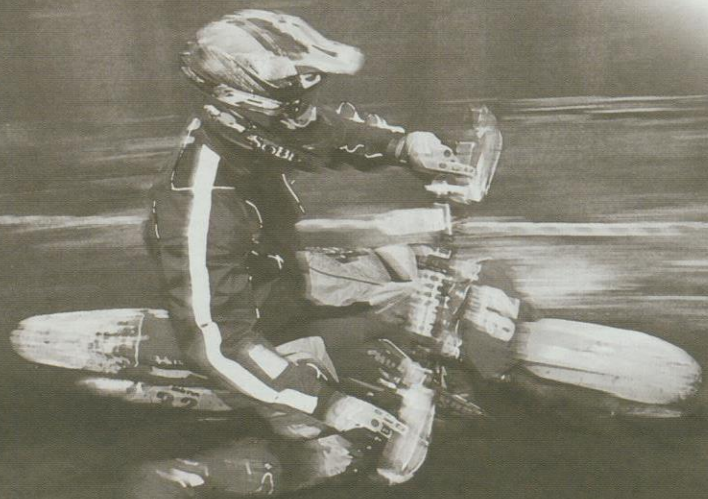
Trade enquiries welcome

RIGHT TO RIDE

Noise levels of off-road bikes are the biggest single concern of the general public and as Mark Williams explains, the off-road industry is about to get radical. Meantime parliament continues to plot against us...

In my 'Totally Ruttid' column this past year I've regularly considered the threat posed to dirtbiking's future by excessively noisy exhausts, but now there are signs that the bike trade itself will take action to bring down the decibels. The Motorcycle Industry Association

(MCIA) began consulting both the bike and aftermarket accessory importers last year, albeit on a somewhat informal basis, but coincidental with the Single Payment System threats to Enduro, trials and other bike sport earlier this year, they joined forces with the ACU and the AMA to try and work out guidelines for new, reduced and mandatory noise levels in the future. There's already been at least one joint meeting between these disparate and in the past, sometimes conflicting bodies at which



it was acknowledged that noise was an increasing deterrent to securing venues for off-road bike sport, which is why the threat of SPS was seen as being the final nail in its coffin. As MCIA Sports Officer, Andy Carlile gave me a salutary example: 'If Strathclyde Police receive complaints about noise from every MX event - which they did last year - we're not going to get much sympathy from local politicians who apart from anything else, have to foot the bill with taxpayers' money for answering the phones.'

In other words, the bike trade has to do something, and be seen to be doing something, that will significantly curb noise levels. And whereas the racket created as 30-40 MXers dump their clutches at the start line is obviously much greater than enduro or trail bikes climbing one-by-one up a moorland slope, that affords us no complacency whatsoever. So here in more detail is the problem.

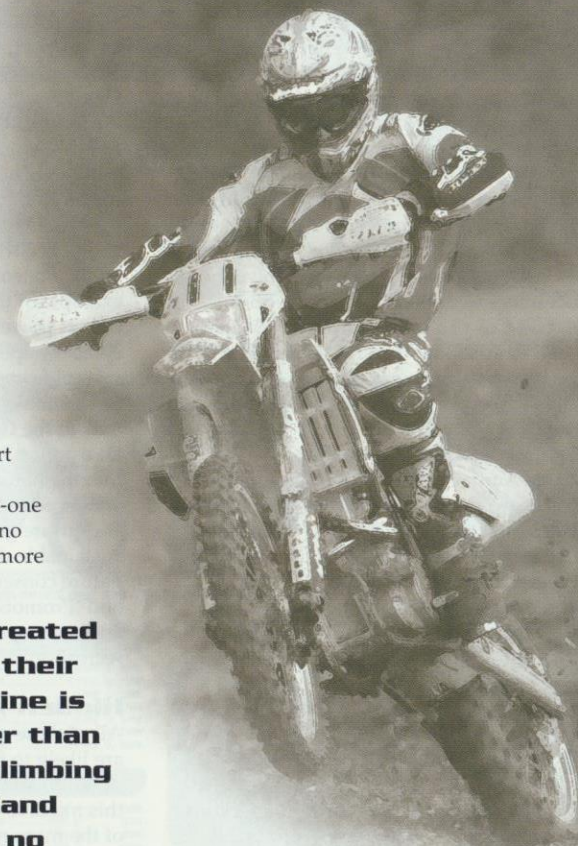
'Whereas the racket created as 30-40 MXers dump their clutches at the start line is obviously much greater than enduro or trail bikes climbing one-by-one up a moorland slope, that affords us no complacency whatsoever...'

Sounding Different

The current maximum noise level, imposed by the Fédération Internationale Motorcyclisme (FIM) of 98dBA for MX bikes is dependent on a differential based on engine capacity and RPM, ie it's measured at 5000rpm for 125-250cc bikes, and 4500rpm for 250-500cc bikes. Mindful of the problems in the UK, the ACU has lobbied the FIM, whose rules it is bound by, to increase the RPM at which levels are measured because racing bikes are invariably ridden hard through the gears.

But the FIM, under pressure from the (largely Japanese) manufacturers, have resisted this.

So for 2006, although the



FIM's maximum level is being reduced to 96dBA, the rpm thresholds remain the same.

For enduro bikes however, the FIM limit is already 94dBA across the board, but measured at just 50cm. from the exhaust pipe, and all enduro-legal aftermarket (and most, but not all, OEM) silencers reflect this. Unhappily there is a big disparity between the FIM limit and the EU's road legal figure of 80dBA - measured rolling on the throttle in second gear - which, of course - should apply if the enduro takes place partly on legal roads, which could be RuPPs or BOATs! This faintly ridiculous state of affairs will be addressed if combined MCIA/ACU/AMA proposals eventually bring the upper sporting limit to 'below 90dBA' which the MCIA's technical director, Tom Waterer offered as 'being realistic' for 2007 and beyond.

Waterer noted that discussions with aftermar-

ket manufacturers suggest that such a level is achievable using current baffle and absorption technology, but to bring it down much below that would require 'a major re-think in engine design', for which read 'extra expense' which would inevitably be passed on to the consumer.

However the situation would be complicated if, as the MCIA's specialist consultant, Andy Summers (no, not the blonde guitarist with The Police) suggested, there should effectively be two limits for MX and (closed circuit) enduro riders. This would mean adhering to the higher FIM limit for world championship meetings held in the UK, whilst all other events submitted to the new, lower ACU/AMA level.

In any case this would probably absolve the manufacturers - with the possible exception of KTM, Gas-Gas and other European marques - of the need to go below the FIM levels but still require enduroists to get a road-legal silencer... if anyone's still making them in 2007.

Unacceptable Levels

The MCIA's Andy Carlile says that simply in order to keep public complaints about noise 'at an acceptable level', his working party has to achieve three goals: firstly, establish what current levels of noise at race meetings really are (and they can be offset by the use of sound absorbing fences and straw bales); secondly, negotiate with the authorities what would be a tolerable reduction (and he fears that even 90dBa as currently measured by FIM rules may not be enough); finally, get riders and manufacturers alike 'to accept it.' Given the different agendas at work here, it remains to be seen if all this can be accomplished, but Carlile reckons 'it must be, otherwise in five years time public intolerance of motorcycle sport will bring it to its knees. That's if DEFRA hasn't got there first...

The Bill That Bans Us

For no sooner had we announced in our last issue that DEFRA was abandoning the draconian, anti-motorsport strictures of the new Single Payment System, than the government announced a new piece of legislation that threatens to take the cautious smile of satisfaction off our collective face.

The draft Natural Environment and Rural Communities Bill (or the unhappily acronym'd NERC) is a consequence of a merger between English Nature and the Rural Delivery Services, and the Landscape, Access and Recreation divisions of the Countryside Agency.

Now simply known as the Countryside Agency (CA), an allegedly 'non-departmental body sponsored by DEFRA', it's yet another example of the Labour government's inclination to vest power in fewer, bigger agencies which, cynically speaking, are presumably easier to control from Downing Street.

This may sound deeply boring, but when you look at the CA's terms of reference, you'd better take notice. It will, amongst other things, 'ensure that the natural environment is conserved, enhanced or managed for the benefit of present and future generations, thus contributing to sustainable development' as well as 'Promoting nature conservation and enhancing biodiversity' and 'Promoting access to the countryside and open spaces and encouraging open-air recreation'.

Hidden Agenda

All of these superficially laudable ambitions are likely to frame future rules regarding MPVs on RoW, and if you're in any doubt about that, this massive over-arching NERC bill takes some of the more repressive aspects of Alun Michael's original proposals and spits them out as laws-in-waiting. Clause 61: 'Restriction on Creation

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of New Public Rights of Way', for example, effectively prevents claims being made to upgrade bridleways, RuPPs and the like to BOATs after the Bill has been passed. Given that this may take a year or two, we can't afford to be as complacent as we currently are about making such claims, but Clause 62: 'Ending of Certain Existing Unrecorded Public Rights of Way' is even more threatening. It will extinguish the right of motorised use on a hitherto legal RoW that wasn't ever shown as such on a definitive map, or was being used for one of the purposes, eg as a footpath, that would otherwise confer 'restricted byway' status upon it. Of this latter clause, TRF Vice-Chairman

Tim Stevens notes that 'no-one will know what is caught by the law until a survey of the user evidence has been done, and properly tested. The Highway Authorities

'These superficially laudable ambitions are likely to frame future rules regarding MPVs on RoW, and if you're in any doubt about that, this massive, over-arching Bill takes some of the more repressive aspects of Alun Michael's original proposals and spits them out as laws-in-waiting...'

are all about. Although there are caveats exempting the enactment of the aforementioned Clause 62, these are often arbitrary (ie citing 1 Dec 1930 as the date before which MPV use had to have been established) and is very woolly about what constitutes right of access by an MPV to one's own property.

Human Rights to Ride

In some cases, this latter consideration could mean that a house or piece of land occupied and accessed by vehicles for many years could become unsaleable once its owner had died or decided to move on, and as Tim Stevens notes, 'it has possible human rights implications. The question remains, though, who will ensure that this is properly tested, and how? At public expense?'

The full implications of NERC are still being puzzled over by TBM, but hopefully they'll be made clearer at June's TRF Executive meeting which takes place after our next deadline, so watch this space.

In the meantime Tim Stevens assures us that the 'constructive dialogue' with DEFRA that began last year continues, and even though Alun Michael has been replaced by Jim Knight, the same senior officials are still there. However he emphasizes that we - TRF members or not - should be applying for as many Definitive Map Modification Orders (DMMOs) as possible, thus minimising the effects of Clause 61.

Stevens also reminds us 'that any Bill is subject to amendment as it goes through parliament. This means that the 'antis' are already hard at work to ensure that the effects on motoring are worse. We should be doing the opposite, through our MPs.'

Time to get out that pen and paper again, then...

will be reluctant to do this in advance, as it is likely to trigger a footpath or bridleway claim process, internally or from a user group. It also means that a claim for an unused route will benefit if it is used with motors - confrontational or what? But it seems that despite the treacherous wording of the CA's mission statement, confrontation is what bits of this bill

is what bits of this bill

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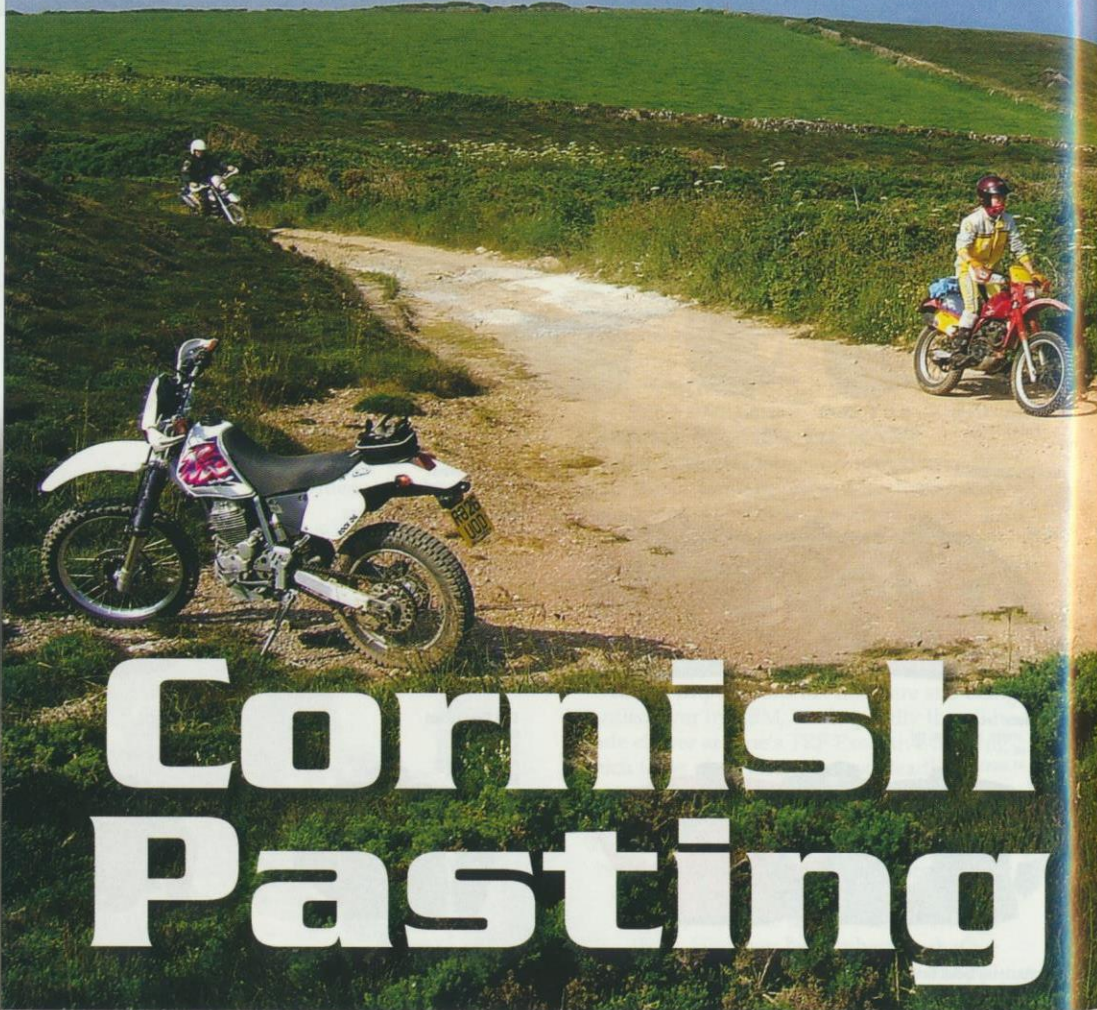


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This month Mark Williams heads to the West Country on a peregrination of the peninsula...



Cornish Pasting

For once I'm not going to launch this little chronicle with a string of clichés concerning dashed preconceptions, because I was partly brought up in Cornwall, so when Steve Woods offered me a day's outing in the bottom left hand corner of our green and pleasant, I pretty much knew what to expect. And I wasn't wrong...

Educated (although I use the term loosely), at a miserable little boarding school in Truro, and

with my maternal side of the family brought up in Wadebridge, Padstow and environs, I am well versed in the peculiarities and pleasures of the peninsular, many of which I found still intact during my brief June jaunt.

Well perhaps 'jaunt' isn't quite correct: two five-and-a-half-hour slogs trailering my TT-R from mid-Wales and back in a 36 hour period isn't my idea of a relaxing spree, but the rolling and largely bucolic landscape, rampant reliance

on tourism with all its bordering-on-tacky signage and preposterous place names remained intact from my childhood.

Of course my childhood didn't involve charging around some of the hidden treasures of the county on gaudy motorcycles with knobby tyres - at that stage I was far more interested in steam trains and spinning for mackerel from wooden fishing boats... innocent pleasures which have probably long since been abandoned for the



The gang's all here...

mesmerising pleasures of the X-Box.

But at least the weather was with us and I arrived at Robin Millett's place overlooking Hayle harbour on a balmy evening and just in time for a top chilli cooked by his wife Pat. This also gave me the opportunity to meet up with two of the impending outing's prime movers, run-leader Ian Yeates and Steve Woods himself, as well as much convivial trailbike talk which Pat cheerfully endured.

After a much-needed good night's sleep (doubtless thanks to a modest amount of excellent red wine - the thinking man's Night Nurse), it was an early, bright 'n' breezy rise followed by bacon sarnies then off to meet the rest of the boys (and girl) at Smokey Joe's Transport Café at Blackwater a few miles north of Redruth, and here's who they were.

Estate of Mind

The aforementioned Robin Millett is, for his sins, an estate agent, which means that all I need now is a ride-out with a double glazing salesman and a politician to complete the set of public demons, what with having already ridden with a policeman and me being a journalist. But I'd happily buy a house off such an affable, cosmopolitan fellow - especially one who rides an XR250 (and has a gorgeous yellow Ducati 748 in his garage).

The Senior Builder

In a rather tenuous link, I could say that Jeremy Yeates and Robin Millett are related, inasmuch as



Cornish Pasting

Jeremy builds houses and Robin flogs 'em, but that would be a cheap shot as well as strictly inaccurate, although he - Jeremy - is indeed a builder. More to the point, he's been riding off-road longer than most of us and is a fund of knowledge on local history and geography that I'd find very useful during the course of the day.

The Masterful Son

What is definitely a first for me was to be riding with a family team, for Ian is indeed Jeremy's son and although his trade is different - he's a marine engineer - he shares an enthusiasm for green-laning, and thanks to an encyclopaedic knowledge of the local lanes, led us effortlessly around the county with nary a nod to a map. A bit of a star in schoolboy trials, his riding skills were similarly superior in an unassuming kind of way and like his Dad, and indeed Robin, he rode a grey import, electric-start XR250.

Lady of the Lanes

Hot on the heels of Marylyn Morralee last month, it was good to find two ladies in a row whilst Doing The Rounds, and Sally Madgewick has a

long and glorious involvement in the trailriding movement, having been national TRF secretary for a while, a role she now fulfils for the Cornwall group. Despite the demands of keeping some sixty-odd TRF members in order, she still works as a lab technician at Plymouth University and shares with Mrs Morralee a penchant for Honda 200s, although hers is a battle-scarred kickstart model dating back to the 70s.

The Man with No Name

Well half a name, because 'John' is all he would answer to and he was equally mysterious about his precise role working for 'an electricity company'. What is can tell you about him is that he rides - very tidily - an immaculate Beta Alp 4.0, the small but perfectly formed vehicle driven by Suzuki's unburstable air-cooled 350cc engine.

Man of Many Talents

My original invitation from the Cornish contingent, came via Steve Woods, and as befits his colourful past, he's a big man with a personality to match. Currently working 'as an artist' like his 'somewhat better at it' brother Lee,



Summertime sees the leafy Cornish lanes get fairly overgrown...

for it - a UCR, this was a nasty rooted and rutted climb which twisted hither-and-yon and of course which caused me to come a cropper. Eager bodies helped me pick up the Yam but with the rear wheel lodged firmly and deeply between two exposed tree roots, it took considerable heaving to regain forward momentum, and by the time I finally made it to the top I'd lost all of my composure and a considerable amount of sweat - and it wasn't yet 10am!

Happily, if rather disparagingly, I wasn't the only one to get stuck on Manor Parsley, so Ian and I had a bit of a wait 'til the others made it up, giving me time to catch my breath before riding off to Porthtowan. And there we took a BOAT

he's also been a nightclub bouncer, sorry, entrance executive and spent many years in the army, during which he managed to compact several vertebrae whilst riding Armstrong 500s around Germany. And despite the consequent ever-present pain, he chose to abandon his 'very nice, but a bit small' Yamaha TT-R250 for an early WR400 - the kickstart only version. As well as taking on such a beast, he's also one of the group's RoW experts, and doubtless the pen-pushers in Cornwall CC Highways Dept, snap to attention whenever he calls up.

Baptism of Fire

Setting off from Smokey Joe's we headed west and after a couple of alternatively muddy and leafy little BOATs north of Wheel Rose Farm - one, Mertle Cottage Lane - successfully claimed some years ago by Cornwall TRF - Ian turned a sharp left off the tarmac and embarked on what's shaping up as a 'let's-give-Williams-a-bit-of-a-shock-early-on' tradition. This, he laconically admitted afterwards, was the toughest ascent of the day, the innocently named Manor Parsley Lane. Technically - and that's an appropriate term

down to and ultimately along the cliffs, eventually reaching the beach itself and then up a rocky, but not-too-tricky ascent up to Towan Farm.

A longish, straight and gradual ascent along a stony track brought us back to the road at Towan Cross where we continued eastwards past the ruins of one of many ancient tin mines we'd see during the day, where we turned slightly north at a local skate park and onto Teagle Straight. This afforded the first of many pleasant romps through leafy lanes which, although very overgrown in parts seem to characterise the UCRs of the region. Eventually this came out in the lane known by local TRF members as 'Silverwell I', a flinty track which turned, unsurprisingly perhaps, into a similar thoroughfare known as 'Silverwell II' as we passed Silverwell Farm.

Animal Behaviour

Turning left at the end of this involved a steep-ish, tricky-ish descent with a ford at its base before forking right and up onto the B3284, mercifully for just a few hundred yards before hanging a left onto a long, moderately rutted but wide 'n' grassy BOAT. And that's where Jeremy



Cornish Pasting

engaged in a little animal husbandry, gamely herding a stray cow away from the dangers of the nearby road and back into the field where it belonged, the poor beast looking a bit bemused.

The BOAT we were on lasted for a good couple of miles, past Callestick Cider Farm with its inevitable 'visitor centre' before exiting onto tarmac at Penhallow. Shortly after this we rode north along the BOAT that accesses Lambriggan and then onto Penwartha Coombe which offered some more tight, leafy going as well, and more open, scenically striking tracks. Two or three miles of narrow metalled lanes took us ever northwards to Reen Manor, with view of Perrenporth to our left, where we entered a little network of BOATs to the west, eventually reaching the B3285 just outside the improbably named Goodhavern.

Looking at the map later, I noted a tendency for clusters of such RoW, although with time not on our side due to my photographic demands and Ian anxious to show me as wide a range of scenery as possibly, we tended only to explore a few of them. Not that I'm complaining for a moment, and neither was I the slightest bit miffed at the relatively high incidence of metalled roads involved in linking up the rest of our route...

Even from the road the fauna, flora, landscapes and often the architecture were impressively rewarding to ride through, and not as twee as

the tourist industry would have you expect.

And after what Ian actually if unnecessarily apologised for as being 'a fair bit of roadwork' zig-zagging south and west eventually to cross the mighty A30, we found ourselves descending an easygoing UCR to the bird sanctuary at Ventontrissick.

Past experience with the owners, to say nothing of a healthy respect for wild(ish)life, meant that we killed our engines and coasted down the hill to the sanctuary where peacocks, guineafowl and swans lay as we pushed our bikes across a small paddock and out towards a muddy ford.

Muddy fords were another characteristic of my day's outing, but this one presented no problems and we were soon up a soft, easy hill and onto the road again at Tretherres where we headed to St Erme and then eventually south to Tresillian. After just 40 miles, I didn't feel the need to top up my tank here, unlike most of the Honda brigade.

A Frustrating Farmer

From there we continued south to Treffry before bombing along another leafy UCR to Merther, where an obdurate farmer had parked his tractor directly across a gate which opened to a UCR. According to Steve, this wasn't the first time said agriculturalist had obstructed the RoW here, and Steve - not a man I would want to cross - had dismissed his justification of sparing his new

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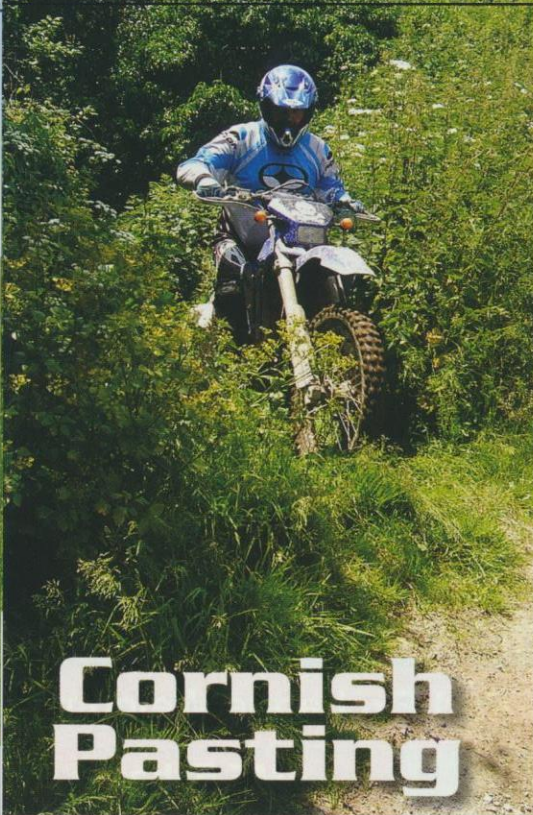


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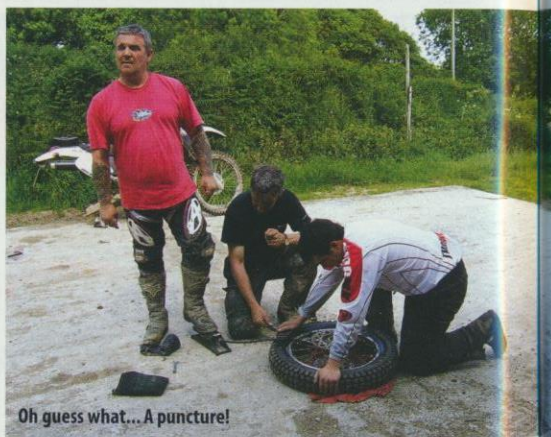
born lambs from the noise of bikes riding across his field, because the UCR actually went down the edge, not across it. This time he wasn't around to remove the tractor, so we instead lifted the gate off its hinges and squeezed around the lump of metal to descend through the field into a wood and then up onto the road again at Tresawsan.

More roadwork took us along a giant dog's leg to Lamorran where we departed from the tarmac rather suddenly onto a taxing, switchback-ish trials-style ascent where I almost lost the plot in the first truly nadgery bit of going, but was glad that the Yamaha's considerable low-end grunt got me up the following hill despite my relative lack of commitment and momentum.

This slippery, gullied track eventually wound out in an impressive meadow at Gare and after a bit more roadwork and a spirited ascent of yet another UCR just west of Freewater, accessed only after I'd struggled to get my lanky frame and tall TT-R under a substantial low-lying



An old tractor was deliberately parked to block one of the lanes...



Oh guess what... A puncture!

branch, we found ourselves at the gourmet heaven that is the Londis mini-mart in Tregony.

With barely enough sandwiches and chicken 'n' mushroom slices left on its shelves to feed we seven hungry souls - and I was so looking forward to an genuine Cornish pasty - we sat and swapped stories of local council malevolence as we fed and watered ourselves.

Seems like Cornwall CC are as bloody-minded and lazy as anyone else when it comes to down-grading RoW and caving in to NIMBY-ism, not that I took any comfort from that, neither did I feel the slightest bit smug when we were about to take off again and I saw that for once it wasn't



Take that mate...

me who had got the puncture, but Ian.

However he announced that the tube was full of 'Slime' and that by pumping it up - using the massive brass-barrelled footpump his dad had thoughtfully strapped to his rear carrier - and then rotating the wheel under power would have the effect of sealing the hole, so we took off again without too much loss of time.

The first bit of post-prandial off-roading proved to upset my digestive system not a little, for it began as a very demanding series of ruts, still eminently glutinous despite the lack of recent rain, just east of Polmassick. There was really no way of avoiding sitting down and footing it, although several of us managed to inelegantly de-mount during the half-mile or more of argy-bargy before the track turned left and smoothed out, or at least became drier. However before getting a chance to cool down - literally as well as metaphorically - the track got all muddy, and rocky, and rooty, as it descended down towards Pensagillas Farm.

As it turned out, we were never to see said dwelling, because lying at the bottom was an even more treacherous, no, make that impassable bog masquerading as a ford. Robin and Steve had made the mistake of trying to negotiate this earlier in the year, and got stuck in the gloop for an hour before finally extricating themselves and going back up Pensagillis Lane in defeat... and so did we. Mind you, I still managed to get seriously stuck trying to swap ruts after I'd parked my bike

to take some snaps... which'll teach me to record other people's misfortunes. 'Not exactly an exercise in finesse,' as Robin wittily put it.

Slimy Business

Oddly enough, the next UCR we took required us to ride in both directions, in this case due to the questionable legality of its very last few yards, and also ended in moderate misfortune. The lane itself ran west and slightly north from Tergarrick Farm down yet another twisty rock 'n' root strewn gully where those of us lucky enough to find our path beneath the dark tree-cover, to say nothing of our precarious balance, managed to ride along its edge.

A sharp turn at its bottom revealed a three foot drop into a little stream with a similar step out of it, which ex-trials rider Ian expertly rode his Honda up, but which ex-clown Williams managed to get stuck at, and only by giving it a monster handful and aviating my front wheel in a haphazard manner did I manage to get over it and up the equally tricky hill t'other side. And once up top - where once again I was mercifully not the only one to've experienced problems - we turned round and did it the other way round. And doing it the other way was somehow easier if, as Sally pointed out with a cheery grin, one 'stuck to the right'.

I felt untypically superior after sailing up into the farmyard, passing poor Steve kicking over his stalled Yam in the gully, and as soon as I came to rest I noticed Ian's tyre had run out of air again. This time Slime was no longer going to be the panacea, so it was out with the tyre levers as father and son methodically replaced the punctured tube despite the horrendously muddy condition of the wheel. I, for once, looked on admiringly and ate a bar of chocolate.

More roadwork eventually took us to an Esso station at the charmingly named Bessybeneath where I took some fuel onboard and several of us quaffed cold drinks. I was pleasantly surprised to see how little juice I'd used in some 64 miles, despite a recently enlarged mainjet and raised needle: the TT-R is blessedly frugal as well as decently powerful, which begs the question as

Steve, an ex-owner himself pointed out, why aren't they more popular? Beats me, but then the bike did, quite literally throw me to the ground a little further on when after fighting our way through another narrow, almost impossibly overgrown UCR we came out onto a deeply rutted track and I tried to change from one to the lesser of the two evils at a reckless rate of knots and without sufficient front wheel lift.

Bent Out Of Shape

Upshot of this was to hit the edge of the outside rut good and hard, which cast yours truly off the bike and under an electric fence. My splayed-out rear wheel managed to push Steve's bike onto its side as he was right close behind me, but as he cheerfully pulled the Yam off my trapped leg it was apparent that its steering arrangement was all to cack.

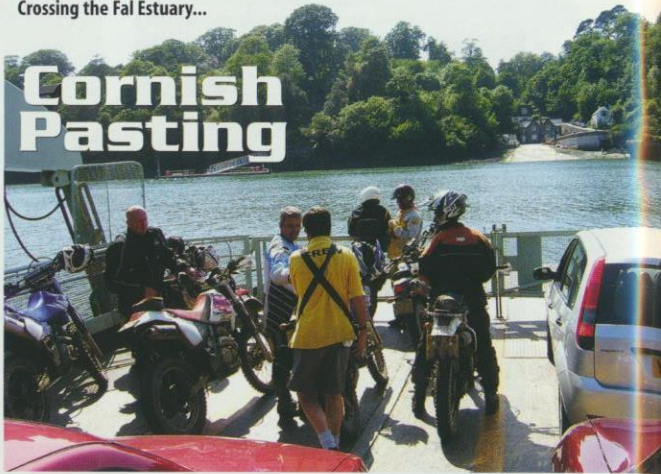
Astonishingly enough, given the strength of the hit, it wasn't the Renthals that were bent, but the bolt and bracket that held them onto the top clamp! Fortunately this didn't affect the steering, although it did effect a slightly awkward riding position with my left hand a couple of inches behind my right even when riding in a straight-line, but hey, I'm man enough for that.

Nursing my wounded pride as well as my bruised leg, we made our way to the village of Philleigh and then south along another variously tight and wooded UCR down past Trelissa Cottage, through a murky ford and then back up onto the road at Pennaligans. Yet more delightful if sometimes tortuous roadwork eventually took us down to the King Harry's Ferry near where we were taken boating in my schooldays (I think my Latin teacher secretly hoped I might drown).

As we were waiting for the ferry, which draws itself across the Fal estuary on two massive chains, I compensated for the lack of an authentic local pasty by slurping down a 'Cornish cream' ice-cream, although the accuracy of that particular description was open to debate. Once we'd made the short, serene trip across the estuary we zipped up the B3289 for a mile or so before hanging a right up and then down through Delabole Wood via the clinically maintained Wrinkling Lane, Ian again demonstrating his trials prowess on a slight detour over some tricky steps which I unsatisfactorily attempted to ape.

Crossing the Fal Estuary...

Cornish Pasting



Barely Fit for a Goat

A bit more roadwork eastwards to Penelewy and a right hook up towards Treloggas and then eventually Higher Lanner involved a series of tricky, overgrown passages and dense woodlands along a BOAT which required careful piloting and determined negotiation, eventually exiting near Porth Kea. From there we rode west through Kea, crossing the railway in a kind of U-turn at Penwethers and then suddenly hanging a right up yet another track which appeared barely wide enough for a goat.

Virtually a single overgrown rut, Ian assured me that this was indeed the BOAT that appears on the map, although I had serious doubts about this when it suddenly turned into little more than a sheep track across gorse-clad moorland. Eventually it eased out into a fairly wide, dusty, stone-covered track though, and there were a few more of these - plus a couple more tight little excursions through the overgrowth, before we suddenly found ourselves at Kerley Downs riding in to Chacewater.

From there it was just a trio of shortish, easy tracks and a few stretches of tarmac back to Smokey Joe's, and in a rather indecent hurry to get myself back home before midnight, I had to quickly bade my farewells and richly deserved thank-you's and zip back down to Robin's place and my trailer. My tripmeter recorded 92 miles of almost pure pleasure, rather (un)like my Cornish childhood an awful lot of years ago... But at least this time I didn't have to be home before dark or risk a caning...

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MOTUL CONTINUES . . .

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DIRTY

A

word of advice to all of you planning on going camping this summer - don't break a rib before you go or I'll guarantee you'll sleep very badly. How do I know? Because that's precisely what I did just two days before heading off on the mercifully short Rallye du Maroc recently.

For me, falling off a motorcycle always comes as a big surprise.

CHRIS EVANS COMES IN FOR A BIT OF RIBBING...

Being 'blessed' with a very low pain threshold, I certainly do everything I can to avoid such an occurrence, and these days nearly always ride well within my limits. Which is probably why my two 'big' crashes prior to my rib incident were entirely down to Mother Nature - your hapless scribe being 'lanced' off the bike by errant branches sticking out into the track on both occasions. Oh, the joys of opening the route.

This latest crash however was largely my fault, though sadly that didn't make it hurt any less. I think the main culprit was my three back-to-back trips down in the Lozere. There's nothing like riding over demanding terrain for days on end for making you feel good on a bike, and by the time I got to the relatively easy going of the Morvan I was positively pumping.

On the last day I had stopped to try and help a punter fix his bike and by the time I got going again I was at least an hour behind the

pack. Time to get on the gas. And everything was going swimmingly until I hit something at high speed hidden under some leaves. Lying winded on the ground I knew I must have broken something, but everything hurt so much it took me a while to work out exactly what. With no mobile network coverage and nobody coming up behind me it was a good job it wasn't more serious. Oh, the joys of sweeping the route.

Sadly the Rallye du Maroc was a pain in the rib in more ways than one. Although I hadn't clocked it straight away, with only five days racing and two specials on the first and third days, start order was always going to be crucial.

I'll let the number one plate carrier Cyril Despres explain. 'Start first on the first day; get caught by the rider who starts second on both specials and you lose four minutes. Start second the second day, catch the man in front, and pull back two minutes. Start first the third day, lose two minutes on both specials and find yourself six minutes down. Start second the fourth day; pull back two minutes; now you're 'only' four minutes down. Start first on the fifth (and last) day and lose the rallye.' As Monsieur Despres doesn't like losing much he came up with a cunning plan - lose the second day and reverse the start order for the 'two special' third day. What could possibly go wrong?

So there I am standing at the finish line of the second day in my capacity as Gauloises KTM press officer/

'LYING WINDED ON THE GROUND I KNEW I MUST HAVE BROKEN SOMETHING, BUT EVERYTHING HURT SO MUCH IT TOOK ME A WHILE TO WORK OUT EXACTLY WHAT...'

general dogsbody waiting for the Despres plan to kick in, all the time watching Repsol KTM team manager Jordi Arcarons walking surreptitiously towards the time control 200 metres away. As per the plan Marc Coma arrives first. As not per the plan Jordi Arcarons holds up his hand and stops Coma from clocking in. As per the plan Cyril arrives two minutes later. Then waits, and waits and waits.

Eventually Marc Coma's Repsol team mate, Esteve Pujol, rocks up and is waved through by Arcarons. I purposely didn't follow Arcarons because the rules say you aren't allowed outside assistance and I didn't want to be the cause of Cyril getting any penalties.

Eventually Coma, slipping his chances of winning the rallye slip through his fingers and realising that his team manager is sacrificing him for a Repsol/Pujol win, defies Arcarons, but nevertheless clocks in a full 30 minutes after arriving at the line. Cyril waits another two minutes as per the now somewhat tattered looking plan.

But all is not lost. Sure, Esteve Pujol has a healthy 20-minute lead but Despres and Coma are still close together. But then we get to the bivouac to discover that both Coma and Despres have each got 15 minute time penalties for 'unsporting behaviour' - a clause that has never been used in rallyes before to my knowledge. Outside assistance usually results in exclusion from the race for the best-placed rider assisted, but no mention is made of the Arcarons traffic directing activities.

Profoundly peed off by the situation and feeling incapable of summoning up the necessary 100 percent concentration required to ride at the speeds the factory pilots race, Despres decided to pull out, so I spent the next three days doing a spot of intensive damage limitation. Oh, the joys of riding over demanding terrain for days on end...



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COMPLETELY RUTTED



Was it just three issues ago that I was wittily equating quadbikes with motorised mogadon or the state pensioners of off-road motorcycling? Well yes it was, and whilst I sniffily dismissed the very idea of deserting two wheels for four I am, after all, a journalist and thus completely capable of changing my mind on a whim. Not that whimsy had much to do

NATURALLY, MARK WILLIAMS HAS VIEWS ON THE QUAD SQUAD...

with it in this case because a series of unconnected events over the past few weeks conspired to convince me whilst dirtbiking is far from dead and buried, four wheels might just be our collective long-term salvation.

First off, there was the Local Access Forum meeting I reported on in the last issue, during which I failed to mention that the most vocal of trail-riding's opponents, and indeed the architect of the 'Ban All MPVs on Welsh RoW' nonsense, actually had a few good words to say on quads. Words that drew muttered assent from the rest of the assembled crew. Rancorous and reactionary, to say nothing of ill-informed though she otherwise was, her understanding of quadbikes was surprisingly comprehensive. Or at least teetered towards reality.

Compared to motorcycles, she said, quads were safe and quiet and unlike conventional 4x4s they had a minimal impact on sensitive terrain. What's more, she said, their riders tended

not to race along with their front wheels pawing the air, frightening the horses and sending coveys of bobble-hatted hikers scurrying for cover. And as such, she said, perhaps quads could be exempted from the exclusion that she and most right thinking farmers, landed gentry and well-heeled NIMBYs were lobbying for.

A few weeks later I was out doing a recce for the 2005 version of a big mountain bike race that long-suffering readers may recall me chronicling exactly a year ago. On that occasion I waxed lyrical about the normally forbidden trails this afforded me access to and how much I enjoyed riding them, so naturally I bit the organiser's arm off when he offered me the travelling marshal's role again this year. Because I was up against a typically brutal TBM deadline at the time, what I neglected to mention were the events of a few days later when the aforementioned organiser had managed to do an Ozzie Osbourne whilst out retrieving some course markers, and the farmer's wife whose quad he'd borrowed, got slightly panicky when he'd failed to return a couple of hours after he was supposed to. Cue panic phone call to yours truly. And in best Good Samaritan mode I jumped on my trusty (and still filthy) TT-R250 and rode like the wind in the general direction of whence he'd disappeared.

Upshot of this was a slightly bent out of shape (and very sheepish) mountain-biking impresario and an even more battered Honda quad. I mention this as a rather impish rebuttal to the LAF lady's claims

MARK WILLIAMS

'COVERED IN SEVERAL YEAR'S WORTH OF DUNG 'N' DUST WITH A WILD-EYED COLLIE PERCHED IN A BOX BOLTED ON THE BACK, THESE ARE WORKING QUADS ALRIGHT, BUT THE FACT IS THAT TO THE FARMER AND RAMBLER ALIKE, THEY ARE NOT A THREAT...'

of superior safety associated with the genre, and also as a cunning link to my next big point, namely that quads are actually popular with the land-owning classes!

See, the day of our recce we came across lots of horny-handed sons of the soil bimbaling about their business on Honda Fourtrax and KLF Kawasakis, as indeed one does any day of the week hereabouts where such machines have replaced more-expensive-to-run Land Rovers and much-less-agile John Deere tractors. Invariably covered in several year's worth of dung 'n' dust with a wild-eyed collie perched in a box bolted on the back, these are working quads alright, but the fact is that to farmer and rambler alike, they are NOT a threat. Yet to our foes they are virtually indistinguishable from a recreational quad. And in these troubled times, that's a very important point.

One farmer we met whilst out on the recce was at the top, or if you like the bottom end of the working quadbike foodchain. Wearing a clean, multi-hued puffa jacket and a superior sneer, he upbraided us (when we stopped on a tarmac'd UCR, no less) for riding on tracks we hadn't actually been anywhere near. Talking down to us as if he actually owned the common land he was referring to, he complained bitterly about noisy motocrossers before we had a chance to explain that what we were up to merely involved nice, ecologically sound mountain bikes, albeit 800+ of them. And when he was finally satisfied that we weren't irresponsible hoodlums, he rode off on his quad and we rode off on our bikes wearing the helmets and protective gear that he and most rural quadsters simply don't bother with because legally they're not on 'bikes'.

In complete contrast, an hour or two later whilst riding along an upland BOAT that has been sorely damaged by 4x4s, we spied a group of pony trekkers in the middle distance and in best TRF Code of Conduct (and commonsense)

fashion, we killed our engines and waited patiently for them to pass. As they drew near we could see a brace of bright new Yamaha Raptor quads riding right up the proverbial horses' backsides, prompting most untypical indignation on our part. The horse riders were as chummy as they invariably are if shown due respect, but when they passed we stopped the quads and began haranguing them about their foolhardy behaviour.

'Oh we're with them,' one of them replied, referring to the pony-trekkers, 'we're staying at their farm and the horses are used to the quads... they don't get bothered by them.'

Kitted out in MX helmets and enduro suits, the two riders turned out to be amiable and responsible ex-sportbike riders who, like so many, had spurned the world of Gatsos and A&E departments for a softer life off-road, only in their case on four wheels rather than two. They'd piloted their quads along many of the lanes that we regularly ride, enjoying the obstacles, challenges and magnificent scenery just as we do, though I suspect at somewhat slower speeds.

There is already an eponymously titled magazine aimed entirely at all things quad and one bike retailer I spoke to claimed that they now accounted for 40 percent of his off-road sales. Hardly surprising when a competent, road-legal 250cc quad costs considerably less than a comparable trailbike. Of course this phenomenon also means that there are also loud, aftermarket exhausts which can make them truly anti-social, and a hoolie element who'll ride where and how they want.

But we could do a lot worse than to harness the support of those individuals who've chosen this hybrid form of dirtbikery in fighting the forces of darkness... Because whether wearing flat caps or helmets, riding for work or for pleasure, they stand to lose their right to ride just as much as we do...

OFF



A

couple of months ago I did a road test with Huddersfield's favourite son, ex-road race superstar and all-round genius comedian James Whitham. We rode a load of daft roadbikes to Hamburg for a bit of a laugh. In between bouts of wheelies and other such silliness on the bikes we'd got - which included KTM's trick new Super Duke 990 - I got talking to James about dirtbikes, a subject close to both of our hearts.

ALEX HEARN FINALLY PUTS TWO AND TWO TOGETHER...

He's been a lifelong trail-riding fanatic and as you'd expect, extremely handy at it. Back in the mid-Nineties I was working for Superbike Magazine and involved Jamie in a 24-hour enduro in Compeigne, near Paris for a feature. He was in the middle of dealing with his cancer at the time, completely bald and, well, looking like somebody who is battling that horrible disease does.

No matter. We'd 'acquired' all the wrong sorts of bikes -125 and 350 Huskys (with lights) and three crossers - and it was Whit who, in the middle of the small hours of the morning somehow managed to cobble together one working machine with lights that would make it through the night.

The rest of us, including one other top-flight racer, had had enough. We just wanted to go to sleep and forget the whole stupid idea. But, thanks to the sheer drive and determination that exists within Whit we carried on, getting a good strong finish.

He more or less carried the four of us and our crappy bikes to the flag

in spite of his illness. The French weren't happy when we rolled the 'crossers out at dawn though, with Acerbis headlight units taped to the fork legs. Oh well, c'est la vie...

That was one of the first times I had an up-close experience of what makes some people special and not like the rest of us mere mortals. Anyway, fast forward nearly ten years to a bar in Hamburg and over a cool beer I asked Jamie what dirt bike he'd got, expecting some high-tech 450 thumper.

'A KTM 200EXC. It's a proper mint little thing and the best tool out there - light, cheap to buy, great fun to ride and easy and cheap to fix if you knacka t'engine. You don't really want or need nowt else do ya?' was his eloquent reply.

I've recently had a succession of 250 and 450 four-strokes because (if I'm honest) they've been given to me. Yes, yes, I know, but what am I gonna do? Say no? I had a CRF250X for a year and basically wore it out training for this year's Dakar. I thought it a great bike, if not a little lightly built (crankcase covers made of old milk-bottle tops...) but was forever worried about running it low on oil and lurching the motor. The 450EXC was exciting for about ten minutes, and then wearing for the rest of it. In short, it was too much. Ironically I had a 525MXC for three months that was much easier to get on with, mainly because of its mellow power delivery. It was still a big piece of metal though.

Anyhow, I think two-strokes are quieter generally than thumpers and it seems that the level of aggro we get as a riding community has risen directly in proportion with the popularity and availability of four-stroke enduro

'THE FRENCH WEREN'T HAPPY WHEN WE ROLLED THE 'CROSSERS OUT AT DAWN WITH ACERBIS HEADLIGHT UNITS TAPED TO THE FORK LEGS...'

bikes/green laners. The Suzuki DR-Z400E kicked it all off back in 2000 - that thing, as stock, would make your ears bleed. Not good.

But I'm digressing. Whit's words made me think about stokers all over again. The penny then dropped; the two best dirtbikes I've ever owned (and I did own both) were a Honda CRM250AR and KTM300EXC. I did three years on the former and it never let me down, and two years on the latter, likewise. Both were awesome fun to ride (especially the KTM) and light and responsive in a way only a two-stroke can be. In other words - and it came to me in a blinding flash - while all you see these days are four-strokes, two-strokes are actually better. Eek!

Full of two-stroke fervour I got in touch with Melber (via the red phone that sits on his desk, waiting for just these occasions), who immediately poured cold water on my ardour; 'Well, you're kinda' right, but it's something we've been saying for a long time so don't get too carried away...' Ah. Okay then. Must pay more attention.

But I now wanted to know all about two-strokes all over again. With Whit's words still rattling around my skull I phoned KTM UK after a 200 to try out. They were all long gone however, apparently because of high demand from the dealer network for all two-strokes and with no need to promote, why have a press test bike?

As a journalist I could pick holes in KTM's logic but as a punter I've taken note - at the end of the day it seems the customer (who is, after all always right) has voted with his/her wallet and the two-stroke is making a comeback. James Whitham is entirely right in his summation of the 200EXC and two-strokes in general. I think he worked it out a while back, while I would've happily continued down the four-stroke route simply because... er, they're new... and everybody's talking about them...

So, as I'm very dirtbikeless at the minute I will be joining Whit (and a lot of you it seems) with the imminent purchase of a new, fast, light, cheap, quiet and fun two-dinger. If I can find one of course...

Supermoto Magazine



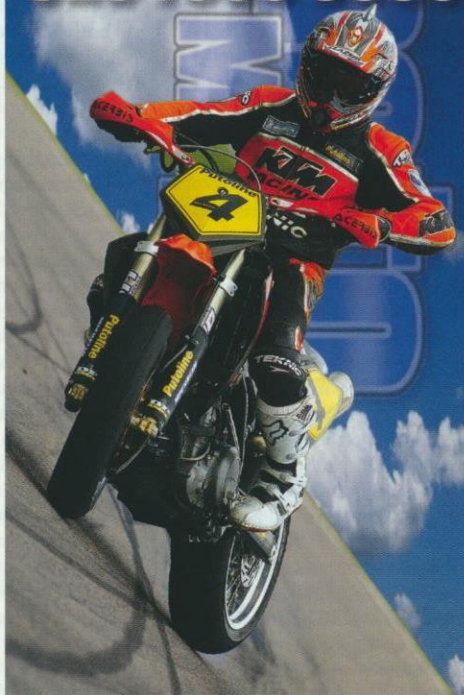
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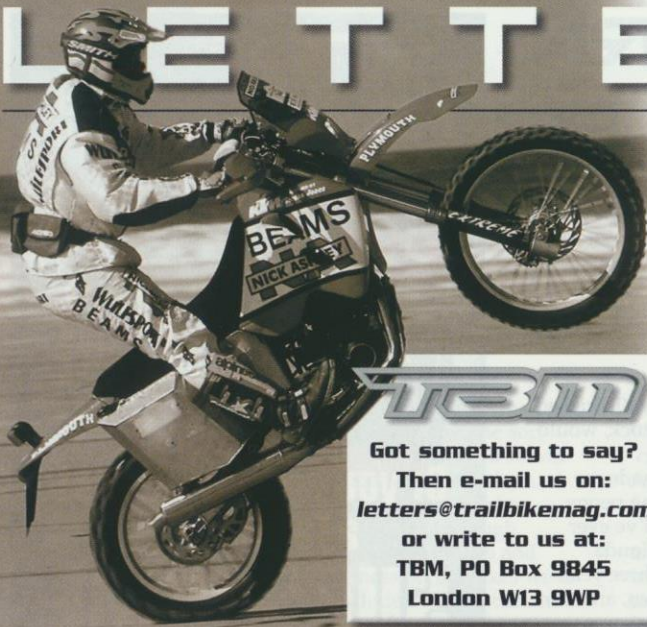
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Your Card's Been Marked

Dear TBM

I didn't expect to be writing to you again so soon, but alas it appears I have opened up a can of worms.

This is by no means a back pedal but is, in a sense an apology to Mark Williams and Steve Woods concerning my letter published in April's TBM entitled 'Dangerous Liaisons'.

I'd just like to point out that the letter wasn't a 'dig' but simply a question as to why it had never been mentioned that a journalist from this magazine would be appearing in a prime-time television programme!

It was obviously a good enough programme to get a re-run, albeit in the wee hours of the morning, which is when I spotted Mark again and thought I'd write in. It was by no means at all a character assassination as Mr Woods tries to imply, just a simple question.

I guess the part where I said 'I don't want to upset anyone, I'm just interested as to why it was never mentioned' was lost on both Mark and Steve. It's not often you see a trail rider (wearing TBM logos) appearing on national television and I just thought that there may have been something like 'Keep an eye out for our national treasure Mark Williams appearing on a docudrama on C4 later this month'.

As it happens, I am a fan of Mark and read his column with interest every month and although I don't subscribe I have every issue dating back to the days of black and white with a test of a Suzuki TS200R on the cover ('being Cornished' I believe - again I'd like to point out not a character assassination, just a comment).

Just out of interest though, you mention 'what does someone's fully paid-up past have anything to do with bikes?' - well, nothing really, except a lot of the docudrama centred

around him riding a bike and even had shots of him trail riding the XT. If he had been thieving bikes would you be so quick to dismiss his crimes? No, I thought not.

I really didn't want this to turn into a slanging match, I think you both got hold of the wrong end of the stick and, like I said, I'm really sorry for that.

Yours apologetically
Mr Danny 'Plonker' Taylor

PS The comment about fishing for a job - if I was really serious about working for TBM you would have thought I would have applied for the job advertised that month. Sorry to disappoint but no I didn't, I was just genuinely inquisitive as to how to get started in journalism, nothing more nothing less.

No offence taken Danny, I s'pose we never mentioned it because it clashed with a soft-porn flick on 'Five' and we figured all our readers would be watching that instead...

It's All For Charidee

Dear Mark / Editor

You asked for views on Mark's 'Rights to Ride' article in last month's issue. I would be prepared to contribute to purchasing land (preferably in the North as I live in Scotland), as I think its going to have to be the way to keep our sport going long term.

So, a couple of ideas. If you set it up as a charity (easier in Scotland than England), then all contributions from taxpayers can achieve a tax reclaim, thereby grossing up said contributions. The 'sharehold-

ers' get their return by free access to the site. If it ever had to be wound up, proceeds could go to the TRF. Also, why not co-operate in the venture with existing local trail riding operators, or TRF members?

I am afraid it is hard experience that has led me to the conclusion that protecting off road will come from establishing our own facilities, and co-operating to get strength through numbers.

I was a non-executive director of the previous CCM (representing the institutional investors), where we attempted to create the beginnings of a UK KTM. After enormous investment first in the R30 we then launched the 404 in September 2003, targeted specifically at the trail/enduro market. Two months later I found myself writing on behalf of CCM to Alun Michael, after

the White Paper came out (it having claimed there would be no damage done to British businesses), predicting the demise of CCM and its 50 jobs if the legislation went ahead.

It was in fact too late - 404 sales collapsed, recovering too late to permit the company to continue with the growth plan. I am delighted the company has been re-launched and wish the new owners every success, but sadly our chance to have a significant UK manufacturer in the off-road sector has gone.

Basically we are on our own and can expect nothing but backlash from a South East, metropolitan dominated legislature. The fact that we will not as a nation stay at the top of international sport (trials, WEC, motocross), some of which we near dominate, without places to train our athletes, seems lost on them.

Geoff Burns, Glasgow
via email

PS Incidentally, at CCM we enormously appreciated the tremendous support we felt TBM (consciously or not) gave to small guys like us, striving to produce a good product for our customers in a tough world dominated by automotive giants.

Brownie Points

Dear TBM

I am one of the two-wheeled population that uses the black hard stuff in preference to the brown sliding stuff. This is mainly based on a visit to Aldershot A&E department after I threw myself under an XL250 to prevent it getting



Australia's finest export: Kylie M on her Honda CRF230 - Kylie Maebus that is... CRF230 - suitable for the smaller frame

damaged on Longmoor Heath back in 1982.

I have a BMW K1100RS but would like a second bike to squirt into town on and possibly, gulp, have another go at green laning. It should prove a lot cheaper to run than my big German tank.

So here's the question - what is the low down on the Honda CRF230F? From your adverts I can get one kitted out for road use for just over £3,000 that seems too good to be true considering XR250/XR400/DR-Z400 prices. My first impression is that it is just like my old XL, a no-frills air-cooled thumper with a drum rear.

Questions I would pose are: will insurance sting me, as it's an import? Are consumables compatible and available (oil and air filters, chain and sprockets, loud exhausts, etc)? Can I insure it on a dual bike policy?

I read in issue 116 that you

Late Again: CCM's DS404 came too late to save the company. Shame...



LETTERS



reviewed it in May last year (issue 105). Please educate me how I can obtain back issues? I suppose this is when I blow smoke up your backside about how good the mag is... well, it's not my style but when I grow up I want to be in one of your glossy pictures covered in crap! Maybe in another 20 years (I will be 63 then). Thanks for the inspiration and letting the world know how the other half live.

JJ Rowe
Fareham, Hants

The CRF230 has been reviewed in this issue JJ, albeit used in a very different way to what you'd want it for. In answer to your questions I'd say that the CRF should be fine (providing you're not too tall) it's very similar to the old XL but a bit livelier and a lot more compact. The fact that it's an 'import' should make no difference to your insurance. Spares and consumables should be readily available from the dealers who sell them...

Kawasaki KDX:
One reader's
fave bike...



Handle With Care

Dear TBM

I've owned a UK spec KDX200 for four years and the only small quibbles I've ever had with it are that it only takes pre-mix, runs out of top end speed slightly too early (but it is down geared) and is a little too high for me personally - apart from that it's perfect.

Since owning it I've been aware of and had thoughts about buying a CRM250AR but was put off by the cost and hey, the KDX always worked and is great to ride, confirmed by a day at Essex Off Road last year where I tried an XR400, DR-Z400 and a KTM200, none of which had the same combination of speed, agility and comfort as my trusted KDX.

Then I started riding in long distance trials and due to the height of the KDX and the unrivalled reputation of the CRM for hill climbing, when an advert came up in TBM for a very late, reasonably priced AR not a million miles away I felt duty bound to buy it. And that's when the disappointment really started.

When I test rode it before purchase the steering felt very light but I put that down to the rear end being set up too high and thought it would be fixable with some adjustment. But it wasn't.

I had it tested again in a shop and they couldn't find anything wrong. It was MOT'd and again nothing was spotted that would cause the front end to be so light. However since then another garage has noticed the bottom fork yoke nuts were slightly loose, so they tightened them and set the height to be more suitable for long distance trials. This has cured some its handling gremlins but it still doesn't compare to the KDX.

Rob Giles
via email

Buy another KDX then Rob...

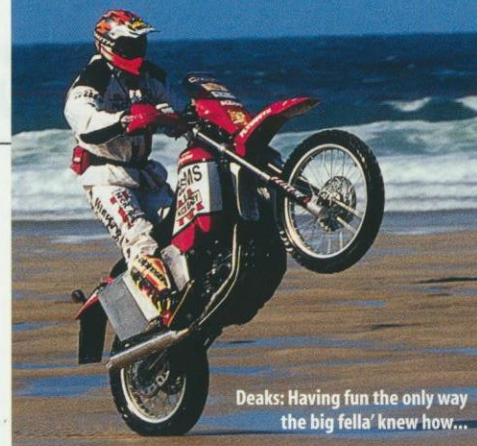
Army Dreamer

Dear TBM

Hi, I have been receiving TBM every month in Iraq whilst I've been there with the Army and it has really helped in keeping the morale up. I recently bought a back issue off eBay, which had an article regarding the renewal process for subscribers in it.

I was not aware that the information regarding my subscription ending is printed on the outside wrapper as I have never read it and it's discarded when it arrives. Anyhow, reading this back issue saved me from having a gap in subscription - thanks.

By the way, great new logo - if you've got any old stickers left over I'd be glad of them along with any new ones you have spare. Finally, how about



Deaks: Having fun the only way
the big fella' knew how...

letting the uninformed know that it is the late, great JD playing on the sand on the letters page?

Phil Harrison
via email

For the uninformed (and the uniformed), you've just done that Phil. Keep your head down mate...

Tread Carefully

Dear TBM

Like many dirtbike riders I run my bike on a budget. So when I found myself needing a new set of tyres I turned to the many advertisements in the back pages of your excellent publication.

At this point the scrooge that dwells within us all spotted a set of road legal 'Romvelo' enduro tyres for the sum of 65 quid. So one phone call and three days later they were delivered and fitted. On close inspection the tyres had been moulded in a very haphazard fashion using a compound of rubber better suited for use as a pencil eraser.

Freshly kitted out with said new tyres I headed off to West Country Trail Rides for a weekend's riding. By the end of two days and 250 miles the rear tyre was completely shot and the front not far behind. Needless to say I have taken them off and fitted a set of AC10s. Still, it was good tyre changing practice. Perhaps the old saying 'you only get what you pay for' is true after all. Keep up the good work.

Andy Pullar, Bristol
via email

Andy, we reckon 250 miles of road and rocky West Country trails would be enough to see off virtually any set of enduro tyres...

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LETTERS



He Ain't Heavy...

Dear TBM

I have been buying the mag for nine months, about as long as I have been trail riding and they're both great. I have a 520EXC and was wondering if you can or have ever done a piece on how to set up the suspension?

I am a 38-year-old 16-stone bloater and am pretty sure that most of these bikes from stock are set up for riders in the 12-stone region. I can only assume you can fit stronger springs so the rear doesn't compress as much.

Years ago I rode Honda Red Rockets and air-cooled KTMs and would swear the bikes were much taller? Please help and keep up the great mag.

Barry
via email

Yeah, some of those old bikes were quite tall Barry, but we reckon you just didn't compress the suspension quite as much back then! Suspension set-up for PDS (and other bikes) on its way mate...

The Borrowers

Dear TBM

Please keep up the trials part of your mag, I enjoyed the tests, it's the first time I've read it all the way through.

I might buy it in future, I borrowed the latest issue from a mate! How about reporting regularly on Si's progress in his trials 'career'? Rappers knows

his stuff and it all made good reading, especially the article on Venezuela, which got us all thinking! I don't expect my ticker could take the altitude though. Keep up the good work.

Bob Twigg
via email

It was so good you didn't bother investing in your own copy, eh Bob? If you can't afford to spend £2.95, how do you expect us to afford to produce it...

On Trial

Dear TBM

It makes me a sad case I know, but I had been awaiting the arrival of your Trials magazine for years. TBM is excellent and

I had long thought a trials publication in the same style would be well received and, for most, would comfortably replace all the other trials related crap that the opposition churns out.

We've only all been buying it because it's all there was. Having read the trials content in June's TBM I think you have proved that you could produce an alternative, informative and entertaining mag for the trials market.

I would buy it for sure and so would the vast majority, if it became available. I hope you can win over the advertisers and get the backing you need. Best of luck!

Stephen Hood
via email

Thanks Stephen...



TBM's steamed editor in T-Mag guise. And no, he didn't make it up the hill without footing...

Grease Monkey

Dear TBM

After reading a letter in TBM 118 from the DR owner with the front caliper problem, I decided to check my new CRF250X brakes (four hours use), and lo and behold, there was no 'copper ease' on either the front or rear caliper pins!

Ian Nicholls, Coventry
via email

Royal Welcome

Dear TBM

Now no laughing at the back, but I'm thinking about taking up trail riding. Nothing odd there I suppose, but regrettably I feel that I ought to do it on a Royal Enfield 350T!

I don't know why I feel this way and whether there is any help available, but I thought that if anybody would know it would be you guys, (Tricia Goddard didn't reply). I'm five foot seven inches tall and weigh ten stone and need to know if the Enfield is suitable for some gentle off roading.

Yours in confusion

Martin
via email

No...

A Helping Brand

Dear TBM

First of all, I'd just like to say what an excellent magazine you are producing and that it's been years since there's been a mag worth buying each month. All



KTM's 400EXC: A nice compromise between the ballsy 450 and the effete 250...

the other publications seem to have too many adverts and stale bike reviews.

Secondly, I am after some advice. I have been out of the off-road scene for around 15 years having been lured into the world of crotch rockets and have decided that with ever-increasing insurance premiums and speed cameras, that there's lots of fun to be had green laning instead.

I am unsure as to which machine would suit me best - and that is where you come in. Having spoken to various bike dealers, some of them advise 250cc machines, whereas others advise 400/450cc bikes.

I am 14 stone and five foot ten inches tall and will be using this new bike for green laning, trail riding and may enter a few hare 'n' hounds once more experienced.

The bikes I am particularly interested in are the Honda CRF250X and KTM 250EXC and maybe even the CRF230. If a larger bike is more suitable, then I like the Honda CRF450X and the KTM 400EXC. I will have to use this bike on the road, purely to get to the trails etc, as I don't have a trailer.

I'm sure that you receive emails like this in skip loads, but I would really appreciate any advice that you can give

me, as I don't want to end up buying a bike that's as much use as a handbrake on a canoe!

Stuart Coppard
via email

The 400EXC is a nice compromise between a powerful 450 and a nimble 250... And we just happen to know where you can lay your hands on one, Stuart (see this month's Staffbikes!)

Nosy Parker

Dear TBM

Re: Issue 118 letters page 'Getting Hitched' - I have previously looked into carriers for bikes and the most useful reference was the AA technical helpline, 0870 6061619 (available to AA members for free).

It is all to do with the 'nose weight' of your tow bar. Typically the nose weight for a car is 95kg and 125kg for a 4x4. So it is unlikely anything heavier than a trials bike should go on a carrier.

Remember when making your calculation you have to include the weight of the rack as well as the bike, fuel, dirt etc. One has to ask why you are going to use a rack rather than a trailer? I assume that as you are driving a Celica that the

LETTERS

extra £150 or so to buy a cheap trailer won't break the bank.

A rack will reduce your already limited ground clearance and I would suggest this is not a good idea as you will find out in the first field you park in. If you have limited storage space for a trailer I am aware of 'pack in a bag' single bike trailers, though they cost more than a conventional one.

I suggest you buy a twin bike trailer, as this is going to get you more trail riding invites, and you can tip it on its side or hang it on the wall to store it. All this said, I am aware of people who use racks successfully although the car gets a bit light to steer at the extra 10mph over a trailer that you will be allowed to drive. Thinking about buying a van yet?

Paul Bragg
via email

Big Bore

Dear TBM

I was fascinated by Jonty Edmunds' article on the new KTM 250EXC-F, not in the least by his contention that 'in the heat of World Enduro Competition the bike's shortcomings are even more apparent. Since 2000 when a prototype version won the 250 4T world championship... it hasn't really measured up to the competition.'

Now whilst I know how much you lot enjoy slating the admittedly slightly less than manly 250EXC RFS, Gio Sala and Peter Bergvall had an epic 250 four-stroke WEC battle in 2003, with the KTM of Sala

42 TBM

coming second by a mere 19 points. Since then the enduro class system meant that KTM needed to sort out a 'proper' thumper, but the bike was never entirely uncompetitive in its class.

As you've probably guessed I own one of these bikes (and have done since 2002). It did take a bit of sorting out early on, and last year was treated to an HT Racing 351 kit (amongst all its other modifications).

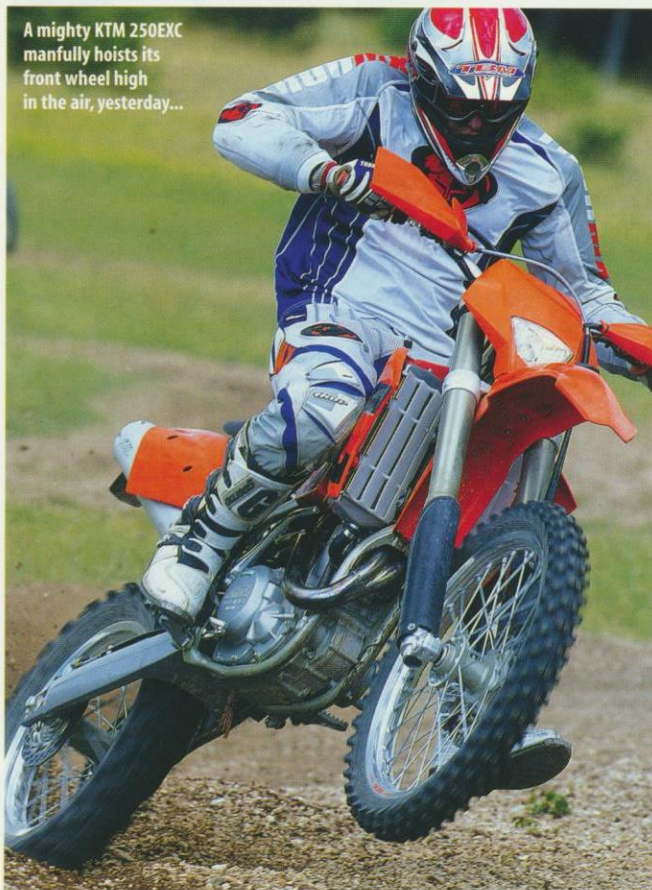
The bike has taken me from very much a novice rider in rallies and H&H to sportsman and even the (very) occasional clubman finish in timecard

enduros. Which is to say that it has earned its keep, and I've tried other bikes, and I still hang onto it.

I know it's fun to have a KTM you can rubbish, but they're not that bad and if you ever want to test a 351 that doesn't cost 11 grand (more like bike plus £1000 including suspension mods, exhaust, etc) drop me a line.

Liam Humberstone, Lancashire
via email

...It was so good that you decided to bore it out to 351cc, eh Liam?



A mighty KTM 250EXC manfully hoists its front wheel high in the air, yesterday...

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PAIN IT BLACK

For 2006 KTM have given their off-road range the factory replica look. We went along to try them out for size...



When you produce the world's most comprehensive range of enduro machines, and undoubtedly one of the biggest selling too, you don't really need to radically alter every bike year on year. A few little tweaks here and there should generally suffice, unless of course you've got a machine desperately in need of a revamp - such as KTM's 250EXC Racing.

Sadly, the Austrians aren't going to launch the new DOHC enduro 250 until the 2007 model year, and so, the big news for the 2006 KTM EXC range is... the bikes now come with a very black frame! Hurrah!

Of course, there's slightly more to the 2006 updates than simply giving the frames a lick of satin paint, but with 2005's comprehensive list of mods (including new plastics, frame, swingarm, clocks and rims) a very recent memory, we were unlikely to see too much change. And so each bike has simply undergone a little refinement.

Factory Finish

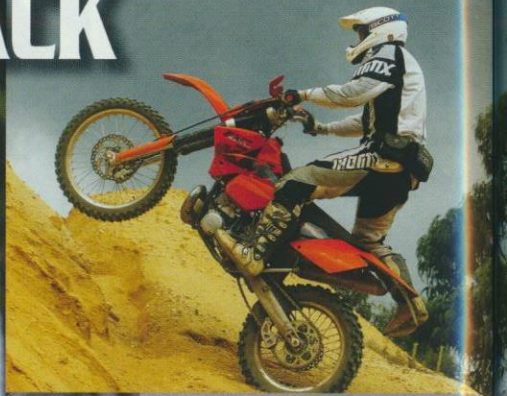
At the launch of the 2006 range in Agueda, Portugal, KTM were keen to stress (as they do every year) that they intend to draw a clear line between their EXC enduro models and the SX motocrossers, with more specific/concentrated development cutting down on compromise. And so to start with, obvious differences aside (lights etc), the bikes are now visually separated with all new graphics. To complement the 'factory' black frame, the EXCs wear a design similar to those on the Team Farioli WEC bikes. They've been given a much more modern look than last year's slightly staid black 'n' silver colourscheme, and really do look great - who wouldn't want their bike looking like a world championship racer?

Along with the frame, the bike's fork tubes and shock reservoir are now blacker than a coal miner's collar, though the shock spring has changed from white to orange. The fork-guards have also chameleon'd, this time from black to orange, though I'm not so sure that this is a change for the better. However, it's gotta be said these few changes keep the EXCs right up there at the top of the enduro style stakes. Very nice...

Further across-the-range modifications include revised WP suspension, with reduced friction on the forks and altered oil flow within the PDS shock, whilst the thumpers get an updated Keihin 41mm FCR carb, and a new starter torque limiter for greater reliability. The 400, 450 and 525 also receive thicker clutch plates, further increasing clutch life after last year's alterations to its oil supply.

STORY: BARRIN; PICS: REBEVE & HERWIG PEUKER

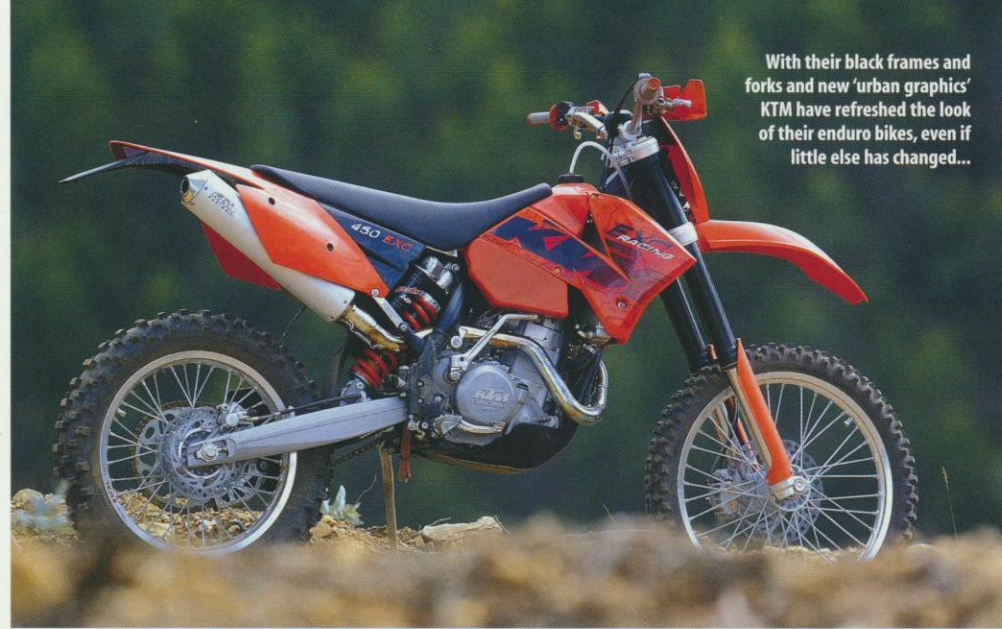
PAINT IT BLACK



When it comes to the individual bikes, it's the two-strokes which have seen the most development. The little 125 receives a new cylinder, with reworked ports, which is claimed to be close to last year's factory bike. The carb drops in size from 38mm to 36, though this is claimed not to have affected top-end performance, and makes for better throttle response, whilst last year's 'new' pipe has also been junked for an improved version.

The 200 also gets a new pipe, aimed at giving the bike a (much needed) smoother power delivery, and different carb settings to further improve rideability. Frankly, anything which makes the twohundred less of a handful has gotta be a good thing!

The 250 and 300 receive the most mods, with revised cylinders featuring altered power-valve timing and new power-valve main springs. A new combustion chamber should improve performance further, while the carb tweaks ensure the power delivery is nice and smooth. KTM have also added extra weight to the 250's crankshaft in a bid to cut-down on vibes and help the stonking motor gain traction, the new lighter piston further enhancing the quarter-litre's performance.



With their black frames and forks and new 'urban graphics' KTM have refreshed the look of their enduro bikes, even if little else has changed...



Above: A competition kit now comes 'free' with every EXC model
Left: Black painted frame contrasts with the orange spring
Right: Two-stroke models get a Brembo hydraulic clutch for smoother operation



Most surprising of all is that the Mattighofen engineers have elected to steepen the steering angle by half a degree on the 250 and 300. Yep, that's right, they're now even quicker steering! But the wheel-base hasn't been shortened by this. Instead the frame is now slightly longer, allowing the rider a touch more room to weight the front-end, making the bike more stable mid-turn - or so the Austrians claim.

KTM have also done away with the old Magura hydraulic clutch on the 250 and 300, replacing it with a hydraulic Brembo system. This they claim, gives a more progressive feel to the clutch which - with the old Magura item - proved a bit too switch-like on the feisty stokers.

Fast Black

So how do these refinements relate to the riding? Well, obviously the factory-look graphics and black frame are worth a good few seconds off your special test times! But otherwise the four-strokes ride very similarly to how they did last year, just as you'd expect. That's to say the 250 is still a touch tedious, the 400 easy to ride, the 450 potent, the 525 brutal.

Having not ridden the 125 last year, I was keen to give the little stroker a razz around the 30km enduro loop which'd been laid out for this year's launch, and the eighth-litre EXC really did feel good. Having just stepped off the 200, which *did* feel smoother than last year's model though still too flighty, I found the

Jumpin' Jack Flash

Although the new DOHC 250 won't see the light of day in enduro trim until next year, some of you may be thinking about buying the MX version (the 250SX-F) and converting it for hare and hounds. So what's it like? Well, with Ti valves and a redline of 13,400rpm, it revs past the moon and on to Mars, though peak power arrives at 11,000rpm and there didn't feel like too much over-rev. Obviously, the MX chassis wasn't really suited to the rough enduro loop so there's little point in reading too much into the chassis' performance, but the motor felt very strong in the mid-range, ripping through to an equally meaty top-end. Where the existing SOHC 250 felt sluggish, the SX-F was really flying!

One point worth noting, though, if you are looking to convert the crosser is that when the SX-F did cough-stall it could be a real pain to start. No doubt you need to live with the bike for a while to discover the technique required to re-start it (and when to use the bar-mounted hot-start) though there's nothing quite like just thumbing a starter button for simplicity.

Okay, so a quick spin on the noisy MX bike isn't going to reveal *too* much about how the EXC version will perform when it's finally launched next year, but a certain Mr Cervantes seems to be doing okay on his in WEC! So I reckon things bode well for the EXC-F...



125 much more balanced, and far easier to ride. Obviously you have to work a bit harder at keeping it in the power, but when everything comes good it really is a great bike and very rewarding.

Despite the new crank and piston, the 250 still felt as vibey through the pegs as it always has. Not a particular problem but noticeable all the same. What did feel different, however, was the new clutch.

Marginally lighter than the old Magura set-up, it did seem to have a more progressive action, making the 250 easier to ride on the technical sections of the dusty rocky trails. A great bike made even better.

Although I didn't really notice the sharper steering on the 250 (nor the roomier riding position it allows), the 300 felt more flighty than I remember it. Fast, undulating sweeping turns had the bars flapping in my hands as the front wheel skipped off the top of the bumps, and although KTM are very much a race-oriented company I'm surprised that they've tweaked the 300's steering. After all, no-one really races these things, do they? The grunty 300EXC is a great trailie, so I'd happily trade sharp steering for a bit more stability on the going.

You Got the Silver

As you'd expect, most of the KTM range has crept up in price slightly for 2006. The 125 is 70 quid dearer than it was last year, at £4195, and the rest of the two-strokes have all risen by £60, the 200, 250 and 300 costing £4495, £4695 and £4745 respectively. Expect to see the stokers in your local dealer now.

We'd actually expected the 250 EXC Racing (four-stroke) to have dropped in price slightly, so as to make it more tempting in light of the forthcoming DOHC bike, but instead the price remains static for the second year running at £4945.

As for the rest of the thumpers, they've each gone up by £50. A 400EXC will set you back £5445, a 450 £5545, and a 525 £5645. If you're after a big-tanked, cooling-fan-equipped 525 you'll now have to ask for an XC, rather than the old designation of MXC, and hand over £5845. For the moment, though, you'll just have to leave a deposit as the four-strokes won't be arriving in the UK for another month or two.

All of these prices exclude the usual 'On The Road' charges, but include a spares kit, as well as a 'Competition Kit' thrown in for good measure. Yep, for 2006 KTM give you a nice big box along with your new bike, containing a QD plastic bashplate, airfilter, grips, barpad, background sticker sheet, spare front (MX) number board, a chain-guide and a pair of rad shrouds. Not bad, huh?

Back in Black

So there we have it, the 2006 EXCs. No real drastic changes, but then for the most part none were needed. Next year (that's 2007) we'll see the DOHC 250EXC launched, and possibly a twin cam 450 in development, though KTM have made it perfectly clear they won't be swapping to aluminium frames any time soon...



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You really don't expect BMW to build something as impractical as a 1200cc enduro bike, but that's exactly what they've done. TBM flew out to Spain to see if the funky new HP2 is the 'Cooler King' or just plain uncool...

Back home on my bookshelf lives a small paperback entitled 'cool brands'. I'm not entirely sure how I came by it, and as it's full of little more than puff pieces about various consumer companies, it rarely gets an outing. However, whilst there's little in the way of reading material it was supposed to be compiled by 'an independent council of eminent individuals' who are apparently 'well qualified to judge the coolest brands' and thus gives a pretty good indication of the state of popular culture. Yet alongside the red stripe of Red Stripe and the winged-M of Morgan, the famous blue and white roundel of BMW *doesn't* feature. Could this mean that the Bavarian Motor Works simply aren't cool?

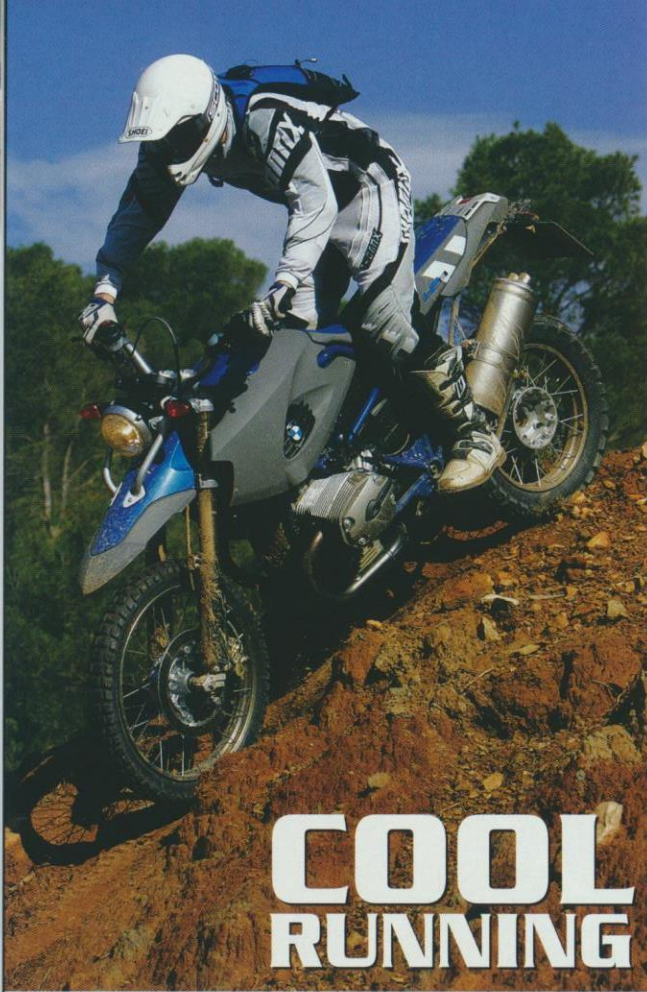
Whatever you think of their four-wheelers, you don't need *really* need a book to tell you that most people wouldn't exactly call BMW bikes 'cool'. Conservative; sensible; different; even weird maybe, but cool? I'm not sure even the round-the-world exploits of a couple of Adventure-riding 'luvvies' could tip the balance that far! No, what would really help BMW's street-cred is a hip and trendy new bike, something edgy with a good dollop of attitude. So could the new HP2 1200cc dirtbike be that machine?

Cool and the Gang

The reason the HP2 (HP being High Performance, and 2 denoting the number of cylinders) exists is pretty simple, though nonetheless surprising

COOL RUNNING





COOL RUNNING

coming from BMW Motorrad. Essentially, a select few individuals within the Motor Works inner sanctum decided they wanted to build a proper twin-cylinder, large capacity 'enduro' bike, instead of just the dirt-inspired big trailie 1200GS. And so they came up with the idea for the HP2, utilising the latest 1200 Boxer twin and a frame based around that of their not-so-old R900R Dakar rallye bikes, whilst ditching the Telelever front-end in favour of more off-road friendly telescopic forks. Clearly, with no real market sector established for 1200cc off-roaders, their argument for building such a machine was pretty persuasive, or perhaps they slipped the proposal in with a stack of papers sat on the MD's desk, and he simply rubber-stamped the project without giving it a proper read through..! Either way, the HP2 is the first in a range of bikes designed to be the two-wheeled equivalent of the M-series cars. Or so they claim.

Ice Cool

Upon our arrival at BMW's Spanish off-road training school an hour outside Valencia, we were greeted with darkened skies and the rumble of thunder. With something approaching 1500km of twisting gravel-roads and nadgery rocky trails at their disposal, it's easy to see why the company chose the site for the launch of the HP2. But as the rain lashed down and the hotel lights flickered their disapproval at the electrical storm, we had to wonder if we shouldn't have headed for some drier climes - like Wales, perhaps..! Thankfully, come morning, the only evidence of the deluge was a couple of rapidly evaporating puddles. The off-road playground beckoned.

Parked up in the sun, the HP2 looks far better in the metal than it does in any of the press pictures I'd seen. Unmistakably BMW, there's no way that you could call it good looking - it's got a face only the 1200GS could love - yet its



Top: There's no excuse for going too fast with the size of that big white speedo... Below: Bring on the 'in-development' Akrapovic system please...

Beauty and the beast - the HP2 looks much better in the flesh...



Left: A breath of fresh air - BMW are the first to put an air-shock on a production bike... Smoothly does it - the 105bhp slightly modified Boxer engine powers the HP2...

COOL RUNNING



brutal design works in much the same way it does for Sir Giles Gilbert Scott's architecture (Battersea Power Station) or the original US army Humvee. I kinda' like it.

Climb aboard and the translucent 13L plastic tank (seemingly larger than it really is) stretches out in front of you and leads up to a set of fat, hi-rise bars (holding standard Beemer switch-gear), and a big white speedo and digital computer (though no tacho). Compared to normal dirt tackle it feels big. But being reasonably narrow where your legs meet the frame, perhaps not as big as you'd think.

Which is a good thing really, as although the HP2, at 195kg fully fuelled, weighs a considerable amount less than the donor 1200GS, it's still bloody heavy for a dirtbike. And with a seat height comparable with regular enduro machines (920mm) that weight's got to be well packaged. We'll see...

Cooler Shaker

Straight out onto a loose rocky trail, I'd be lying if I said the bike didn't feel a touch strange. Being more used to riding bikes with a third of the power and almost half the weight, it was obviously going to feel odd and it certainly took a while to acclimatise to the experience. Yet by the time our guide asked if we wanted to try some more technical tracks, I was aching to take the HP 'off-piste'.

Thanks to the previous night's rain, the trail down the hillside was littered with rocks and rainwater gullies. Little more than a goat track, the drop off the side certainly focussed the mind, and the Beemer happily trickled along with little in the way of rider input. Very reassuring. And very surprising.

Later in the day, we hooked a right off one of the many fireroads, and headed off down a similar trail. Only this one came with sump-guard bashing rock steps and more than a few awkward technical sections. Yet as before, the HP2 took it pretty much all in its stride.

Of course, when you did get things wrong you had to deal with 195kg of wayward motorcycle (and those big cylinder heads do get in the way should you want to take a dab), though the bike's surprisingly nimble considering its capacity and bulk. Much of this has to be attributed to the way that the weight is kept fairly low in the frame, though the smooth power delivery (pretty much unaffected by the removal of the engine's balancer shaft) and impressive steering lock obviously contribute.

Perhaps the only niggle is the slight clonk as the shaftdrive picks up the drive from a closed throttle, though you really do have to be barely

moving to notice this particular foible.

No such worries on the open going. Instead you're left trying to read the track and wonder how going so fast off-road can feel so effortless. Where on a regular enduro bike you really notice it as the speed rises, it can be particularly deceptive on the Beemer. Obviously, when you've got 105bhp to play with from your lightly tweaked Boxer motor you'd expect a decent turn of speed, and it was all too easy to waft along on the 1200's wave of torque. Pick up some speed, slip home another gear in the slick gear-box (though down-changes required a firm boot) and just drift on by. Every so often I'd be on our guide's back wheel, willing him give it the berries, completely unaware of our pace. Only then I'd glance down at the big white speedo to see the needle sweeping past 120km/h.

Chuck in a few big bumps or the odd hole in the ground, though, and things suddenly seem a bit different. Initially, the 45mm forks didn't feel ultra soft, though they soon travelled quickly through their stroke, and it was fairly easy to bottom them out. At speed, well let's just say you really did have to plan ahead.

The rear shock, while still feeling soft, was a completely different bowl of bratwurst. The first air-shock to make it onto a production bike, it felt much more progressive than the front-end. There are many benefits of running an air-shock over a conventional unit, not least the 50 percent weight saving, though perhaps one of the biggest bonuses on a heavyweight dirtbike is that they're far more resistant to overheating, which leads to a lack of damping in a conventional unit. On the BMW part, by turning a knurled knob on the side of the shock through 90degrees you could adjust the damping from 'comfort' to 'sport' (though the difference between the two settings didn't seem too drastic), and a simple air release valve adjusted the 'preload'. Should you let a touch too much air out the system, you simply pumped it back up with the neat little hand-pump that came strapped to the frame. Just a touch of German efficiency creeping in there...

Cool Down

Hillsides and fire roads generally mean hairpin bends, and on our day aboard the bike we came across more than our fair share of treacherous one-eighties. Here, the stable HP2 seemed to want to push the front-end, slightly unnerving on some of the more slippery turns, and it cornered far better if it was backed-into the corners or turned on the throttle. Which is all well and good, but faced with a cliff edge and a slippery surface, it was more often a case of tip-toeing around the tight bends.



Of course, precipitous drops and sheer rock faces go quite some way to tempering your closing speed into the hairpins, though it was nice to know that the twin-pot front caliper and 305mm weren't as lacklustre as they sounded on paper. In fact, they were actually quite good. Despite not having a HUGE amount of bite, what they lacked in power they made up for in feel - a definite plus on the rough gravel surface - and easily coped with the HP2's extra momentum.

If the front brake was good, the rear was slightly less impressive. The biggest problem I found was simply locating the brake lever with my foot, as it's tucked right in close to the motor. BMW have added a hinged 'block' to the end of the lever, which folds over adding an extra inch or so to its height. The idea behind this was that with the block in place the lever was at the right height for you when standing, and it flipped up out of the way so that you could comfortably use the brake when seated. I guess they couldn't resist putting something sensible on their bonkers 1200cc off-roader...

Unfortunately, when I did locate the rear brake, it was just that bit too sharp for fine control. Although fitted with a rubber hose to give a 'softer pressure point', the rear brake would

lock up the wheel a little too readily - great when messing about pulling long and lurid skids, not so good when you're feathering the brakes faced with a 500ft drop!

Cool Breeze

Out of the turns, the HP2 hooked up incredibly well considering its power output and the semi-knobby tyres. Getting too throttle happy was always going to result in the rear lighting up and the back-end stepping out, though with a little less gas the tyre would simply kick up a bit of roost then bite down onto the track. The Paralever swingarm has been lengthened 30mm for the bike, and this undoubtedly helps the rear-end find traction along with the plush action of the air shock.

Climbing hills, the bike would claw its way up the gradient relatively fuss-free, assuming you'd picked the right gear and didn't get all giddy with the throttle. With the smooth, torquey power delivery, second gear would get you to the top of most of the hills without too much trouble, assuming you kept up some momentum. The bike proved nimble enough to change your line relatively easy too, which was just as well because when you did lose momentum you



were really in trouble. Once the bike had stopped and the rear tyre started digging down, it was a case of some serious pushing and shoving, or back down the hill and try again.

Stay Cool

To prevent those vulnerable cylinder heads suffering too much damage, the HP2 comes with tough plastic guards over the valve covers, which extend to help protect the fuel injection. Unfortunately the press bikes weren't wearing any, and more than a couple of bikes wore battle scars down their flanks. The wires and pipes which feed the EFI really do need to be protected as they're not just susceptible to trail damage, but also to getting bashed by your boots. The HP2 actually comes with a range of protective parts, including handguards, a plastic headlight protector, bar-pad, and a 'brake snake' - all very sensible, and for dirt use very necessary.

Cool Customer

So who's going to be buying the limited number of HP2s when they come into the country in September? Well, with a price tag approaching 12 grand (yep, you did read that right), it's certainly going to be those with a few quid to spend that

much is certain. First up, it'll appeal to BMW fans that want something a bit more rugged and exclusive than their regular 1200GS. Of course, some people will snap them up to pose around town on, and there's little doubt it'll turn a few heads on the King's Road cruise, especially with the 'in-development' Akrapovic system fitted. And some will come into the hands of those who want a big trailie in the truest sense, those who will actually use it as a dirtbike and reap the benefits of its off-road performance. It'll prove an awesome tool for the UK big bike rally scene, being far more suited to the fast tracks than sticky bogs, though I suspect these guys will wait and see what KTM do about launching their 950 Super Enduro before getting their chequebooks out.

But as the most costly dirtbike this side of Husky's ultra-expensive carbon-clad Centennial, the HP2 does look more than a little overpriced. Yes, yes, it's a small volume bike and exclusivity costs 'n' all that. But is that really enough to add three grand to the 1200GS' sticker price? I'm not so sure. Some air forks, titanium bits and a splash of carbon might change my mind, but as it stands I'm not entirely convinced that it's the M-series of the Motorrad range.

BMW have clearly done a very good job of making a highly competent, utterly ballistic dirtbike. It's not really a revolutionary machine - Swedish company Highland have been building their 950 V-twin Outback for years - but what is extraordinary is that BMW have made such a single-minded and outrageous machine. And whatever you think of the rest of the Motorrad range I reckon that's pretty darn cool...

Thanks to Andy Dukes at RBP for organising everything.

BMW HP2

Price:
Engine:

Bore/stroke:
Susp F/R
(travell):
Brakes F/R:

Seat height:

Ground clear:
Wheelbase:
Fuel capacity:
Weight:

£11,750
Boxer twin, four-valve heads, elec start, 6-speed
101x73mm
USD (270mm), Paralever with air shock (250mm)
305mm/265mm, Brembo twin-piston calipers
920mm (900mm version available)
N/A
N/A
13L
195kg (claimed, wet)

I FOUGHT THE LAW...

STORY: IAN KERR; PICS: TBM



How legal is your trailbike, and what can you reasonably expect to get away with in the eyes of the law? It's a question which comes up regularly in the letters page (and on the TBM Forum). So who better to answer that question than serving police officer, trail rider and bike journalist PC Ian Kerr...?

The Human Touch

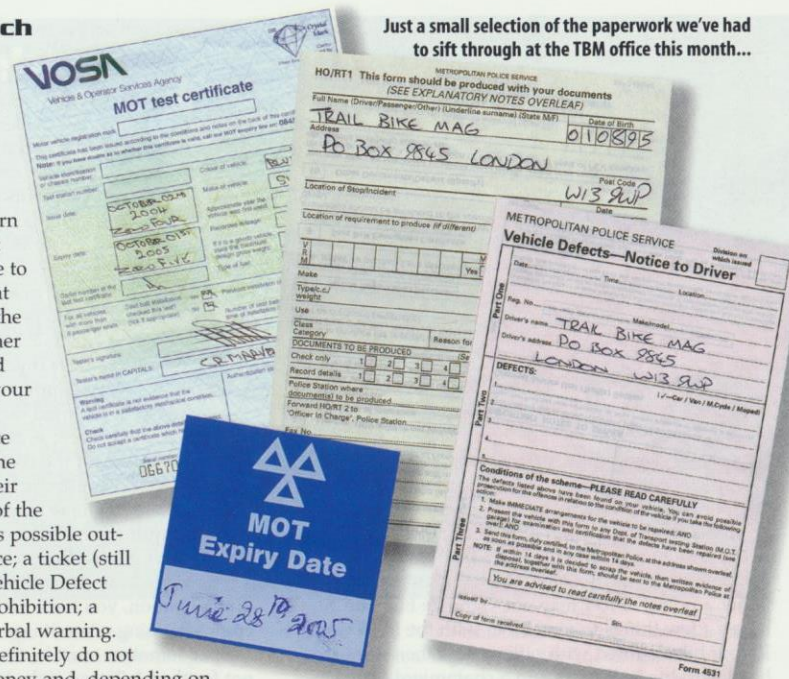
Contrary to popular opinion, police officers and MoT testers are human beings! They have good days, they have bad days, and although you may think that the laws which govern us are set in stone, in fact it's as much your attitude to officialdom and those that enforce it that can affect the final decision as to whether or not you get prosecuted for a misdemeanour, or your bike passes its MoT test.

In theory when a police officer stops you, he or she should have made up their mind as to the outcome of the stop. There are numerous possible outcomes: a court appearance; a ticket (still with a court option); a Vehicle Defect Rectification Notice; a Prohibition; a producer, and lastly a verbal warning. The first two you most definitely do not want as they cost you money and, depending on the offence, could well put points on your licence. The next three are inconvenient, but providing you fix the fault or have all the correct legal documentation (a valid bike licence, insurance, MoT and tax), shouldn't pose too much of a problem, apart from contributing to the coffers of 'The Ministry' by rectifying the problem with your bike and taking it for an MoT. The latter, of course, is simply a few words of advice and goes no further. But, the ultimate aim should be never to get stopped in the first place. Or if you are stopped, leave with nothing more than a slight delay.

'Civil' Liberties

The problem is that you don't know which of these is in the officer's mind when they stop you. If it is one of the first two, you are unlikely to change their mind, but it's not impossible...! However, it is easy to move any of the others outcomes up (or maybe down) the scale by the way you react. Of course, you may never know this has happened and if you leave with a ticket it could be of your own manufacture.

It's always best to wait to be told what you've been stopped for before launching into either excuses, or verbal abuse and suggesting their time may be better spent elsewhere. This almost always guarantees more than a spot of advice. Start by removing your crash helmet, earplugs and any balaclava you may



Just a small selection of the paperwork we've had to sift through at the TBM office this month...

be wearing - it's not only polite, but shows you have nothing to hide. It also makes hearing the questions easier. Likewise having your documentation with you, although not mandatory (and obviously unlikely when trailriding) is always useful, especially if you aren't riding your own machine, and saves you getting a 'producer'.

Although the law states that a tax disc should be displayed on the bike, most officers accept that they are easy targets for thieves or easy to lose on the trail. Under the seat or in your pocket will generally be tolerated, but 'having it at home' is no good. Remember, the police computer will tell them whether the bike is taxed (and insured) long before you can think of a lame excuse!

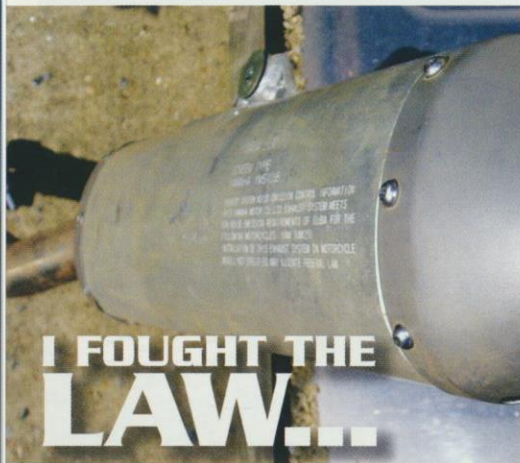
Testing Times

Right, let's move onto specifics directly affecting you and the bike. It is unlikely that you would be riding without a helmet, but just to reiterate, it should conform to British or EC standards, as should the goggles or visor.

Any new bike or one that has not been altered in any way from standard is unlikely to have any problem with a police or MoT inspection. The only problems you will encounter is with bikes which are more than a few years old (wear and tear of any



Get the Horn? You'll need it...



employed out on the trails and waste ground to deal with stolen bikes, are even more switched onto off-road bikes. Therefore, you are likely to get a more sympathetic hearing if you follow the earlier advice about being polite and courteous.

Lights are an item that can cause problems if they are not fitted. If you get a 'daytime' MoT because your bike doesn't have lights, that's fine unless you get caught out in adverse weather and you always need to get home before dark. You could be courting danger if you cannot be seen!

The simple rule with lights and brake lights is - if fitted they must work, and be capable of being seen, ie clean and undamaged. So when coming off the sticky stuff just wipe them over, likewise the reflector and number plate.

It shows that you have made the effort and acted responsibly. If your machine is capable of more than 20mph it must have a horn capable of giving a continuous tone. If you have no battery due to direct ignition, you have the right to have the engine running when it is tested, likewise the lights.

Speedometers must be fitted for road use (though not for the MoT) and if the bike was registered after 1 April 1984 it should read in both miles and kilometres per hour. And yes, many bikes do get through with pedal cycle electronic devices with a sensor attached to the spokes.

Hopefully you would agree that it is logical that your brakes are maintained in good and efficient working order. In an MoT they now have rolling roads to test them, police however have to rely on experience and look for signs of wear. Obviously if the brake is fully applied and the bike can be pushed forward, they do not meet the criteria. Sorry, no good saying you like them like that to avoid lock-up on the dirt! On hydraulic systems any leaks, cuts and bulges in the brake lines are likely to cause you a problem. Likewise frayed cables on drum-braked machines, missing split pins or locknuts may bring you into the 'not maintained in good and efficient working order' category. Three points for this one, so watch out!

component may well make it dangerous or illegal) or bikes which have been altered or modified.

It's wise to remember that an MoT is only good for the time it was issued and what a tester may allow, a police officer may not - strange but true. So here's a few things to remember with the MoT test. If your bike is fitted with pillion pegs then it must have working indicators and a chainguard (as well as all the other lights working). Strictly speaking you shouldn't remove indicators if they come fitted as standard on your bike, in practice this doesn't tend to apply to enduro bikes (competition off-roaders which may require road legality in order [for example] to cross the highway during an event), but will apply to bikes used as 'trail bikes' (ie those used on metalled-road and trail). All bikes must have a reflector, a front sprocket guard, a speedometer marked in mph and kmh, and E-marked tyres. No BS mark is necessary on the exhaust, however it must not be excessively noisy to the tester's ear.

Avoiding Trouble

This last point demonstrates that even something as cut-and-dried as the MoT test has a 'human element' involved in it. It is exactly the same with the law and police officers. The only good news is that most traffic officers are bike enthusiasts and those

E-marked FIM enduro tyre - fully road legal



MX tyre - puts more rubber on the road - not illegal



Ride Right

Your manner of riding is probably the first thing to bring you to the attention of the law. It's worth knowing that the police have a duty to investigate all allegations - even if they are unjust. Remember that as you wheelie along a remote moorland track, as the offences of Dangerous Driving or Driving Without Due Care can still apply if someone reports you.

The former carries a potential prison sentence and the prosecution only need to prove your riding fell below the standard expected by a competent, careful driver and that one would expect such actions to be dangerous!

It is worth remembering that a walker or horse-rider is also likely to be a driver as well. A wheelie for some distance is likely to be regarded by them as dangerous, even if you are in perfect control!

Another offence worth bringing to your attention is using a motor vehicle to cause alarm, distress and harassment or annoyance under the

Suspension is a bit of a grey area and is normally lumped under the 'Dangerous Condition' category. This catch-all offence will deal with loose head bearings, slack chains, suspension that no longer suspends (blown fork seals, no fluid), parts hanging off and so on. A few other things that will fit neatly into this category are worn wheel bearings, broken spokes, wheels out of alignment etc. Obviously these will also earn you an MoT failure.

Exhausts present several options for offence - though none ending in endorsement. A silencer that doesn't silence, one that has got an exclusion stamped on the side such as 'not for road use', or an exhaust where gases are escaping long before they reach the muffler - all are likely to get you in trouble.

Number plate offences are again not endorsable - but like exhaust cans are a major cause of conflict between authorities and riders. On the trail, life gets even more difficult because legal-sized plastic number plates are very likely to get broken. The law states that a road legal plate must measure 240 x 1800mm and have letters that are 65mm high by

Police Reform Act of 2002. Under this, the police can take possession of your motorcycle as part of their action to deal with the offence, if you ignore any advice to desist in your actions! Therefore, if you upset walkers, local residents etc by not riding sensibly it could be a long walk home!

If you stray off the RuPP and go onto other land or use a footpath, you could end up committing an offence of Driving on Land other than a Road under the Road Traffic Act 1988 and also under the Countryside and Rights of Way Act 2000.

Should you have a collision out on the trail with another vehicle, fence or animal you should also report it to the police if you cannot trace the owner in the same way you would on a suburban street. Likewise if somebody is injured you must do so as soon as possible and in any case within 24 hours.

Lastly on the subject of 'normal' everyday offences, Drink Drive laws apply, worth considering if you lurch at a local hostelry en route!

45mm wide. Most trail riders however use full-sized numerals on a slightly smaller (metal or bendy) plate and that seems to be universally accepted by police officers in the know. However it should face rearwards (and not skywards) and should be readable at all times. It is also worth checking it has not fallen off or got so badly damaged it cannot be seen.

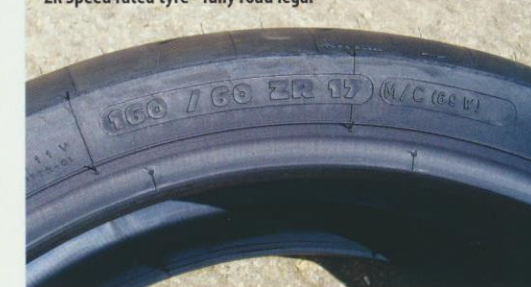
This just leaves tyres, which next to brakes are some of the most important items on a bike. These can of course affect the handling and stability of the bike as well as affecting its grip on both metalled and un-metalled roads. Unfortunately this is also the area of most controversy when we talk about machines that go on the public highway as well as traversing muddy tracks. It is also a subject that warrants an article on its own, so this will be quite brief, concentrating on the possible offences you could be liable for.

There are seven basic tyre offences under the Construction and Use Regulations, all with three points attached that could affect you. Lack of tread depth is hardly likely to affect the trail rider (the

Not for Highway Service - in the USA.



ZR Speed rated tyre - fully road legal



I FOUGHT THE LAW...

CRF-X: How road legal as standard? Not very...



minimum is 1mm), so we will ignore this. Similarly it is unlikely the plies will get exposed either, because these two normally go hand-in-hand.

In no particular order the rest are, unsuitable for the use to which it is being put, not maintained in good order, has a cut in excess of 25mm or 10 percent of the section width, whichever is greater, under-inflated and lastly has a lump, bulge or tear caused by partial failure.

The cuts or bulging could of course occur after a day on rocky going, so worth a check from time to time. Under-inflated means it's worth carrying a pump with you if you want to run low pressure off-road. Not maintained in good order, like the others is of course self explanatory.

The problem area for the trail rider is the 'tyres unsuitable' offence. Do the words, 'not for highway use' carry any legal standing in the UK? And can you ride on the road on motocross or trials tyres without it compromising safety?

Different courts would tend to make their own judgement based on the evidence given by the police officer and take note of their opinion. The stated case is that it is up the police officer to make a decision at the time as to whether they regard the rider as competent to ride on such tyres! Although if you've ended up in court the chances are he's likely to be of the opinion that they're unsuitable. The simple answer is that they're not illegal - nor are they legal - it's a judgement call and it's not an exact science. E-marked enduro tyres shouldn't land you in trouble but in truth these often put less rubber on the road than an MX knobby.

Ignoring prosecution, the officer has Vehicle Defect Rectification Notice (or VDRN) at their disposal. Some forces have officers trained to issue a Prohibition Notice in the same vein as Vehicle and Operators Services Agency or VOSA. These are the

people you see at the side of the road conducting spot checks on vehicles.

In the first case the officer lists the defects and gives you the notice. You then fix the defects, take your machine to an MoT station and they look at all the faults and if they have been rectified they stamp the form. This is then sent off and hopefully that concludes the business providing it is all done within 14 days. Issuing this does not give the rider carte blanche to carry on using the bike in an illegal state, especially if it has any serious defects. With a Prohibition there is no likelihood of this as it immediately prohibits the use of the vehicle from that point on.

It is then a trailer or van job, fix the defects and then attend an MoT station. This time it is a full MoT which then has to be presented at a police station for the prohibition to be lifted before the bike can be ridden again. Using your bike without fixing the defects and obtaining the proper paperwork is a serious offence the courts take a very dim view of!

Taking Chances

You might well be thinking that all this really does not matter; the chances of getting done are pretty remote out on the trail. However, Sod's Law states that one day you might be the innocent victim of a collision when you come down off the hills.

Any defects with your machine would reduce any compensation you may receive and people will use any excuse not to admit liability. At such a time you do not want to be found wanting!

It's clear that some of the laws which affect you and your road legal dirtbike are open to interpretation, but as you will have seen, at times there is no definitive answer to a particular question on the law. It is also important to remember whatever is written down on the statute, still requires a human being to enforce or administer it. Remember, even the speed cameras need setting!

It's for this reason that there are 'L2ed Cases' which interpret the legislation, or clear up any anomalies that arise as a result of legal minds looking for the 'grey' areas as a defence for somebody. Don't let that somebody be you - stay within the law and it should help you to carry on enjoying your sport without too much hassle. Enjoy it, and I will see you out there!

If you want more information The Road Traffic Act 1988 and Construction and Use Regulations 1986 should provide you with plenty of reading, along with the MoT Testers Handbook available from HMSO.



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December 2001 76 Husaberg F5650G SM, Rant, 2001 round-up, CRF450R, Rally of Discovery - Crete, Staff Bikes: R1150GS, Project IT490 - Weston Beach Race.

January 2002 77 FMF DR-Z special, Technically Speaking - valve clearances, Indoor enduro, Special tests - Juha Salminen, Trail riding in Iceland, DR-Z5 v CRM v Pampera, Bike Buyer's Guide, Aussie sand racer.

February 2002 78 Alfer VR125, Rant x2, Doing the Rounds - Wiltshire TRF, Dakar Rallye, Gas Gas EC400FSE, Product review - handguards, David Knight, I Was On Gold Until...

March 2002 79 Suzuki V-Strom - launch test, Doing the Rounds: Diamonds MCC, 200 Shootout: Gasser v KTM v KDX, Winter Warmer, Staff Bikes: WR250Z, Product review - hydration packs, David Knight, Vertemati E501.

April 2002 80 Praga 250, Rant, Writes of Way, Doing the Rounds: Peak District, BMW R1150GS Adventure - first UK test, The Future's Bright - KTM history, Product review - body armour, British Enduro Champs - Breckland, World Enduro Champs rd1, David Knight, Alfer VR250.

May 2002 81 Motorhispania Furia 50, Doing the Rounds: Cornwall, CCM 644 DS, Rolling Thunder - CCM History, Product review - kit bags, Cambrian Rally, World Enduro Champs rd2, David Knight, Used and Abused: XR250.

June 2002 82 Suzuki DR-Z400S, Doing the Rounds: John Deacon memorial, 250 4T Shootout: KTM v WR-F v TM, Product review - gloves, Rally of Discovery, Trail riding in New Zealand, World Enduro Champs rd3&4, David Knight.

July 2002 83 KTM 450EXC - launch test, Rant, Doing the Rounds: Lincoln, Past Present and Pesto - 75 KTM v 02 WR-F, Master Class - Positioning, 21 v 4T - Husaberg 400 v Gas Gas 250, Product review - braceless bars, Staff Bikes: KDX220, World Enduro Champs rd5/6&7, David Knight.

August 2002 84 Gilera Apache, Erzberg Iron Road Rodeo, Product review - crash helmets (pt 1), Master Class - Cambers/hills, Alfer/Yamaha 250 prototype, Trail riding in Andorra, Used and Abused: XT225 Serow, Welsh Two Day Enduro, British Enduro Champs - Hafren, David Knight.

September 2002 85 KTM 450EXC trail test, Rant, Extreme Lumezzane, Product review - crash helmets (pt 2), Master Class - Ruts, Cannonade E440 - launch test, Coast to Coast - across Scotland, Used and Abused: KTM 200EXC/EGS, British Enduro Champs - Catterick & Epynt, David Knight.

October 2002 86 Munich Show, Rant, Dawn Till Dusk - 12hr enduro, Husqvarna TE400, Master Class - Bogs, Australia by XT500, Product review - boots, Giovanni Sala profile, Used and Abused: WR400F, British Enduro Champs - Natterjack, David Knight.

November 2002 87 Brackets & Hafren Rally, Yamaha WR450F - first UK test, Master Class - Water, Product review - enduro jackets, Jawa 653, Staff Bikes: KDX220, Five, Used and Abused - RMX250, ISDE, David Knight.

December 2002 88 End of year review, Rant, Reader's Dictionary: DR-Z436 Rally, Master class - Ditches/logs, Product review - air filters, Sional of Dirt, Trail riding in Australia, Used and Abused: Gas Gas Pampera, Five, Scott Trial, Indoor enduro, David Knight.

February 2003 90 Rant, First Check; e-start XR400R, First Check: 2003 Varadero, Dakar Rallye, 300 Shootout: KTM v Gas Gas, Buying Power, Spanish trail riding, Eriksson profile, Sheffield Trial, David Knight.

March 2003 91 First Check: Knighter's WEC WR500F, 250cc 4-T Shootout: KTM v Yam v TM v Husky, 125 2-T v 250 4-T: KTM v Yam, Product review - headlights, Alto Turia Ride, Staff Bikes: KDX220R, Triumph Twins, Carry On; Mitsubishi L200, Five, Six hour enduro.

April 2003 92 First Check: AJP PR4, First Check; Merinmas's WEC HM CRE250, KTM 950 Adventure - launch test, Unreliable Memoirs, From the Archives: Honda XL250 Motospot, Yamaha WR450F v Gas Gas EC450FSE, British Enduro Champs - Breckland, World Enduro Champs rd1&2, David Knight.

May 2003 93 First Check: GNCC Racers, First Check; Beta Alp 200, Rant, 250 2-T Shootout: Gas Gas v KTM v Husky v Kawasaki KXE, Geraint Jones: Off-road Experience, From the Archives; Suzuki PE, Staff Bikes: CRM/CR, First Love: Villa 125, WEC rd3, David Knight, Readers' Rides; Honda CR250.

June 2003 94 First Check: YZ250/Provinci Governor, First Check; Factory Gas Gas EC125, Rant, Vertemati E450E v KTM 450EXC, DT125, Montesa 250 Enduro H67, Cambrian Rally, Cambrian Rally, Readers' Rides; KTM/XT500, WEC rd4&5, David Knight, Scottish Six Days Trial.

July 2003 95 First Check: Factory VOR 450, First Check; Scorpa 125 4-T, Beta Alp 4.0 - first test, Goggle prep, From the Archives; BMW R80G/S, Used and Abused - KTM 400EXC, WEC rd6&7, David Knight, Dougie Lampkin trials school.

August 2003 96 First Check: Yamaha T600R, First Check; WEC winning Works KTM500, Gas Gas EC200, loW Off-Road Festival, From the Archives; BSA Bantam Bushman, Shane Watts, BEC - Hafren, David Knight, 200 Club/Welsh Two day.

September 2003 97 First Check; Honda CRF450XC, First Check; Husky TE250E, CCM 4040S/Enduro - exclusive first test, Used and Abused - Husaberg FES01, From the Archives; Ducati Street Scrambler, Extreme Lumezzane, BEC - Epynt, David Knight, Five, Carry On; Proton Jumbuck.

October 2003 98 First Check; Honda XR125L v Moto-Roma RMX125, Rant, 2004 KTM 250EXC 2-T, Works KTM 250EXC 2-T, Dawn to Dusk, CCM 4040S/Dawn to Dusk, From the Archives; Husqvarna 360C, BEC - Natterjack, UK XC - rd4, David Knight, Moto Gori retrospective.

November 2003 99 First Check; Husqvarna TE450, Honda CRF250R - launch test, How to change mousers, Tuareg Rally, Rally of Discovery, From the Archives; BSA Victor, Staff Bikes; Kawasaki KDX220R, Trial des Nations, David Knight, Drag racing a dirt bike, Crime of the Century - ISDE history.

December 2003 100 5 Minutes With... Wayne Braybrook & Stefan Merriman, First Check; Yamaha DT230 Lanza, First Check; Yamaha WR450 2-Trac, Rant, KTM 280EXC, End of year review, Trail riding in Tasmania, Dawn to Dusk 2004 regs, From the Archives; Buitaco Matador, ISDE - Brazil, David Knight, Barcelona Indoor Enduro, Top Ten Enduro Riders.

January 2004 101 Indoor trail/enduro park, Doing the Rounds; Radnorshire Unreliables, Dome BMW & Desert Rose KTM Dakar bikes, Moto Tour de France, 2004 Bike Buyer's Guide, From the Archives; Cheney Triumphs, Top Ten Trials Riders.

February 2004 102 2004 Events Calendar, First Check; Sherco 4.5i, Updating your dirt bike, Technically Speaking; two-stroke of the future, BMW R1200GS - launch test, Dakar Rallye, Husaberg FE450e, Product test - waterproof riding kit, Cheap Speed pt 1 - Gavia WMX500 project bike, From the Archives; Montesa 360 H6.

March 2004 103 5 Minutes With... Juha Salminen & Patsy Quick, Doing the Rounds; Home Counties, Ten Reasons Why You Need a Trials Bike, Rekluse Z-Start auto-clutch/CRF450R, CCM 4040S v KTM 400EXC, Product test - waterproof socks, Guide to trail riding holidays, Trail riding in Morocco, From the Archives; Yamaha Tenele, Hell's Gate extreme enduro, David Knight.

April 2004 104 5 Minutes With... Paul Edmondson, First Check; BMW F650 GS Dakar, Doing the Rounds; Peaks TRF, Electric start Honda XR440R, From the Archives; Francis-Barnett Overseas, Low seat-height trailies; Beta Alp, Gas Gas Pampera, Yamaha Serow, British Enduro Champs rd1 - Breckland, World Enduro Champs rd1&2, David Knight, Carry On; Mercedes Vito.

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August 2004 108 5 Minutes With... Giovanni Salo, Doing the Rounds; Cambridgeshire TRF, First Check; Yamaha DT125RE, Husqvarna TE150 Centennial, Yamaha WR250F v Husqvarna TE250 at the Welsh 2-Day, Green Dragon Rally of Discovery/BMW GS1200, 2005 KTM EXCS - Launch Test, From the Archives - Greeves ISDT Special, BEC rd2 - Hafren, WEC rd6, David Knight.

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December 2004 112 Stefan Merriman's WEC WR250 & 450 bikes, Doing the Rounds; Yorkshire Dales, BEC Top Five 2004 bikes - Husqvarna WR125/KTM 525EXC/Honda CRF250X/Yamaha WR450F/Honda CRF250MX, Off the Road pt3 - Hafren Rally, Cambrian Rally/BMW R1150GS, Moto-1, Barcelona - International Indoor Enduro, Scott Trial, David Knight, Trail riding in North Carolina - Yamaha TT250R/WR250F.

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Can you ride an enduro on a pair of small-bore four-stroke trailies designed for the novice rider? And would you really want to...?

SIZE MATTERS



Ah this takes me back to the early days of TBM... we were always up for a pointless challenge', I remarked to Mel on our way up to round three of the Wirral Off Road GB Hare Scrambles. The task in this case being to enter a pair of low-powered, low-capacity, low seat-height trailies in the UK's foremost three hour hare 'n' hounds series to see whether modest trail bikes could hack it in a three-hour enduro.

Of course you can race anything - there's nothing to stop you entering your sideboard if you feel so inclined - but if you happen to own a small capacity trailie and fancy a go at riding a competitive event like a hare 'n' hounds, just how disadvantaged are you going to feel? We were about to find out.

Fast 'n' Furious

Arriving at the Derbyshire track we were greeted by the amiable Steve Ireland who owns and runs the WOR club and whose events have attracted the likes of David Knight to come along and ride. 'You're going to love it today Si', he said in that soft Scouse accent of his, 'it's really fast going... What are you riding, a 450 or something...?' At that point I opened the back of the van to reveal our humble 200cc four-stroke trailies. 'Oh' said Steve, barely managing to stifle a giggle. 'Well good luck mate...'

Despite Steve's scepticism, I remained mildly optimistic that our choice of bikes might make for an afternoon's dirty fun, so what had we brought along to play with?





SIZE MATTERS

Honda's CRF230 is the grey-import trailie we first trail tested in TBM back in May 2004. It's got a rugged and energetic little air-chilled, SOHC, two-valve, 223cc electric-start lump providing the forward motion, while a compact steel frame (wrapped in up-to-the-minute plastics) ensures a commendably low 860mm (33.9in) seat height, and surprisingly good looks. Consequently the CRF has already become a firm favourite amongst newcomers to off-roading, together with a certain number of girlies, and those so short in the leg they don't need to bend down in order to tie their shoelaces.

Designed as a budget US play-bike, the 230F sports non-adjustable suspension (bar preload on the rear), a front disc/rear drum setup and horrible steel bars (which we swapped before the ride). What it doesn't have as standard is instrumentation or any form of lighting - however the bikes' various importers (Conquest Motorcycles in the case of our test bike) fit them with head and tail lights and then register them for the road, all within the retail price of £2995. Good value indeed.

By no co-incidence, the same outlay would secure you an AJP 200PR4: a Portuguese designed and assembled trailie which utilises a Taiwanese copy of the same electric-start, air-cooled motor as used in the CRF - albeit displacing just 198cc and lacking the Honda's sixth gear. When we trail tested the AJP200 this time last year we

discovered that you do get quite a lot more for your money compared with equivalent bikes like the Honda. Fewer ccs yes, but a (more-or-less) full-sized chassis with a 910mm (35.9in) seat height, splendid 41mm Paioli front forks, a gorgeous polished alloy swing-arm, alloy bars and a front and rear disc combination. You also get an under-seat (clear) fuel-tank, alloy silencer and a basic (but perfectly adequate) array of dials/warning lamps. It may not be quite as dashing as the Honda, but it has the look of something a little more serious - which in this sector, marks it out as unusual.

Two's Company

The idea was that Mel would ride the 1.5hr ladies race in the morning - swapping bikes halfway through her race - and then I'd ride them both again in the 3hr afternoon race. That way we'd get the benefit of two sets of opinions on both bikes - sportsman and clubman.

Lining up alongside two other CRFs, Mel got a great start - off the line in fourth place - until she hooked neutral, and very nearly disappeared over the bars. Ah well, she'd have to make it up over the course of her lap. Here's what she had to say about the two bikes...

Mel: Is small really beautiful?

Be it clubbing in Ibiza, Big Mac meals or a glass of Pinot Grigio I've always liked 'havin' it large',

so how was I going to get on with racing the pint-sized Honda CRF230 and AJP200 in a pukka hare scramble? I was intrigued to find out as these sorts of low capacity trailies are aimed at people like me (ie off-road newbies looking for an intro into dirt riding, or as I prefer to think of myself: a 'lite' version of the average rider).

Electing to start my one-and-a-half hour ladies race on the CRF, I had to keep looking down to check I was actually on a bike as it felt incredibly quiet, light and, well... tiny. The air-cooled motor was responsive enough but as soon as I hit the first of many long straights the 230's lack of ponies became pretty obvious. The pitiful under-gearing didn't help matters as with the throttle fully open I was forced to stomp rapidly up the box to wring every last ounce of oomph out of the motor.

Into the woods and the Honda started to win back some much-needed brownie points. Tight nadgery going is what this bike excels at, and the quick steering combined with its willingness to go exactly where it was pointed made tree-dodging a doddle.

But the woods also revealed another downside in that the CRF has pretty basic, soft suspension which, when pitched into a hidden dip, made for some uncomfortable fork crashing. I also lost precious time (and my temper) when the engine decided to cut out round a corner whilst in third gear. After selecting neutral (it wouldn't start in

gear), it took at least ten manic prods of the leccy-start button before the engine spluttered into life again - not good. Looks-wise, I can't fault the CRF230, with its modern angular styling, flat seat and race-look white side panels, but it reminded me of a soufflé - beautiful to look at but a bit light and fluffy underneath. After three laps I pitted and hopped onto the Portuguese-built AJP trailie.

Straightaway I wished I had swapped earlier on. Now, I have definitely been spoilt here at TBM by the number of 'proper' dirt bikes I've ridden so far, but this little thumper immediately felt like one of them.

The much higher seat height, larger physique and slightly torquier motor all made for a superior ride. I really like the subtle low-end power a small four-stroke delivers and this one was no exception, especially after the rev-happy CRF which wanted to spin-up at every occasion. Flat-out on the open going and a sixth gear would've been nice, but gearbox wise I had no real complaints as the spacing between ratios seemed pretty sorted compared with the Honda.

Si commented afterwards he thought that the PR4 had a heavy throttle, but I've got to say I didn't notice this at all. Taking it into the woods was a mixed blessing as the Paioli suspension soaked up the bumps in true enduro fashion, but the very limited steering lock made it a bit harder work through the tight trees. Also slightly disconcerting was the standard pipe's almost



decent enough start I was surprised at how quickly the bulk of the field shot past me. The start-line led through a gate and onto a flat-out blast across a field for what must've been at least 500m - well I went across that field absolutely tapped in every gear until the AJP would go no faster, but I still went backwards as if Mr Sulu had leaned on the wrong button.

Then at the end of the straight there was the most enormous sort of rolling bump which I hit just as I'd backed off the throttle. The next thing I saw were the heels of my boots as they appeared over my shoulders and I performed the classic 'flying-W' shape. Note to self: trailbike suspension isn't quite as forgiving, must remember to watch out for that one next lap.

Into the woods and I remember thinking to myself 'ah well at least I'll have half a chance through the trees, because the big bikes can't use all their power advantage'. But then I'd reckoned without all the extra weight a trailbike carries over and above a lightweight racing machine - items like a thick-walled heavy steel frame and chunky subframe, significantly add to

silent burble, though it did afford me the element of surprise when I managed to catch up some other riders. The moody black and silver paintscheme suited the 200 and the AJP certainly stood out amongst the usual assortment of Pamperas, TTRs and CRFs.

All too soon the race was over, but for me the AJP wins this contest hands down as it can easily double up as a dual-purpose trail/enduro tool, providing you aren't out to win any prizes. That said, the CRF is by no means an also-ran, thanks to its sweet motor, nimbleness and low perch - it's a perfect beginner's green laner providing you're no taller than about five feet six. But as much as both of these small-bore machines are perfectly capable of going racing, as far as I'm concerned, make mine a large one... **MF**

Good Afternoon

Mel had advised me to start on the CRF so as to make the switch to the larger AJP seem more agreeable, but I was determined to get as good a start as possible so elected to ride the (more or less) full-size PR4 first of all.

Now I've lined up against bigger and faster machinery plenty of times before so I wasn't too worried about the missing power, but perhaps I should've been. Because even though I made a

the all-up weight and made me feel like I was riding a 400. Only without the power.

'Blimey' I thought to myself, 'Mel reckons this one's much better than the CRF... What's that going to feel like?' In fact the AJP wasn't too bad through the trees, it turned reasonably quickly (though it could've done with more steering lock) and the suspension was reasonably competent at soaking up the ruts and bumps which had already emerged after the first race. In fact the forks felt particularly good, though I couldn't help thinking that the rear end felt a little lifeless.

But the heavy throttle, that was another matter. I had to take two handfuls to wind it from closed to open and within an hour my wrist was killing. Albeit that was the least of my worries because a few minutes after emerging from one of the many stream crossings on the course the left handgrip slipped off. Or at least it would've slipped right off had there not been a pair of (aftermarket) wraparound handguards keeping it in place. As it was, it merely rolled up at the end of the bar like a schoolboy's football sock.

Master Blaster

The seven mile course consisted of a series of four or five sections of nadgery woodland (perfect two-stroke territory) where the skill

SIZE MATTERS



came in keeping on top of the bumps and out of the trees, these were interspersed with a number of flat-out blasts (big four-stroke territory). I kept looking out for *low-capacity trailbike territory*, but sadly never found it. And every time I emerged blinking from the trees into the sunlight, the sky would suddenly darken as squadrons of 450 KTMs ripped past on full afterburn, blanking my horizon with a painful flak of stony roost. This was no fun - I was getting filled in more times than an immigration form at Dover docks.

Just occasionally, and I do mean *very* occasionally, I'd manage to sneak up on a rider who'd got a puncture, or had run out of fuel and was pushing back to the pits. I'm not saying the AJP was slow but Stephen Hawking could've given me a run for my money.

At least the AJP was capable of making use of every one of its estimated 16hp; it actually handles quite nicely for a budget trailie thanks to some sensible geometry and half-competent suspension, though it does have a tendency to back its way into (and out of) very slippery corners thanks to the underseat fuel-tank having a pendulum effect. Nevertheless the splendidly narrow tank and shrouds (no radiators) and the long flat seat mean that you can get well forward on the PR4 which helps enormously in getting

the bike turned. In the dry it's reassuringly stable and can be thrown round with abandon as you make a futile attempt to catch up much faster bikes which simply out-drag you every time the track straightens up.

In fact I confess I did actually overtake about seven or eight bikes during the course of the three hour race - their owners either too tired or too apathetic to bother putting up much of a fight. Meantime I was learning more about the AJP and was actually beginning to enjoy myself a little. Despite its weight (approx 119kg fully fuelled), one of the best things about riding small, unthreatening bikes like this is that you can go as fast on your final lap as you did on the opening lap - which is to say not very fast at all.

That's because bikes like this don't tire you out. Sure they drop into a few holes (there's not enough punch to lift the front wheel in an emergency) but you don't use up any energy holding onto them. The acceleration is glacial, the braking ponderous and the transition from power-on to power-off is about the same as you get on the dodgems at a funfair. If you think I'm painting a gloomy picture of the AJP, don't worry, I haven't even started on the Honda yet.

Remember this is racing. And when you're racing you want to go as fast as you possibly can,



And despite a much freer-revving (and seemingly more powerful) lump, the Honda didn't appear to go a whole lot faster than the AJP due to extremely short gearing - albeit it got to its top speed in about half the time.

For sure it was more manoeuvrable in the woods - thanks in part to it carrying less all-up weight (118kg). Mind you it ought to weigh less it's only about half the size of the AJP, and built a bit skinnier too.

Trouble was unlike with the AJP, on the Honda I could barely stand up for more than a few seconds because the riding position was so cramped it put all my weight in the wrong place. Now I'm only five feet eleven, so anybody even remotely tall might do well to stop reading now.

This meant that I had to permanently sit down on the Honda which would've been fine had the CRF's suspension done a better job of keeping the whole plot in order. As it was the bike crashed and banged its way through things and the suspension seemed to be permanently on the bumpstops.

Still at least I had a bit of acceleration to play with now, so when I raced up to

the first of the sloppy water crossings I pointed the bike at the far bank and gassed it for all it was worth. Wrong! Thanks to some deepening ruts and a decided lack of ground clearance the little Honda merely succeeded in wedging itself into a deep rut and stuck fast, the rear wheel spinning aimlessly.

It took all of five minutes and a considerable amount of help from a muddy marshal to extricate the bike and set me on my way again and I gassed the CRF hard to try and make up for lost time. Then as I began braking for the next turn (sharp left through a gate) I had a horrible feeling that all was not well in the braking department. The back brake had disappeared altogether. Not faded or weak but entirely absent and I only had the Honda's excellent front stopper to rely on. Naturally I didn't make the left turn - going down in a heap as the front tyre locked up on the bumpy loam and tucked under.

As I picked myself up off the floor I took a look at the rear brake to see what had gone wrong. Surely the nut must've come off the end of the braking rod, or the linkage between the lever and brake had snapped? Nope. It all seemed to be there and in working order. I stood up and down on the pedal a few times, and sure enough it seemed to operate the rear brake, but I could still

otherwise what's the point? If you're just out for a bumble then it wouldn't matter, but if you want to race then it's all about speed. In fairness all the AJP really lacks is a bit more poke. The importers were keen to point out that some of the missing power can be restored by the simple expedient of slipping the baffle out of the exhaust. Fair enough but as this adds significantly to the volume I was keen to ignore this particular piece of advice.

With an hour and 40 mins gone I dived into the pits where Mel and the warmed up CRF were waiting for the changeover. Onto the Honda and... wow what a revelation. The AJP's languid lump was replaced by a whizzy little revver (with a thankfully light throttle) which had so much more in the way of go. It may seem unusual to talk about a 230 four-stroke as having stomp, but having just got off the torpid Portuguese tortoise the lively little Honda seemed almost hare-like by comparison. Though it should be said that these things are all relative.

And boy was it ever small. If I stood astride it (with my feet on the ground) the seat barely reached up to my b..., er... breeches. Trouble was when I stood up on the footpegs my hands and feet seemed so close together I felt like I could step on my own fingers - worse still, I thought I may topple over at any moment.

SIZE MATTERS



push the bike along - even with the pedal hard down. Ah... the joys of drum brakes.

So now I had plenty of engine but only half my brakes, very little suspension and no room to operate in. What more could go wrong? Then just after I rounded the lap scorer's van for the eighth time I opened up the CRF on the straight stony track and had the strange sensation that the back-end of the bike was travelling that little bit faster than the front. Yep sure enough, on a straight stretch of (albeit quite slippery) road, the bike virtually spun full circle. This I can only put down to the CRF's short wheelbase destabilising the whole machine. And certainly I've come across this on bikes with overly short wheelbases in the past: if you're my size and you don't sit right at the front of the seat you find yourself swapping ends more frequently than the local football team.

The other effect of a short wheelbase of course is that you tend to drop into all of the holes and dips in the woods and this was particularly true of the Honda which seemed to be magnetically attracted towards all of the large hollows.

At the end of three hours and 20-odd minutes I was glad when they finally hung out the flag to say that the race was over. I'd managed ten laps in the time that the winner (Ryan Voase) had

achieved 13. On the other hand he doesn't have to ride a pair of underpowered trailies in order to make his living.

Wahddyou Expect

Okay, there are those who'll dismiss this test as a bit pointless - trail bikes aren't meant for racing. No they're not, but if you happen to own one of these machines, aren't you just a teeny bit curious as to what they can or can't get up to? They are both off-roaders after all, and both have (in the right circumstances) proved themselves ideal at what they were designed to do.

The Honda is a great little green laner, a good starter bike or even a neat little machine for Long Distance Trials. It's got a lovely motor, good manoeuvrability and (when they are working), excellent brakes. But it's not really much of a racer - even for someone as small and light as Mel, let alone anyone bigger.

The AJP on the other hand - that's a different thing altogether. It's much easier to get on and race, even if the engine is crying out for a bit more power. The full-size chassis means that it feels much more like a normal sized bike and the suspension and braking package are far better specced than the more basic Honda.

If this test proved anything it's that you should



SIZE MATTERS

think carefully what sort of riding you're intending to do before considering a purchase. If I was particularly short and looking for a bike to get started on, then the lightness of the Honda together with its better looks, extra poke (and that Honda badge) would swing it for me. And I'd investigate ways of getting a disc rear-end.

But if on the other hand I was taller than about five feet six say, and wanted a bike which could take me racing occasionally as well as up and down the local lanes, well the AJP wins that battle. It may be higher but it's also more stable (thanks to a lengthier wheelbase) and has better ground clearance.

Of course you know what the ideal answer is - stick the Honda motor in the AJP chassis with the Honda's front brake and the AJP's disc rear.

A free TBM subscription to the first reader who builds one and lets us take it for a ride. One thing though... Just don't expect me to do another 3hr event on it. I'm still getting over the last one...

Thanks to: Howard at Conquest Motorcycles (01202 820009) for the loan of the Honda. Conquest have a 230 demonstrator if you want to try out the little Honda for yourself. Also to Steve at Adly Moto (01889 577552) for the AJP. Adly too have a demo bike available. And thanks to Steve Ireland at Wirral Off Road (wirraloffroad.co.uk) for allowing two mobile chicanes on his excellent enduro course..!

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(travel)
Brakes F/R
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Paioli (260mm)
255/210mm, AJP calipers
910mm (claimed)
N/A
1410mm
8L
125kg (approx)

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Seat height:
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Fuel capacity:
Weight:

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STAFF BIKES 400EXC



The 400's mellower power delivery doesn't seem to have had much of an effect on Mel...

it around slightly easier. And whereas we know not everyone gets along with the 450's thundering torque (though we love it to bits), the 400's midrange rush seems just more manageable.

So manageable in fact that it's the 400 we reach for whenever we fancy going riding just for the sheer hell of it. And despite a limited number of outings (due to the pressure of testing other dirt bikes), our 400 has still managed to chalk up a Peak District trail ride, a timecard enduro, a motocross practice track and a couple of other off-road excursions. And all the damage it's got to show for it is a worn out pair of (original) tyres, some trashed airbox graphics and a split in the front fender. The last of which was sustained when Smudger Barni changed his mind at the last minute about which way he was going to circumnavigate a large tree.

Actually, the bike is wearing pretty well - and looks a whole lot better (condition-wise) than our other long-term (a Yamaha WR250F of a similar vintage). We haven't had to change or replace anything because of damage or wear, and the only non-standard item our EXC sports is a pair of the excellent PivotPegz (as reviewed in TBM117).

So what conclusions can we draw from six months of KTM 400 ownership? Well firstly that the 400 shouldn't be overlooked by riders looking for a middleweight dirt bike. Sure, it inevitably sits in the shadow of its 450cc brother, but it delivers most of that bike's abilities but in a slightly less brutal and intimidating way; it's not quite as torquey as the 450, but neither is it so tiring to ride. We've been impressed with the KTM's build quality, even if it is a bit too soon to tell how it'll fare in later life. And we've been frightened half to death by the inconsistency of the standard Brembos - one minute they're fine, the next the lever comes back to the bar.

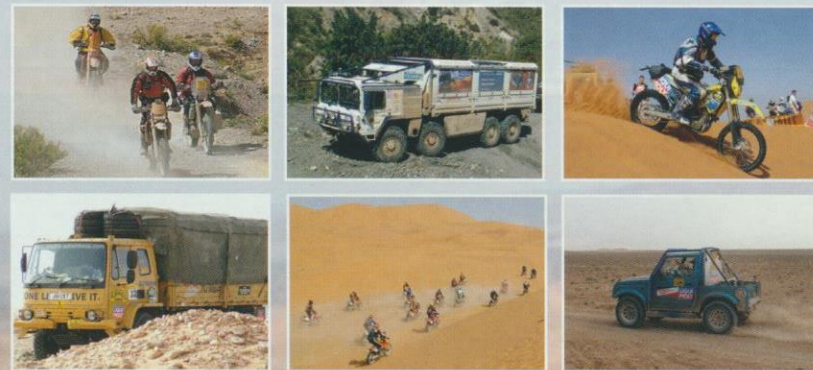
But overall we've loved the 400 to bits. So much so that we decided to buy it off KTM because we enjoyed it that much. However, no sooner had we purchased the bike than we had to make room in the TBM shed for something else (more details next month). So our registered, 2005 EXC400 is now up for sale for a very good price. We only hope that the new owner enjoys riding it as much as we have this year...

It was the phonecall we didn't want to receive: 'It's KTM here - we want our 400EXC back'.

Has it been a year already that we've had our long-term KTM 400EXC? Er... no, but in the land where oranges are the only fruit, the end of the year arrives in June - which apart from being very confusing for the rest of us, must make their office New Year's Eve party feel a bit weird.

We picked up the 400 in early Jan this year and its TBM tenure has been short but thankfully very sweet. I must confess I was initially a bit underwhelmed at the thought of riding a 'mere' 400 this year, but only because once you've sampled the delights of KTM's testosterone-soaked 450, the slightly more effete 400 is bound to feel like a '450-Lite'. Or so I imagined.

In fact everyone who's ridden our 400 has been really impressed with it. Fact is it's actually no less of a bike than the 450 - it's just different that's all. Mellowier yes, but plenty fast enough, and slightly smoother to ride. You can get on the power a bit earlier, rev it a bit harder and chuck



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A car is an emotive object. You've chosen it and like it or not, it makes a big personal statement about the type of person you are. But as I've been trundling around in the Jumbuck most of this month, I reckon this theory has been proved completely wrong. Useful, practical, functional and sensible are all words that instantly spring to mind when I think about the Proton, but I'm pretty certain that none of those words would be the first to spring from the lips of anybody asked to describe me.

But that's okay because the little pick-up and I have formed an unlikely bond, born out of sharing 1000 miles together in just one week. A trip down to the West Country saw it hold its own on the motorway, although the occasional hill warranted a swift change into fourth to summon the extra oomph required.

It was also surprisingly comfortable on long journeys, especially given the rock-solid suspension, and wasn't that noisy at speed either. More importantly for the sound system expert in me, I got to give the single-disc CD player a good workout, and as long as the bass and treble are turned way down (so as not to overpower the basic speakers) the sound quality is pretty good.

But I digress. One of the reasons I popped down to sunny Ilfracombe was to give the Jumbuck its official TBM induction by way of a stickering-up ceremony. After a few gruelling hours of working out dimensions and designs, the Proton was transformed into the object of

beauty you see here, courtesy of SDS Graphics - cheers guys. And we reckon it looks pretty smart.

But as with all good things, there are a couple of minor niggles with our Jumbuck, and while not earth-shattering they do make life a little more irksome. One of the 'door sensors' isn't working properly so we can only centrally lock the Proton using the key rather than just blipping the keyfob - which is just too much like hard work! Also, a section of the nearside interior door trim has freed itself, and the tailgate has a screw loose..!

But the really noticeable thing for me is that the Proton has a very small fuel tank. It's brimmed on £25, which means stopping at least twice on a 450-mile round trip, and as I don't suffer with a particularly weak bladder, this is a little annoying.

But all that pales into insignificance as the Jumbuck has achieved the automotive Holy Grail - street cred. Okay, we are talking in my humble hometown of Rickmansworth, but it's gotta' be good if your brother's 23-year-old mate has got one and thinks it's 'pretty sweet'..!

Which gets me to thinking perhaps we should enhance the 'bling' factor a bit and take up somebody's kind offer of some Proton Touring Car wheels - though I'm not entirely sure what kind of statement that'll make... **Mel**

Thanks to Andy, John and Russ at SDS Graphics (01271 862631) for stickering up the Jumby.

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TRADE SECRETS

What's the easiest way to wash down your boots after a muddy ride? With a jet-wash of course, at the same time as you're cleaning the bike. But the trick is knowing how to get them completely clean yet avoid getting muddy water and slop inside them. That's where a traffic cone comes in handy. Turn the boot upside down, ensuring that the buckles are all undone and then slide it onto the traffic cone. Now you can point the jet-washer at it as much as you like, and all the water and mud will simply run down the outside and soak away rather than disappearing inside. When you've washed clean one side of the boot, simply spin it around and repeat the process - doing the same for both boots. And providing you choose one of the heavyweight traffic cones - the weight of it will ensure that no matter how powerful the jet-wash, your boots won't get knocked over during the washing process. Simple yet effective. Of course we can't recommend that you all go out and steal a traffic cone - but you could always try calling the cone hotline and see if they'll deliver...



Visibility is always a problem when riding in the rain, so if you know it's going to be wet then it's a good idea to treat your goggles beforehand. Here's a cheap trick - grab a can of furniture polish from the kitchen cupboard and spray the front of your goggle lens. Allow it to dry for a second or two before polishing it off (making sure the whole lens has been treated) and then repeat the process. That way when it rains the water will bead up on the lens and all you have to do is turn your head sideways allowing the airflow to wipe the lens clean. What's more, if you choose your polish carefully you can be riding with the scent of oranges or alpine meadows for the whole day.

And here's another goggle tip we picked up recently from no less a rider than Ady Smith. When you're racing you often find your goggles pressing down on the

bridge of your nose - restricting your breathing. To avoid this happening make sure your goggle strap sits good and high on the back of your helmet rather than right down at the bottom of the lid where most riders have it. Now you know...



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Hole In One?

Dear Steve

I'm new to the world of green laning and have bought myself a 2002 Yamaha WR426F. It's a fantastic bike and up to 50-60mph all is perfect. But after that it seems as if the coil or the plug is breaking down, as the engine seems to misfire. I've tried a new coil and plug but to no avail. My local Yamaha dealer tells me this happens to all large thumpers, surely this can't be so.

Apart from this problem the bike runs perfectly, starts first kick, accelerates without misfiring, and doesn't backfire. The bike is completely standard - or is that the problem? Any suggestions?

Dave Best
Via website

Hmm, you're right to be concerned by this, Dave, it doesn't sound normal to me. Unlikely though it is, there's no chance that someone's geared the bike down and it's the rev limiter kicking in? No? I didn't think so. A 426 would need to run very low gearing to only just pull 50-60mph, but I thought I'd check before pointing you towards a more likely (and altogether more expensive to rectify) area: It may be that the CDI is faulty. This could result in the symptoms you've described, but a new one is unlikely to be cheap. If possible, find someone with the same bike who's willing to let you try their CDI on your machine, before you order a new part.

If it does turn out to be the CDI, you can at least take comfort in one thing: You won't have to buy some new tyres for a while, as you've won a pair of Michelin AC10s for your tech question...

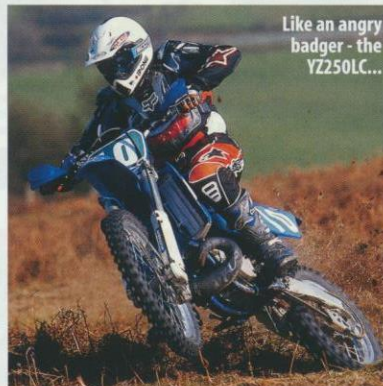
The fast 'n' furious Yam WR426F...



Animal Instinct

Dear Steve

I've recently bought a 2004 Yamaha YZ250LC, which is a bit of a change from my old WR400F (the YZ's lighter and easier to start). But, I've only been riding



Like an angry badger - the YZ250LC...

off-road for a year now, and am finding it a bit of a handful! I'm mainly riding here 'n' hounds events, and for this it's a fantastic bike, assuming I can keep it out of the power on the tricky stuff. After riding my mate's KTM 250EXC with its soft powervalve spring installed I realised how much of an animal my YZ really is. So what is the best way to reduce its aggressive nature and prevent it from pulling my arms off? Where do I start? Exhaust? Different reeds? Thanks for your time.

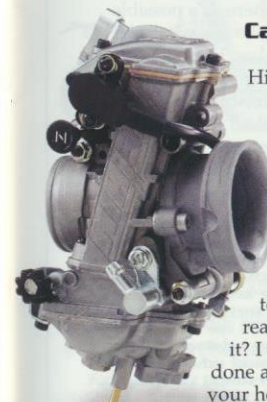
Paul Terry
Via website

Most people who ride enduro on MX bikes modify them to mellow out the power, Paul, and there's a whole host of mods you can perform to tame down your YZ. It simply depends on how far you want to go, and of course how much you want to spend. Look at buying a reed block spacer and a quiet enduro silencer. These will help soften the power. If I can

get away with a sneaky plug (just this once, then - the Ed), I can supply you with a powervalve governor, which allows you to easily adjust the power delivery to suit the terrain (the governor was tested in TBM issue 94). If you haven't done so already, I'd also suggest that you get the suspension reworked to enduro settings, as this will also help make the bike easier to ride.

Carb Cleaner

Hi Steve

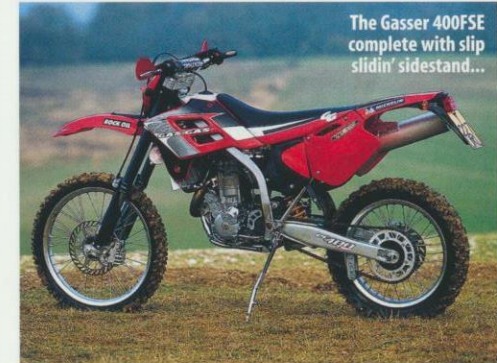


I sent in a query about oil around the carb and exhaust on my 1999 KTM 200EXC, but found the answer thanks to the forum. Only now I have a new query due to my bike refusing to start. What is the best way to clean, disassemble and then reassemble a carb before refitting it? I want to make sure that I've done a thorough job. Thanks for your help.

Thomas Globe
Via website

Okay then Thomas, firstly you should give the carb and surrounding area a thorough clean before you take it off the bike. Once you've removed the carb ensure that the body is dirt-free and then move to a thoroughly clean work area. Choose somewhere well lit, with no dust in the air, and enough space to work without losing all of the bits. Before you start taking things apart, just remember to note where everything goes, and work methodically. So start by removing the float-bowl, then carefully remove the float and the jets. Use a good quality carb cleaner to clean the carb and the jets (don't be afraid of using plenty of cleaner and if you've got access to a low-pressure air-line you can use this too), before reassembling. Don't over-tighten the jets, and if you're unsure of anything then simply don't go any further.

The Gasser 400FSE complete with slip slidin' sidestand...



Brake Time

Dear Steve

I've got a 2002 Gas Gas 400FSE. I left the bike idling on the sidestand to warm the engine and it fell over. Now the back brake keeps locking up. Have you any idea what's causing it?

Scott Kewlwy
Via website

PLAIN & SIMPLE

Ah, that old Gas Gas 'suicide' sidestand, guaranteed to send your bike toppling over at some point in its life..! Always be very careful about leaving a bike idling on a flip-up sidestand, or any stand which leaves the bike fairly upright. With the motor chugging away the bike will often start to roll very slowly along, and when the stand goes past vertical, well, you know the rest...

Anyhow, Scott, its sounds to me like the fall has bent the brake disc. Stick the bike on a jack-up stand, crouch behind the bike and spin the rear wheel. Is the disc running true or does it appear to be moving from side-to-side? Double-check by removing the disc and laying it on a dead flat surface. If the disc's okay then ensure that the pads haven't become dislodged in the caliper, and that the pistons/pads move and return freely.

Self Service

Dear Steve

I have a query regarding servicing intervals on my Honda XR400R. I bought the bike new in September 2003. Since then I've done my own basic servicing (oil, plug, filter, greasing etc). It's now done 1500km and I would like to know what major servicing is required, if any at this stage. If none is due now, when do I need to do the major stuff?

a look at the valve clearances to ensure that they're within the specified tolerance. Unless you're thrashing the XR it's unlikely to need as much attention as a more hi-tech modern thumper, but it's well worth checking the top-end every so often. Invest in a Haynes or Clymer manual and this should take you through the procedure step-by-step.

Big Bang

Dear Steve

I've had my 2004 WR450F from new. When I first got the bike it backfired a bit, but when I asked if this was normal I was told that it was typical of the WR because of the engine's high compression. Not being mechanically minded I accepted this.

However I had a problem with the bike cutting out and stalling, so I took it to a Yamaha off-road dealer where they cleaned the carb and changed the jetting. When I got the bike back it was running better than new and it felt brilliant. Only now the bike seems to be backfiring a hell of a lot, and much louder. I am concerned that this may be causing some damage, besides which it's scaring the guys I ride with. Can you please help?

I have the standard pipe on the bike and was wondering about changing this if it would help the matter. If so, can I just change the tailpipe or would I need to get a full system?

Simon Holland
Via Website

Those '04 bikes did seem to backfire a bit, Simon, though if yours has got worse then it's worth investigating the cause. Even if it did make a difference, changing pipes is likely to be an expensive way to solve what is probably a simple problem. And so I'd look elsewhere. It's possible that the carb jetting is too weak, so see what difference going a bit richer makes. In doing this you'll obviously need to drain the float-bowl, so flush the carb through with fresh fuel - you may have a bit of water in the carb. And lastly, ensure that the joint between the header and the silencer is well sealed. It could be that an air leak here is causing the loud backfire. Happy hunting...

TBM reserve the right to edit any technical query submitted to the magazine. Submission of a query will not guarantee inclusion within the magazine or a response. TBM do not take any responsibility for (and will NOT be held liable for) the accuracy of technical advice provided, nor will we be held liable for any consequence or expense arising from following such advice. All technical advice is acted upon at the sole risk of the person(s) carrying out such advice. Don't say we didn't warn you..!

Steve Clelland
Via website

Sounds like you're doing a great job of keeping on top of the servicing, Steve, though I'm surprised that your Honda didn't come with some sort of service schedule, detailing what work is required and when. Anyhow, if you've not done it already then I'd take



The Honda XR400 gives thumpin' good service...

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GOOD VIBRATIONS

Anything that cuts down on rider fatigue has got to be a good thing, right? We certainly reckon so, and this alloy top-clamp from Tru-Technologies is designed to do just that. Using a urethane 'damper' under the bar mounts, the 'Ride Control' clamp was initially developed for motocrossers in order to soften the blow when landing jumps, but it works just as well for those spending a long time in the saddle, be it on the trail or in an enduro.

Hinged bar-mounts allow you to swap-in different grades of damper (there's soft, medium and hard available) to fine-tune the feel, and unlike regular rubber mounted-bars these hinges ensure that the mounts won't twist in the yokes on impact. Whilst the extra metalwork means that there's really no weight saving to be made (unlike on most other aftermarket clamps), the benefits over a regular set-up look to outweigh the extra ounces.

The Ride Control is available to fit most popular MX-based bikes, although KTM and RM/KX parts are 'in the pipeline', and it retails for £210. Extra urethane dampers will set you back £15 for the four (there are two on the underside of the clamp as well). For more information, or to order yourself a set, call Core Racing Imports on 07776 132144, or you could take a look at coreracing.co.uk.

TRACK AND FIELD

If you're riding top-level supercross you might want a pair of glitzy boots which stand-out in the spotlights and flashbulbs of a Las Vegas stadium. But if you're slogging down a muddy Shropshire lane you may just want some slightly more understated and practical footwear. In which case, these Tracker boots from Fox should be just the job.

In a world of anodised buckles and fancy hinges, they're a more basic boot with simple styling and a budget price. Once predominantly leather construction should prove comfortable whilst the armoured shin-plate, and the plastic across the top of the toes and around the inside of the foot should give sufficient protection.

Perhaps a little more armour on the heel and back of the leg would be ideal, but they do look pretty solidly built.

With a grippy commando sole, the Trackers seem particularly suited to trail use and the chunky alloy buckles should withstand abuse, though they do stick out a touch too far for our liking.

Should you find the all-black colour scheme a little too subtle there's always navy and black (to match those crash-induced bruises) or all-white. Lady riders are catered for too, with the 'Girls Tracker', which are designed to fit feminine feet and come in a stylish white, black and powder blue. However they differ by having a 'slidey' sole, rather than grippy commando type, and look much more stylish with better designed (smaller) buckles.

The Trackers cost a sensible £140 and are available from stockists. For your nearest dealer call Fox Europe on 0191 487 6100 and tell 'em you saw them in TBM...



HIT THE SKIDS

Quick off the mark, REP (Race Engineered Products) have released a skidplate kit for the new Honda CRF450X. It's no surprise really as the company is owned by championship-class Honda rider Wayne Braybrook, and Wayne's used his experience with the marque to develop this kit.

Replacing the standard plastic guard, which looks quite brittle and does little more than cover the low-mounted expansion bottle, is a full-length skidplate made from 3-4mm brushed alloy. It's a neatly finished part, with rounded edges and the REP logo machined in the front.

For your £124.99 you also get a pair of alloy 'wings' to replace the plastic parts protecting the waterpump and oil filter housing. These are made from slightly thinner metal than the skidplate, though they extend much further down the frame than the standard wings, offering more protection to the lower engine.

The kit comes complete with nuts and bolts, brackets 'n' bits (though you do reuse some of the standard fittings) and full instructions. To order one for you Honda, phone Braybrook Off-Road on 0870 774 2600 or go to braybrookoffroad.co.uk.

DONKEY WORK

Whether you're struck with wanderlust and are heading off around the globe, or simply commute into work, it helps to have somewhere to hold all of your gubbins. Plastic luggage is all well and good, but it rarely has that rugged look to suit your big trailie, nor offer quite the same robustness as chunky alloy boxes. Which is where this Metal Mule top-box comes in.

The company's founder, Paul Goulding, has travelled all around the world on motorcycles, so he knows what's required of a tough set of luggage. The 22L box is made from 2mm thick aluminium, with stainless fittings, waterproof seams, and a rubber-sealed, lockable lid. The one shown here has a finished aluminium, er, finish, though for greater durability, albeit obviously at a greater cost, you can specify anodised silver or powder-coated 'storm grey'.

The top-box sits on a mild steel frame, that has been etch primed and then powder-coated black, the finish of which is beyond reproach. Once locked onto this frame, 'undesirables' can't remove it without resorting to extreme measures.

We'll be fitting this top-box to our long-term Beemer so we'll let you know how it performs. But in the meantime, a 22L top-box will cost you between £174.99 and £244.99 depending on your bike and the 'box's finish. An extra 10L capacity adds a fiver to the price, whilst the rack weighs in at £79.99. Oh, and if like us you've got an F650 you'll need a ten quid subframe in order to make it fit.

Metal Mule also produce panniers to fit all manner of big trailies, with prices starting at £149.99 for a basic 38L part, rising to £264.99 for a 45L powder-coated pannier. For a full listing of products and fittings you can call them on 01273 842094 or log onto metalmule.com.



T E S T E D

Core EC1

Priced at just £119.99, CORE's EC1 off-road boots sit firmly at the budget end of the boot spectrum, and for that sort of money you can't expect too much in the way of gimmicky features from your off-road footwear. What you can expect however, is a good hard-working pair of no-nonsense dirt bike boots, and with the CORE items that's exactly what you get.

Designed with enduro use in mind, the EC1s have been specified to offer plenty of feel at the controls without being overly bulky or heavy. The bulk of the boot is made from Italian leather with reinforced plastic covering the inside of the ankle, instep and toe, plus the obligatory shin-guard. There's a four (plastic) buckle closing system, a thick exhaust shield at the top of the boots and simple styling which apart from the blue/white, also comes in black/black.

However it's that simplicity which is part of the attraction with these boots - and doubtless helps contribute to their comfort. When I've chosen boots in the past I've not really gone in for 'feel', preferring to wear ones which offer as much protection as possible. However these CORE boots are the first which bridge the gap between offering plenty of feel and a decent level of protection.

The boots are exceptionally comfortable with plenty of width in the toe area and a nice light-weight feel to them. They're easy to get on and off and seem to fit particularly well - not requiring any initial bedding-in period to soften them up. In general I've been really pleased with the way the EC1s have worked for me and after a few months of wear they show no

signs of damage or of poor quality materials being used in their construction (though replacement buckles, straps and metal toe-ends are all available should you need them). But if I've got a complaint it's that the whole toecap area could do with having a bit more reinforcement built in - particularly on the left side - because you feel the gear-lever whenever you switch ratios, which gets uncomfortable after a while.

Overall though I have to give the EC1s a thumbs-up; they might be more 'core-value' than 'cor-blimey, but at this price you're getting a lot of boot for your money... **Si Melber**

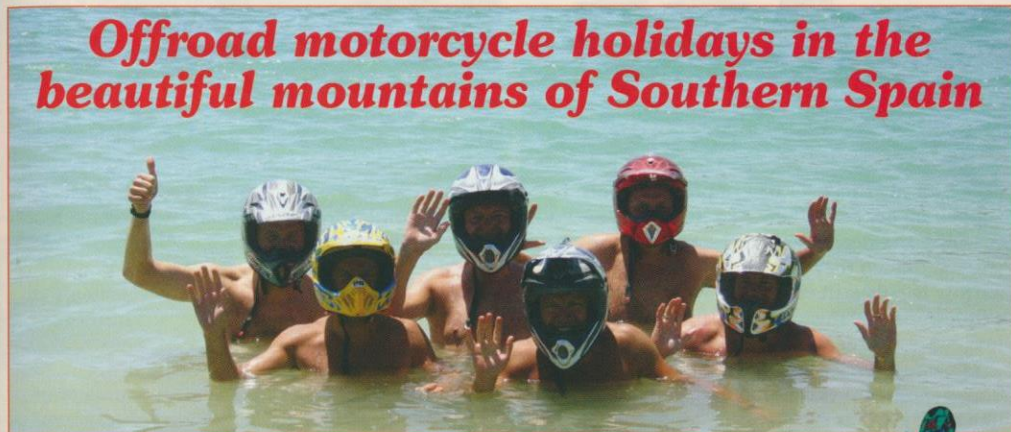
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T E S T E D

Axo RC-6

Just like you always have a soft spot in your heart for your first love, so I have one for my first ever pair of off-road boots. I slipped on my brand new Axo RC-6s just over a year ago and it's been a match made in heaven.

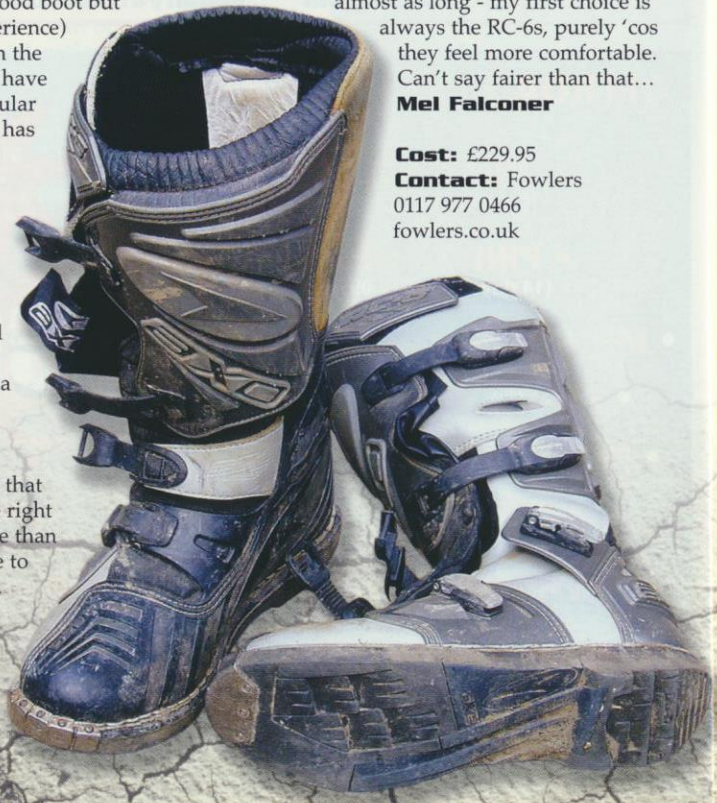
Even though they're men's boots and I have narrow feet they fit amazingly well and although a little stiff to start with, the leather upper has long since softened and moulded to my calves.

The one area of concern were the oddly positioned mesh air vents in the heel, side of foot and inner calf areas as they looked like they might let water in when falling off into large puddles or stepping off into marshy bogs. But in all honesty I haven't noticed them and my socks certainly haven't had any strangely shaped wet patches!

As a novice rider I was a bit naïve as to what components went into making a good boot but now I know (through painful experience) that protection rates pretty high on the list. With all my get-offs, the Axos have always protected me and in particular the very tough reinforced toe area has saved me lots, as I always seem to end up with the bike on my foot.

No matter how full of crud the the snap-on alloy buckles get they're always easy to do up or release, something I've found invaluable when rushing to the start line of a race. The suede inner heat shield on the right boot has been put to good use and nothing worse than a few scorch marks adorn it, pretty good considering a fair few hot exhausts have landed on it.

The only slight niggles I have is that the foam ankle padding inside the right boot has squished down a lot more than in the left one so sometimes I have to adjust my foot to avoid it rubbing.



To be fair, it's only really noticeable when off the bike walking around so it's not that much of an issue. Also on the right boot the sole has just started coming away next to the replaceable foot-peg insert part, but considering what hard wear the Axos have been subjected to it's no biggie.

They also come up about one size smaller than your normal shoe size, as I'm a UK (ladies) six and am actually wearing a seven.

According to UK importers Fowlers my black/silver colourway is the most popular, but black/white, white/black, black/orange, black/blue and black/red are also available.

At £229.95 they may seem a bit on the pricey side but I think it's money well spent. Compared to my Alpinestars Tech 6s - which are again top of the range boots and which I've been wearing

almost as long - my first choice is always the RC-6s, purely 'cos they feel more comfortable. Can't say fairer than that...
Mel Falconer

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T E S T E D

Gaerne SG10

I've been wearing Gaerne's top of the range SG10 MX boots for just over a year now, and in that time they've led a pretty hard life. Yet despite being bashed against Spanish rocks, buried in Welsh bogs and dunked in Manx streams, they've stood up well to the abuse.

After a couple of rides the 10s were bedded-in, and have proved pretty comfortable with their 'bio-foam' inner padding and 'shock absorbing footbed liner', though I must admit to preferring the feel of the chamois leather in my old SG1s. Whilst the boots aren't waterproof, if you do happen to be stood in water it takes quite a while for it to get through to your feet - a definite bonus out on the trail. Unfortunately, the first time the inners did get wet, the fabric on the insole peeled away, bunched up, and was sufficiently annoying that I just pulled it out and chucked it in the bin!

On the exterior, much of the boot's full grain leather is hidden under plastic armour (especially with the large pivoting shin/calf panel), giving a great level of protection. The trade-off is that the SG10s weigh a bit more than regular-styled MX boots and with all their nooks and crannies take a little longer to clean - very important with white boots! I also found that it's worth giving the numerous screws which hold all of the various plastic panels a quick tweak every so often to ensure that none of the buckles or fixings work loose.

There's still plenty of life left in the sole - in fact, this pretty much sums up how well the boots have worn.

Certain areas are looking a little tatty now (the plastic-coated leather over the top of the foot), yet the Gaernes still feel good and solid.

So at a penny under 250 quid, would I recommend the SG10s? Well, if you're in the market for a top-line pair of tough boots, then yes I would. They're well constructed, protective, and nicely, if a little 'differently,' styled (though the fake carbon's fooling no-one). And if you don't like 'em in white you could always opt for black, orange/black, red/white or blue/white. **Barni.**

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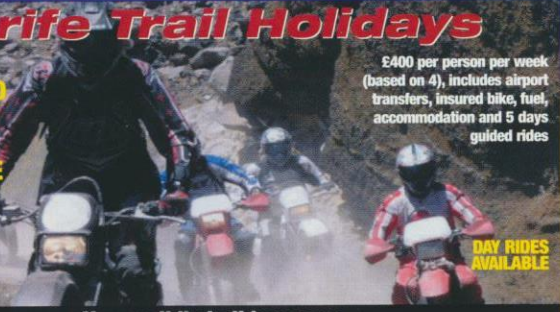
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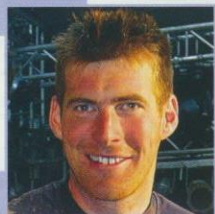
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SPEED

'MY BIKE FIRED INTO LIFE DURING EACH AND EVERY ONE OF MY 20 OR SO PRACTISE STARTS, AND THEN POINT-BLANK REFUSED TO START WHEN THE FLAG DROPPED...!'

W

ith my World Enduro Championship campaign still going better than I could ever have hoped for, I'm going to skip telling you all about my fourth win of the series in Spain and instead give you an insight into one of the craziest races I've ever done - the Erzberg Rodeo.

Now the Erzberg is a race that I've wanted to compete in for ages. It's no secret that I'm a fan of standalone, difficult races and having been told, and having seen on TV and DVDs just

KNIGHTER TAKES THE BULL BY THE HORNS...

how much fun the Erzberg event is, I decided to find out for myself this year. With the event being in Austria it's also no secret that it means a lot to KTM. You'll understand why therefore, that having been won by a rider on a Gasser last year, KTM were keen for myself and their US GNCC series leader, Juha Salminen, to compete.

Staged inside one of Europe's largest open cast mines the venue for the event is simply incredible. In every direction there are huge walls of rock, miles of gravel roads, a few wooded areas and yet more rocks. The enormity of the place really does have to be seen to be believed.

And since the Erzberg is more of an off-road motorcycle festival than 'just another race', it attracts riders from all over the world, many of whom are invited by KTM. Alongside rally riders such as Cyril Despres and Alfie Cox, freestyle riders like Travis Pastrana and Kenny Bartram, former enduro and motocross champions like Giovanni Sala and Kurt Nicoll, there's also a massive line-up of 'hobby riders'.

First up for those wanting to compete in the main Rodeo event is the 'IronRoad

Prolog' - two timed runs per rider up the wide-open gravel tracks that spiral around the sides of the quarry to determine who gets first pick of the Rodeo 'start-grid'. The fastest rider up the mountain lines up as the first of 500 riders in the main event!

To give you some idea of the speed competitors travel at as they race up the mountain, I was absolutely flat-out on my 300 for 30 seconds on a number of occasions during my two runs. Now imagine what it must have been like for those competing in the twin-cylinder race! A flat-out dash from the bottom of the quarry to the top, my best run of nine and a half minutes was only 20-something seconds slower than the fastest twin-cylinder rider aboard a 950cc machine. Having never seen the course before, and now knowing a few of the top gear blind crests can be taken flat-out, I reckon I could've shaved a few seconds off my run and maybe given the twins a run for their money. One thing's for sure, I'm going to throw my leg over a twin next year to see if I can do the double and win the prologue and the main Hare Scrambles!

The course for the main event was awesome - a constant mixture of enjoyment and challenge. Starting at the base of the huge quarry, line after line of riders set off towards the first of several fast, long, uphill climbs. From there, the course first reached some weird 'frozen snow' stuff and then headed into the woods. Back out towards the open quarry, it again worked its way into the trees with much of the course being single-track trails. The route then ran back down the prologue course before hitting the first boulder section.

As you'd expect, the race itself was pretty eventful. With a good place on the startline my bike fired into life during each and every one of my 20

or so practice starts, and then point-blank refused to start when the flag dropped! With 50 riders on each row I must have been about 46th as I set off. Not exactly the start I'd hoped for.

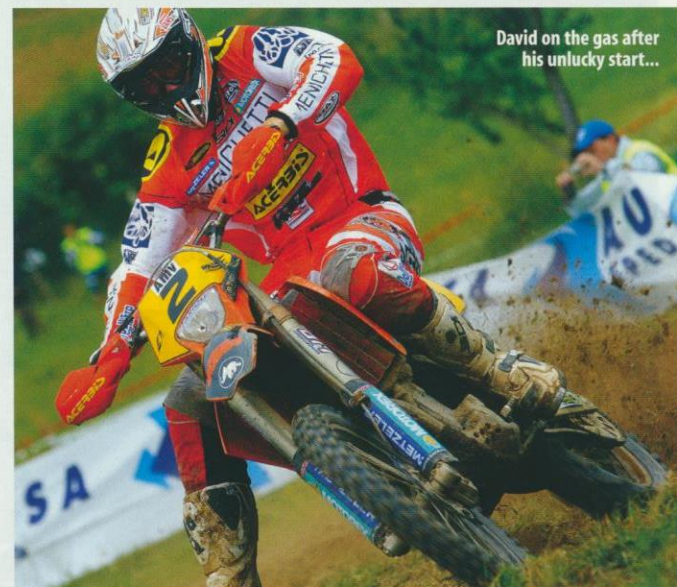
The first few kilometres of the race were pretty much do-or-die for me. I knew that if I didn't catch up to the leaders before the course reached the single-track sections I'd have no chance of winning. So I pinned it up the first few dusty climbs and not knowing who was leading, or what position I was in, set about passing the riders in front. Then I started to worry more about the course than my competitors...

Unbeknown to me at the time I was actually leading, but arriving at the difficult sections of the course before the marshals were ready for me didn't help. Making things even harder was the fact that the course-marking was pretty sparse and the occasional marker arrow from previous years was still attached to the trees.

A few wrong turns later, and an hour into the race, I reached the first of the rock sections. With Giovanni Sala walking in front trying to show me the best line, I managed to foot my way across the giant rocks without too many dramas. Come the third set it was a case of hitting them as hard and as fast as possible, launching as far into them as I could and from there doing whatever it took to get myself and my bike to the other end.

It wasn't easy, but what made it even harder was the fact that it was 35 degrees. With no cooling breeze, pushing and shoving my bike across rocks felt like being in an oven. It proved simply too much for a lot of riders and even experienced Dakar rider Alfie Cox had to be put on a drip due to chronic dehydration.

As I reached the end of the third set of rocks I looked back to see Juha Salminen starting to make his way across them only a few hundred metres behind me. But I knew the win was mine because it had taken me just under ten minutes to cross the same set of rocks! Finishing 11 minutes



David on the gas after his unlucky start...



ahead of Juha was great, especially as KTM's top brass were on hand to witness it.

I knew that it would be hard to win the race, especially as riders like Salminen had previously ridden the Erzberg and knew what to expect. But I'll give credit where it's due and say that Juha was a huge help. Spending several hours messing around on trials bikes with him in the days leading up to the race, Juha showed me most of the hard parts of the course, just so I knew what to expect. There aren't many riders that would do that knowing that a win in front of their bosses would earn themselves serious brownie points. But I guess Juha isn't like every other rider...

'05 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

ROUND 4: GERNIKA, SPAIN, 4-5 JUNE

And the winners are...

Australian Stefan Merriman had nothing to lose entering the fourth round of the '05 WEC series in Gernika, Spain. Having scored no points at the previous round of the series in Italy, added to the fact that he had also failed to finish the opening day at round two, the pint-sized Aussie knew that there was no pressure on him to perform. Not just because he was no

longer a serious 'title contender' but having had surgery to remove a ruptured spleen four weeks earlier no-one expected that much from the Yamaha star.

But in Gernika Stefan Merriman wanted much more than to simply return to competition. And where most riders would be happy to come away from an event with points (so soon after surgery), handicapped by a four month lay-off Merriman took to the start as if he'd never been injured. As focused

as ever and seemingly puzzled by the fact that people were surprised that he was back in action so soon, he topped the Enduro 2 class on both days.

Merriman's epic ride relegated Frenchman Fabien Planet and Finn Samuli Aro into the runner-up and third place positions.

Surprisingly it was Planet who emerged as the best-placed KTM rider on both days after Aro crashed heavily early on day one and severely 'de-tuned' himself. And not only did Planet manage to beat Aro on day one he also placed 11 seconds ahead of him on day two as well.

In the Enduro 1 class, Spaniard Ivan Cervantes did exactly what he wanted to do at his second home GP of the year and topped the class on both days. Maintaining his 100 percent winning record for the season in the process, the KTM rider kept his cool while under constant pressure from Honda-mounted Italian Simone Albergoni to claim an eight second victory on day one. On day two Cervantes stretched his winning advantage to close to 20 seconds, helped by drying conditions on the motocross test.

Although the first day went well for Albergoni as he pushed Cervantes harder than any rider this season, day two didn't go quite to plan. Making one costly mistake on the opening test, Albergoni was unable to do any better than seventh at the end of the day. In doing so he dropped behind Marc Germain in the E1 series standings, much to his frustration.

Missing out on the runner-up spot on day one when he too made a mistake on the event's opening test, Germain pushed Cervantes the hardest on day two as he claimed the runner-up spot aboard his Yamaha France machine. Finishing between Italians Albergoni and Alessandro Belometti on day one to finish third, on day two Germain again finished ahead of 125cc mounted Belometti, this time taking a well deserved runner-up spot. Proving that despite the majority of E1 class riders being mounted on 250cc four strokes you can still get good results aboard a 125cc two-stroke, Alessandro Belometti claimed his third podium finish of the season on day two by finishing third.

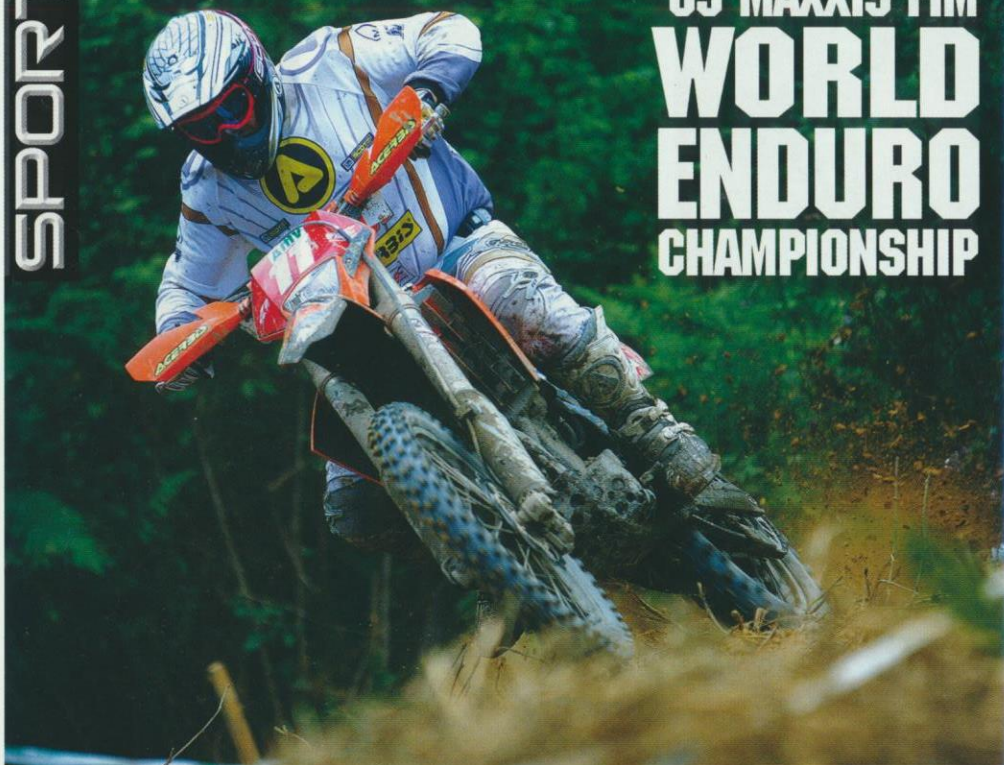
PADDOCK POINTERS

☑ Winning both days competition in the Enduro 2 class just one month after having his spleen removed said pretty much all there is to say about the determination and resolve of Australian Stefan Merriman. Riding in his usual focused manner, Merriman's winning return earned him some serious respect.

☑ Featuring a multitude of different 'extreme' obstacles, the work that the organising Gernika Off Road Club put into the event's extreme test was incredible. And the fact that all three special tests were very different to one another pleased the majority of riders.

☑ British Husqvarna rider Daryl Bolter rode well and claimed his first world championship victory in the Enduro Junior class. As runner-up on day one, Bolter, helped by former BEC front-runner Wyn Hughes, then topped day two. Needless to say, Bolter was 'over the moon' with his first win.

'05 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP



The event...

As the second WEC round be held in Spain this season, the Gernika Off Road Club organised event, or GP of Euskadi to give it its correct title, was very different to the opening round of the series held in Guadalajara back in April. It was also a much better event in terms of organisation, special tests and weather.

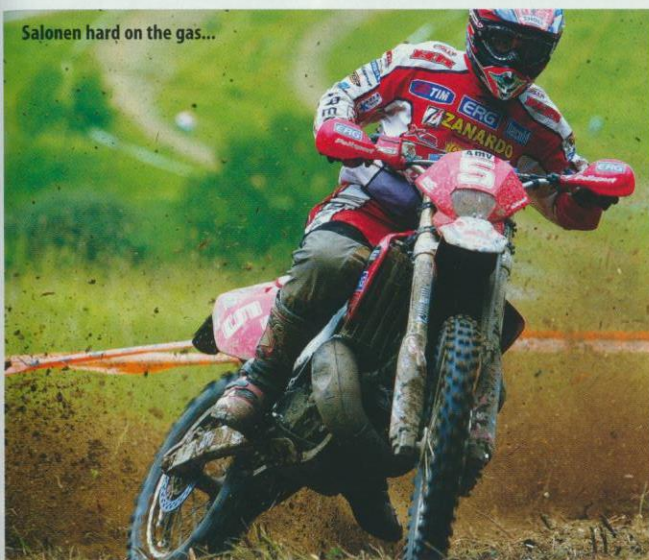
With the paddock squeezed into a small area close to the Gernika-Lumo town centre, riders were faced with four laps of a 45km course, which featured just three time checks per lap. The first check came shortly after the motocross test, the second was midway around the lap, with the third back at the start/finish area in Gernika. Despite none of the checks providing any real problems for the riders, the luscious, green Basque countryside was more like Wales, Scandinavia or even Eastern Europe, quite unlike any Spanish WEC event from recent years.

Of the three special tests, it was the motocross test that the riders reached first. Marked out over several grassy fields, the special' featured several tricky obstacles and short, sharp drops and climbs. Wet at the start of both days due to overnight rain, the test proved to be slippery for riders in every class, especially those in E1 who reached the test first.

The enduro test in Gernika allowed riders just a few different lines to choose from as it weaved its way around fields, through woodland and even along a short section of tarmac. Considerably shorter than the enduro tests in previous rounds, along with a relatively short motocross test this made for closer racing in each of the four classes.

If the enduro and motocross tests were good, then it was the extreme test that proved the jewel in the organisers' crown. It was the best extreme test so far this season, and must have taken as long to construct as the Channel Tunnel! Laid out on a small field on the outskirts of Gernika-Lumo, close to the paddock area, the test featured several tricky obstacles that proved troublesome for even the WEC's best riders.

Salonen hard on the gas...



Merriman hard at work...



As expected, David Knight again topped the E3 class in Gernika and also finished the event as the outright fastest rider on both days. Despite finding it difficult to adjust to the 500cc four-stroke having raced his 300cc two-stroke 'Extreme' bike one weekend earlier, Knight failed to win just one special test in the E3 class on day one and then again found himself beaten on just one test on day two. In dominating the class, the KTM rider finished 32 seconds ahead of his nearest rival on day one and close to one minute ahead on day two. Like Cervantes, in winning both days Knight

maintained his 100 percent record further extending his lead in the championship.

Finishing runner-up to David on both days was Finn Marko Tarkkala. Riding well, Marko was kept honest on day one by French Gas rider Seb Guillaume. With just seven seconds separating the

pair at the end of Saturday, Tarkkala upped his pace on the Sunday and finished comfortably ahead of Guillaume.

Claiming the final E3 rostrum position on both days, Seb Guillaume joined Alessandro Belometti and countryman Fabien Planet in proving that two strokes can be competitive at the highest level of competition.

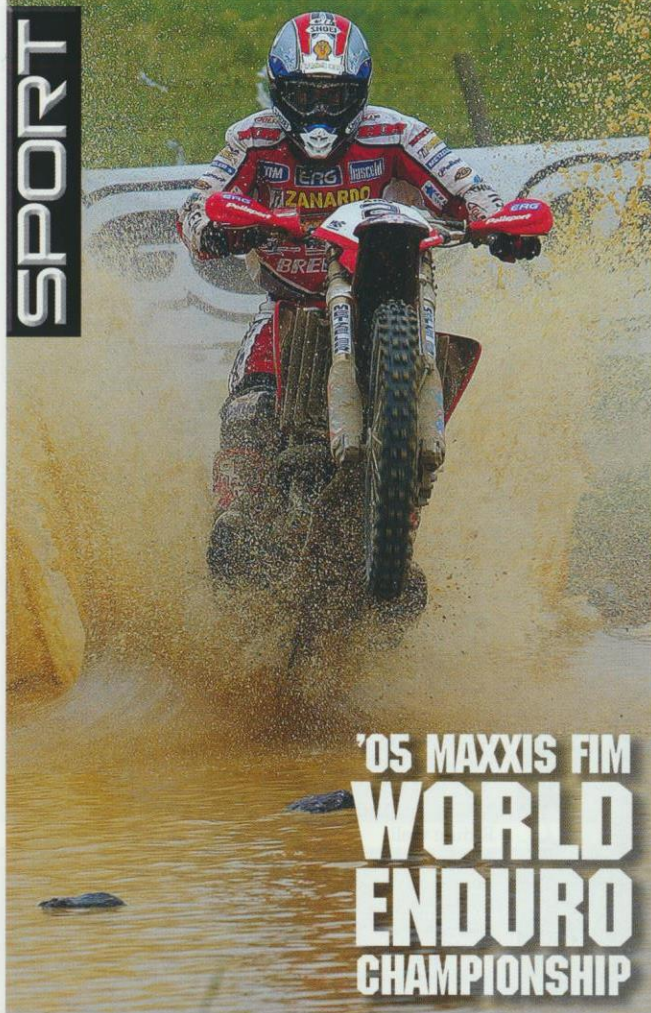
Such was the speed of Spaniard Cristobal Guerrero that had he been competing in the E2 class aboard his 250cc Gas Gas, and not in the Enduro Junior category, he would have placed fourth! As it was he comfortably topped the EJ class on day one, finishing 51

PADDOCK POINTERS

☒ The Italian company employed by WEC promoter Alain Blanchard to take care of the timing of special tests forgot to bring their transponders to Gernika. Obviously this did little to impress Frenchman Blanchard, who was thankfully able to employ a team of Spaniards who used 'beam' equipment to time the event's three special tests.

☒ Enduro Junior class rider Jake Stapleton was in hospital in Italy during the Spanish event, having suffered a heavy practice crash. Breaking a rib, puncturing a lung, tearing his spleen and suffering from bleeding around the heart, the young Aussie became the second TM factory rider to join the injured rider list following Petri Pohjamo's elbow injury at round one.

☒ Several of the spectators who'd gathered to watch the prize giving ceremonies whistled and cheered while the Spanish national anthem was played for E1 class winner Ivan Cervantes and E1 day one winner Cristobal Guerrero. Several banners proclaiming that 'This is not Spain, not France, this is the Basque country' were also placed on the event's motocross and enduro tests.



'05 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

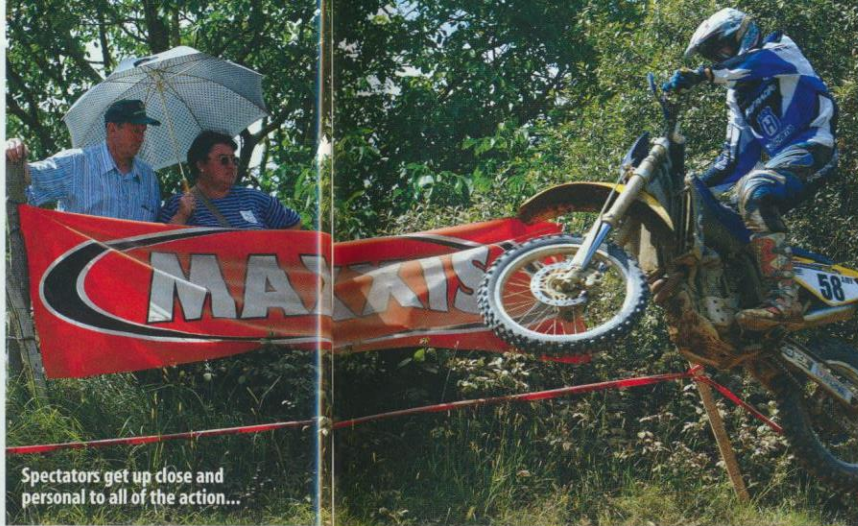
seconds ahead of Husqvarna-mounted Daryl Bolter, who in turn placed ahead of French Husky rider Marc Bourgeois.

Unfortunately, on day two Guerrero caught his leg and due to the fact that he already has a metal plate in the limb from a previous accident, retired from the competition rather than risk aggravating the injury. Looking at taking his first WEC victory, Bolter continued to ride well, held off French rider Bourgeois once again and took to the top step of the EJ podium. With Bourgeois placing as runner-up, Gas Gas rider Oriol Mena claimed third.

Better luck next time...

For the first time in '05 none of the WEC's 'top' riders failed to finish either day, and none of them injured themselves seriously either! But the biggest named rider to crash hard and spoil his

result was KTM factory rider Samuli Aro. Hitting the ground hard early on day one, Aro's pace was clearly affected by the crash and he could only manage third place. On day two, still stiff from his day one crash, Aro found it hard to ride at his best and again placed third. Whilst this would have been a good result for most riders, getting beaten by Fabien Planet, let alone Stefan Merriman, wasn't what Aro had envisaged prior to the event's start! Things were worse still for UFO Corse Yamaha rider Bartosz Oblucki. A close third in last year's E1 class,



Spectators get up close and personal to all of the action...



E3 class winner David Knight demonstrates exactly how he was outright fastest rider on both days...

Bart has struggled to find his form in '05 and hoped to start turning things around in Gernika. He didn't. In fact he ended up in hospital before the end of day one after a nasty crash on the enduro test. Clipping a tree stump on his way down a steep, tree-lined descent, the Pole cart-wheeled himself into a tree, whereupon he was pummeled by his own bike. Extremely shaken by the crash, a precautionary trip

to hospital revealed, thankfully, nothing more serious than light whiplash and Bart took to the start on day two.

Though Bartosz failed to finish day one in Gernika, things were even worse for Yamaha rider Peter Bergvall. As a former 250cc four-stroke world champion, 2004 proved a disastrous season for the Swede as he struggled to perform aboard Husqvarna's quarter-litre thumper and didn't really gel with the CH Racing squad. Parting company with the team before the end of the season, his return to Yamaha for '05 hasn't been matched with a return to form. Having failed to be a threat to the riders at the top of the E1 class at any event this year, Bergvall's double DNF in Gernika was the low point of what has already been a disappointing season for the Swede.

The manufacturers' race...

The fourth round of the WEC series was, like the previous three rounds, all about KTM. The Austrian manufacturer walked away with yet

The Brits...

Knighter's continued domination of the Enduro 3 class, and Daryl Bolter standing on the top step of the E1 podium for the first time, were undoubtedly the highlights of round four for the Brits. But after what was a very disappointing Italian GP for Honda's Paul Edmondson, Spain proved to be a lot better, despite the former world champion failing to finish on the podium on either day.

Placing fifth on day one, just under 30 seconds behind E1 class winner Ivan Cervantes, Edmondson then finished fourth on day two, just eight seconds off the podium. For teammate Si Wakely, the Gernika event saw the youngster claim his best results of the season with eighth and sixth place finishes in Enduro Junior. More importantly, Wakely showed for the first time in WEC competition the sort of form that he has displayed in the BEC, placing as high as third in class on a day two special test.

But while it was a good weekend for Edmondson and Wakely, Scot Euan McConnell and Brit-based Kiwi Paul Whibley didn't fare quite so well. After his strong performance in Italy, McConnell was hoping for another good result, though finished just inside the points in 14th and tenth. For Whibley it was an equally disappointing weekend as the Gas Gas rider placed in 12th and 14th.

Finishing 26th and 25th in the E2 class, Gordon Clark was the only *Electraction* TM rider competing, as both Jake Stapleton and Tim Lewis were out injured.

'05 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP



more Enduro 1 and Enduro 3 class wins, as well as claiming the runner-up and third place spots in the E2 class. Further podium places came from Marko Tarkkala in E3, and a day one third place in E1 thanks to Alessandro Belometti aboard his 125cc two-stroke.

The only other manufactures that got any sort of a look-in were Yamaha, thanks to Stefan Merriman's return to competition and his winning ways, and Gas Gas and Husqvarna who both claimed a day win apiece in the Enduro Junior class.

But while KTM continued to go from strength to strength, Husqvarna fielded a trimmed down squad, having shed several of their riders. Finns Mika Saarenkoski and Tommi Peltola were both absent, as was Italian Andrea Belotti. With E1 class rider Roberto Bazzurri finishing 14th on day one and then DNFing day two, it wasn't a good weekend for Husky. Making matters worse was the fact that E3 rider Mika Ahola struggled to perform, placing in a below par sixth on day one and fifth on day two. And Anders Eriksson could only manage fifth and sixth place finishes in the E2 class. With 'silly season' (the time of year when rumours of who'll be moving teams next season are rife) soon to be upon us, the once mighty Husqvarna need to get their chequebook out, get focused and start getting some consistent results if they're to have any chance of stealing some of the spotlight that currently shines so brightly on KTM.

RESULTS - DAY 1

ENDURO 1

1. IVAN CERVANTES (KTM) 36:27.36
2. SIMONE ALBERGONI (HONDA) 36:35.49
3. MARC GERMAIN (YAMAHA) 36:37.15
4. ALESSANDRO BELOMETTI (KTM) 36:46.84
5. PAUL EDMONDSON (HONDA) 36:54.26

ENDURO 2

1. STEFAN MERRIMAN (YAMAHA) 35:56.44
2. FABIEN PLANET (KTM) 36:14.06
3. SAMULI ARO (KTM) 36:31.49
4. ALESSANDRO BOTTURI (KTM) 36:53.25
5. ANDERS ERIKSSON (HUSQVARNA) 37:01.24

ENDURO 3

1. DAVID KNIGHT (KTM) 35:50.77
2. MARKO TARKKALA (KTM) 36:23.73
3. SEB GUILLAUME (GAS GAS) 36:30.31
4. XAVIER GALINDO (KTM) 37:14.25
5. ALEX ZANNI (HONDA) 37:18.24

ENDURO JUNIOR

1. CRISTABAL GUERRERO (GAS GAS) 36:34.08
2. DARYL BOLTER (HUSQVARNA) 37:25.28
3. MARC BOURGEDIS (HUSQVARNA) 37:28.31
4. ORIOL MENA (GAS GAS) 37:54.05
5. PAOLO BERNARDI (HONDA) 38:13.28

RESULTS - DAY 2

ENDURO 1

1. IVAN CERVANTES (KTM) 42:35.36
2. MARC GERMAIN (YAMAHA) 42:54.87
3. ALESSANDRO BELOMETTI (KTM) 43:15.67
4. PAUL EDMONDSON (HONDA) 43:23.50
5. ARNAU VILANOVA (HONDA) 43:25.14

ENDURO 2

1. STEFAN MERRIMAN (YAMAHA) 42:25.77
2. FABIEN PLANET (KTM) 42:49.10
3. SAMULI ARO (KTM) 42:59.77
4. ALESSANDRO BOTTURI (KTM) 43:21.80
5. JARI MATTILA (BETA) 43:23.58

ENDURO 3

1. DAVID KNIGHT (KTM) 42:05.59
2. MARKO TARKKALA (KTM) 43:02.62
3. SEB GUILLAUME (GAS GAS) 43:33.84
4. XAVIER GALINDO (KTM) 43:55.74
5. MIKA AHOLA (HUSQVARNA) 44:08.23

ENDURO JUNIOR

1. DARYL BOLTER (HUSQVARNA) 44:47.22
2. MARC BOURGEDIS (HUSQVARNA) 45:07.41
3. ORIOL MENA (GAS GAS) 45:14.33
4. PAOLO BERNARDI (HONDA) 45:38.41
5. JULIEN DUBAC (HUSQVARNA) 45:39.64

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ENDURO 2005**

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PHOTO: JANTY EDWARDS

SPORT

**ROUND 2: DONINGTON PARK,
DERBYSHIRE 22 MAY**



STORY AND PICS: JONTY EDWARDS

After finishing as runner-up at the opening round of the UK XC series at Hawkstone Park, Kawasaki LPE Team Green rider Ryan Voase went one better at the second round of the championship, topping the Pro class ahead of Gas Gas rider Paul Whibley and Honda's Euan McConnell.

Taking the lead at the first turn, Voasey opened up a one-minute lead and was never headed throughout the race. Claiming second, New Zealander Paul Whibley dropped to third mid-way through the race before recovering back to the runner-up spot. Rounding out the top three was Honda's Euan McConnell. Having started well, McConnell looked set for a race long battle with Voase but was unable to match the pace of the Kawasaki rider and simply ran out of steam towards the end of the race.

With the course for round two based around Donington Park's MX track, a number of motocross riders decided to enter the event, Honda rider Danny Smyth finishing the best of the MXers in fourth. Behind Smyth was fellow motocrosser Alex Rach, also on a Honda.

Next up was a gaggle of young riders, with Welshmen Jason Thomas and Greg Evans claiming sixth and seventh, while Si Wakely and James Lassu finish in eighth and ninth. Veteran Scot, Richard Hay, brought his Yamaha home in tenth.

'05 UK CROSS COUNTRY

RESULTS: PRO CLASS

- 1 RYAN VOASE (KAWASAKI) 18 LAPS
- 2 PAUL WHIBLEY (GAS GAS) 18 LAPS
- 3 EUAN MCCONNELL (KAWASAKI) 18 LAPS
- 4 DANNY SMYTH (HONDA) 18 LAPS
- 5 ALEX RACH (HONDA) 18 LAPS
- 6 JASON THOMAS (HONDA) 18 LAPS
- 7 GREG EVANS (HONDA) 18 LAPS
- 8 SI WAKELY (HONDA) 18 LAPS
- 9 JAMES LASSU (HONDA) 18 LAPS
- 10 RICHARD HAY (YAMAHA) 18 LAPS

SPORT

'05 UK CROSS COUNTRY

COUNTRY

ROUND 3: ELLESMERE,
SHROPSHIRE 19 JUNE

Having placed third at the opening round of the UK Cross Country series, before then finishing as runner-up at the second, Gas Gas rider Paul Whibley completed his journey towards the top step of the podium with a win at the third round at Ellesmere in Shropshire. Also on the podium were Honda's Paul Edmondson and Kawasaki's Ryan Voase.

With fine weather having graced the opening two rounds of the series, the third championship event was cut short due to a torrential hail storm. Faced with hailstones the size of conkers, the organisers had little option but to halt the race halfway through.

After a good start Whibley lead for the opening two laps before Paul Edmondson moved to the front. Eddy kept the lead until a lack of goggles forced him into the pits, whereupon Whibley snuck past to take the win by 14 seconds. Ryan Voase came home a further three minutes down.

With all but a few Pro class riders finishing on six laps, Cornishman Jason Fraser took fourth ahead of Ed Jones and Wayne Braybrook. Returning to UK XC competition for the first time this season, Daryl Bolter placed seventh, while Si Wakely, Rowan Jones and Jason Thomas filled out the top ten.



RESULTS: PRO CLASS

1	PAUL WHIBLEY	(GAS GAS)	6 LAPS
2	PAUL EDMONDSON	(HONDA)	6 LAPS
3	RYAN VOASE	(KAWASAKI)	6 LAPS
4	JASON FRASER	(YAMAHA)	6 LAPS
5	ED JONES	(KTM)	6 LAPS
6	WAYNE BRAYBROOK	(HONDA)	6 LAPS
7	DARYL BOLTER	(HUSQVARNA)	6 LAPS
8	SI WAKELY	(HONDA)	6 LAPS
9	ROWAN JONES	(YAMAHA)	6 LAPS
10	JASON THOMAS	(HONDA)	6 LAPS

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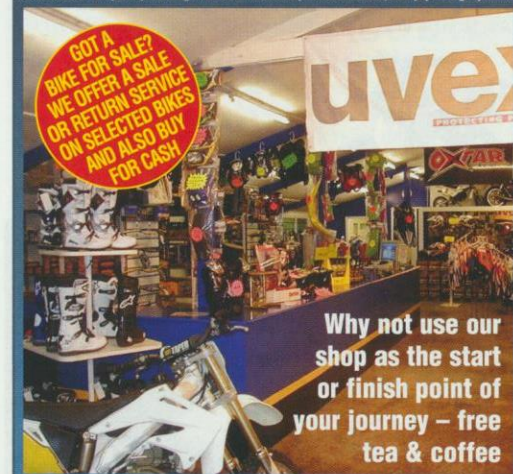
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TRIALS MAGAZINE

SCORPA SY250F
 FIRST LOOK
DOUGIE
 ON LIFE, LOVE AND LOLLY
WIZARD WHEELS
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Four-midable!

WORDS & PICS: JAKE MILLER



With the French World trials round taking place only 500m from their factory gates, Scorpa used the opportunity of a ready-made international audience of both industry and press to unveil their eagerly awaited four-stroke trials bike.

In reality, whilst the bike they presented looked extremely well finished, it would seem that there remains a fair amount of further development work to be done before any press or public tests will be allowed.

The occasion was definitely a case of grabbing an opportunity, as full details/specifications - including price - will not be released until it is officially launched at the Paris bike show in September of this year. However, a Scorpa representative was claiming that the new model is 2.5kg lighter than its Montesa equivalent, but this was hardly reinforced by the term 'very light' appearing in the weight field on the limited specifications they did issue.

➤ Fuelling further speculation about the rushed

release of this model, production versions are rumoured not to be due into dealer's showrooms until March 2006 at the earliest.

East Meets West

The SY250F - as it has been christened - is the result of close collaboration between the small French manufacturer and their large Japanese engine supplier, namely Yamaha Motor Corporation. The SY250F uses a modified WR250F powerplant - the enduro engine has been adapted and refined to suit the very different requirements of modern trials. The cable-operated clutch has been replaced by a hydraulic version to give more feel and instant drive at the critical biting point.

The fluid based system is also self-adjusting to cope with the abuse it is sure to suffer during any trial, irrespective of the level of competition.

A heavier and larger flywheel has been added to increase torque, which has resulted in a bigger crankcase cover. An Italian made Dell'Orto carb

replaces the original flat-slide Japanese item in order to achieve a smoother power delivery. Scorpa claim that the gearbox internals have also been modified to give more suitable trials gearing, but with such a large rear sprocket on the version they displayed, it would suggest that there is still work to do in this area.

The factory spokesman refused to answer questions about any further work to the engine, saying that full specifications would be released in Paris.

In The Frame

Chassis wise the SY250F is quite radical, boasting the lightest production frame ever - at just 2.7kg. This has been achieved through an interesting marriage of the main frame section that is



manufactured in chrome-moly steel, which is bolted to the two large cast-aluminium lower side sections.

These castings incorporate adjustable footrest mountings with 15mm of movement back and forth so riders can personalise their riding position. With the adjustable handlebar clamps as well, there is an almost endless range of settings to choose from.

Pipe Dream

Continuing the revolutionary theme Scorpa have opted to ditch the conventional four-stroke



Super Model?

It would appear that Scorpia - which is now listed on the French stock exchange - have the right resources and the correct expertise to deliver an excellent production version of this sleek looking model by the time next spring arrives.

And as soon as it's available, you can be sure that the T-Mag test will discover if its beauty is more than just skin-deep...

SCORPA SY250F

silencer route and instead have created a beautifully shaped aluminium final exhaust section that forms the subframe of the bike and the lower part of the rear mudguard.

The twin outlet pipes that emerge under the rear guard are very sexy and well out of harm's way when it comes to crashing. Front and rear suspension is provided by Paioli, with the latter being bolted straight to the alloy swinging arm with no linkage.

Scorpa claim that the production version will meet all the relevant European homologation laws, including Euro 3 emissions, and continuing to fly the green flag the French firm confirmed that all the plastics on the bike would also be fully recyclable.

Engine:

Displacement:
Bore & stroke:
Compression:
Gearbox:
Frame:
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Weight:

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Trials Magazine quizzes the seven-times outdoor World Trials Champion on what it's like being Dougie Lampkin...



Rebecca. She watches that Kerrang on MTV, all that thrash metal stuff. Oh, and anything I can bootleg of course (grins). I'll grab anything in that dodgy £2.99 CD stack they always have in petrol stations.

T-Mag: So you haven't got an iPod or anything flash like that then?

DL: Well, yeah, I do have an iPod actually - I don't know how

to work it but I do have one. Anyway, everyone bullied me into it at the airport. They said 'he'll have one' and that was that. And (pointing at his manager Jake Miller), that idiot updated my Apple Mac computer with all the relevant files and deleted all my emails!

T-Mag: Have you got any more gadgets?

DL: No, just my iPod... and a second-hand Apple-Mac now (looks accusingly at Jake).

T-Mag: What was the last gig you went to?

DL: Robbie Williams in Barcelona. And I went with my wife Nicola plus Neil Hodgson and his wife for dinner with him and his bodyguard in his hotel. You know, he does my head in about Junior Kickstart, that's all he mentions if he sees me. He's desperate to come up and have a go on my bike, although it'll probably never happen.

T-Mag: What personal bikes do you have in your garage?

DL: A standard 1995 Honda CBR600, it's only done about 3000 miles. Oh, and a CR250 motocrosser - that's good fun.

T-Mag: What do you like most about England?

DL: There is no place like home - no matter where you are in the world, Silsden is the place to be. It is the capital of the world!

T-Mag: How much do you earn Dougie?

DL: £12.50. I'll fax you a copy of my bank statement if you like!

T-Mag: And what car do you drive?

DL: Er... is that officially or unofficially? Well, officially a Honda Accord type S, and for laughs I have a Porsche Turbo. But the Porker's got to go because my wife Nicola is expecting our first baby at the end of June (as we went to press Dougie's wife Nocola gave birth to their first child. Little Alfie Douglas Lampkin was born weighing 9lbs exactly. Both mother and baby are doing fine).

T-Mag: When did you get married?

DL: (After a long pause) 26 October last year. You can report back that I remembered it!

T-Mag: What do you do to relax when you're not riding?

DL: Watch TV, football mostly. I don't really have a team, but everybody says Manchester United, don't they? I really like watching Alan Smith and Wayne Rooney to see how they're doing.

T-Mag: What kind of music do you like listening to?

DL: Anything fairly sensible, like Maroon 5 or Scissor Sisters, you know, nothing where someone says 'who the hell are they?' like my cousin

T-Mag: What do you dislike most about this country?

DL: Trying to practice in bad weather. I go abroad and practice in just a riding shirt, whereas over here in the winter I'm bundled up in two jumpers with a waterproof top over it all. You can't move freely.

T-Mag: What was your first ever trials bike?

DL: It was a Bultaco Chispa. It was given to my Dad when it was announced my mum was pregnant with me so I had it before I was born. I teathed on the seat as the bike was in the house, and I crawled around it for a bit until I could have a go on it. I could ride it on my own when I was three years old.

T-Mag: Who is your biggest threat this year in the outdoor championship and why?

DL: Adam Raga, Fujigas and Albert Cabestany. Fuji is probably the strongest as he wants to defend his title to the death.

T-Mag: Why is there such a difference between riding indoors and outdoors?

DL: The hazards are different they're obviously artificial and you need to use a completely contrasting technique to outdoors and it's all so hit and miss indoors. You really have to be on it, whereas when you take it outdoors you seem to have a little more leeway.



WORDS: MEL FRILCOVER. PICS: SI MELBER

BUNCH OF FIVES!

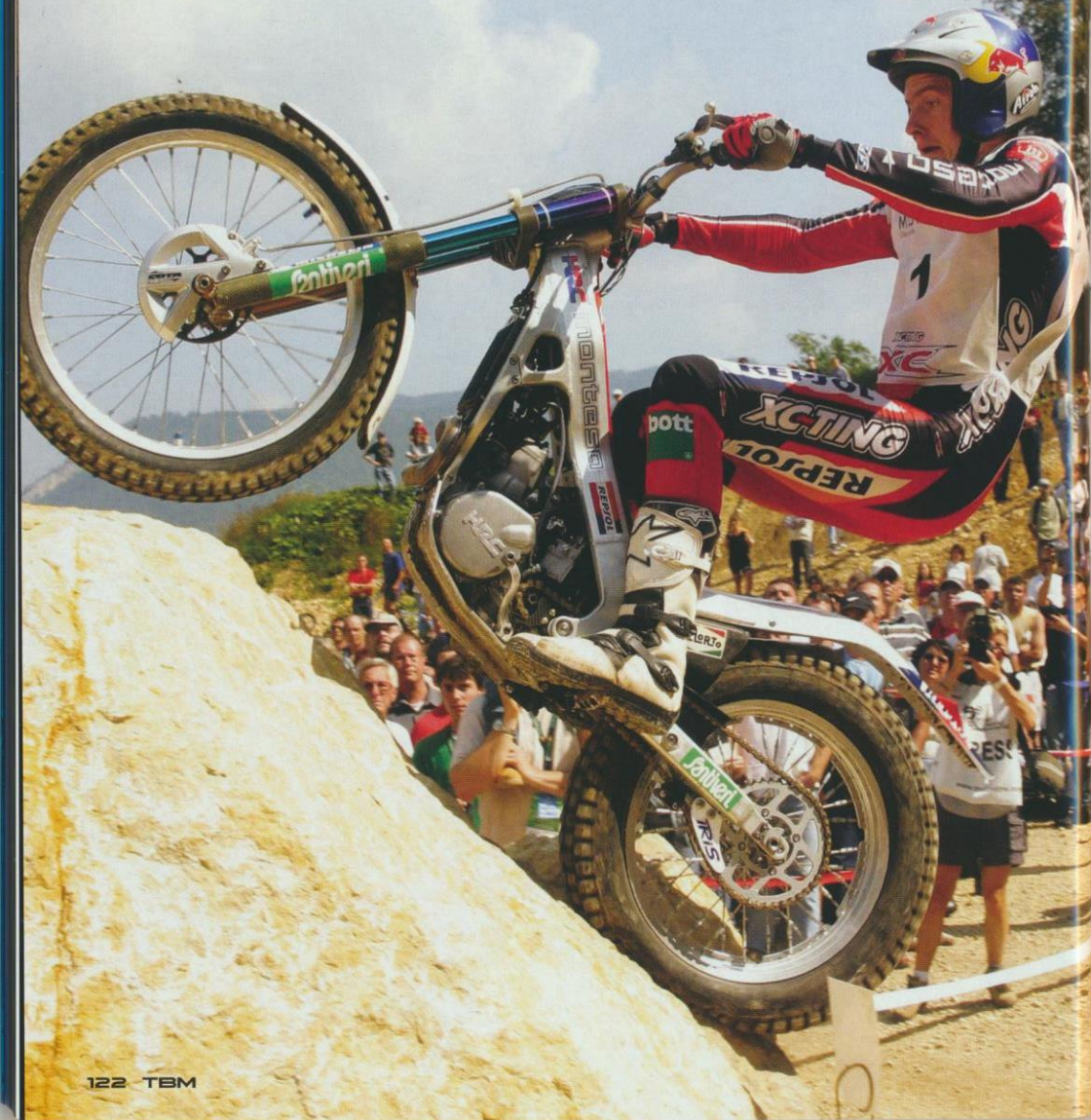
T-Mag: Do you ever ride enduros?

DL: Yes, when I get the time. I've done a few Fast Eddy events and scored a couple of sixth places. But I couldn't get my head round it when David Knight rode alongside me in one of them, pulled off his goggles and shouted, 'just follow me for a bit'. And then he's gone in about 100yds. And when he goes past you for the second time he's sort of rubbing your nose in it a little bit!

T-Mag: And finally... Would you ever pose naked for a magazine?

DL: For how much? It'd have to be a hell of a lot - I'm a Yorkshireman after all.

See Dougie in action at the British round of the World Outdoor Championship at Hawkstone Park in Shropshire on 30/31 July - see ukworldtrial.com for info.



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Getting exactly the right amount of pressure in your tyres is crucial for finding grip on slippery sections.

With a 0-15 psi range, this heavy-duty circular gauge claims to be highly accurate and reliable and now has a hose extension to make it easier to use.

At £13.99 it's certainly not a load of hot air, so call MotoMerlin now on 01403 257626 or logo onto motomerlin.co.uk to order one.



BLACK MAGIC



Some of you may remember we featured the predecessor to this trials helmet back in November. We loved it then and the new carbon version is even cooler.

Premier's 'Jet Trials' is made from an incredibly light carbon compound. It features a removable washable lining, fully adjustable peak and feels nicely cushioned in use.

Numerous sculpted air vents on both sides makes for plenty of airflow and the double D-ring strap keeps things properly secure.

It's available in sizes S-XL and costs £144.95. Call Bert Harkins Racing on 01582 491076 or try bertharkinsracing.co.uk for more info.

TOOLED UP

Carrying tools when out on your trialler can be a real hassle, but these handy new combination spanners from Race Engineered Products (REP) should make things a little easier in future.

First up is a 24mm ring spanner that'll fit most rear trials axle nuts, with a tyre lever on the other end. There's also a 10mm hexagonal wrench that

will fit Montesa, Sherco and Beta front axles, again with a tyre lever at the opposite end.

Both laser-etched tools are made from high-quality stainless steel in a bum-bag friendly size, and at £12.99 each, won't starve the whippet. Call Braybrook Offroad Ltd on 0870 774 2600 or check out braybrookoffroad.co.uk.



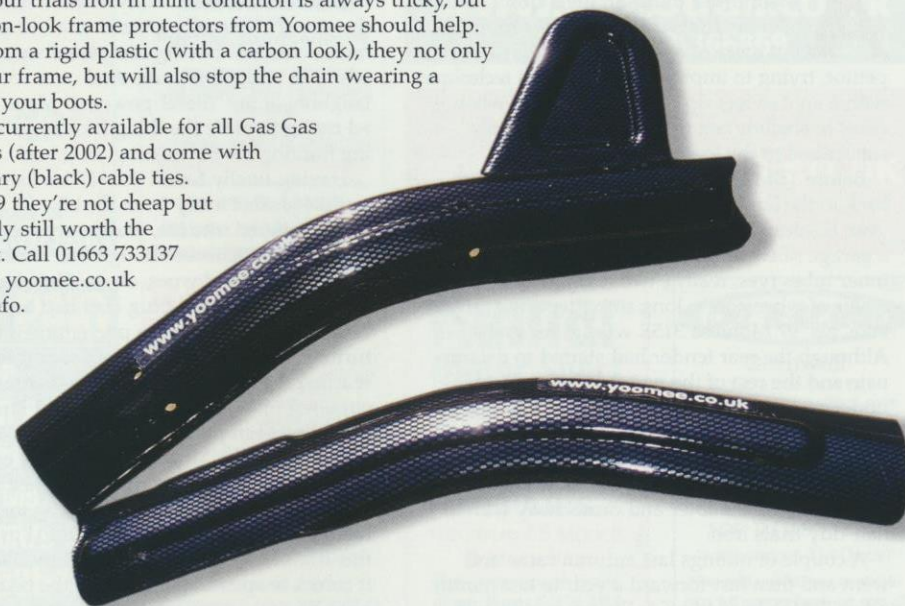
PLASTIC FANTASTIC

Keeping your trials iron in mint condition is always tricky, but these carbon-look frame protectors from Yoomee should help.

Made from a rigid plastic (with a carbon look), they not only protect your frame, but will also stop the chain wearing a big hole in your boots.

They're currently available for all Gas Gas Pro models (after 2002) and come with the necessary (black) cable ties.

At £39.99 they're not cheap but are probably still worth the investment. Call 01663 733137 or log onto yoomee.co.uk for more info.



STAFF BIKES

MONTESA
COTA 315R



TRIALS
MAGAZINE

Team Desert Rose: Patsy Quick and Clive Town. Acres of undulating woodland were our playground for the day, and using a few makeshift flags, several sections were soon laid out.

It's fair to say that it took me a while to get my 'trials head' on, and it wasn't until we set-out a small, tight section that things started to come together. Across the off-camber things were looking good, round the tree it was all going well, and there was just one more tricky turn to negotiate before the finish. At which point the front wheel slipped away and I nosedived into the ground...

'Neeeeeeeeee' went the Mont's little two-stroke engine, the throttle wedged firmly into the dirt. I went for the kill-switch. 'Neeeeeeeeee'. It did nothing. And so I picked the bike up out of the mud and pressed it again. 'Neeeeeeeeee...'

At this point Clive and Si came running over, Clive immediately yanked at every single wire he could find. 'Neeeeeeeeee'. The HT lead was ripped off. 'Neeeeeeeeee'. Uh oh.

Of course, we couldn't reach the fuel-tap as it's only accessible if you've got the hands of a Japanese geisha girl clutching a pair of long-nose pliers, and so the only remaining option was to try and stall the motor... of a trials bike... which is running flat-out!

Utilising a tree, two MX boots and a very large stick forced between the tyre and the rear fender, the wheel eventually ground to a halt and the motor cut-out - having completed a year's worth of use in under a minute. And once we'd stopped laughing at my 'diesel-powered' Mont, we started trying to piece the thing back together, including hunting for the missing plug lead.

Having finally found the HT lead sitting in a puddle six feet away from the bike (!), it eventually spluttered into life, and pretty soon we were back on the sections. Though that wasn't the end of my mechanical woes, oh no. Unbeknown to me, the repositioned plug lead had become caught in the cooling fan preventing it from turning. And the first I knew about it was when I reached the top of a climb and was immediately engulfed in the kind of steam cloud Fred Dibnah would've been proud of. Game over.

Of course, the Mont's a tough little cookie and having let it cool down, it fired up just fine. So now it resides in the shed, yearning for a spot of maintenance. But like I said before, I'm not taking this trials lark all that seriously, especially when it comes to spending money on the bike. So perhaps I'll make a proper trials rider yet... **Barni**

As with most things in life, I don't really take my trials riding all that seriously. I'm more of a leisure rider than a competitor, trying to improve my all-round technique with a spot of feet-up foolery. However, when it came to shelling out on my bike, I definitely subscribed to the 'pennywise' trials ethos.

Before TBM teamster, Aussie Clive, headed back to the land of barbies and billabongs last year, he cleared out his riding kit and had a bit of a garage sale. Along with a sackful of punctured inner tubes (yes, really), two leaky jerry cans and a pair of wheels for a long since departed rally bike, his '97 Montesa 315R was up for grabs. Although the rear fender had started to delaminate and the rest of the bodywork was hidden under an inch of crusty mud, the bike did come with a selection of new parts: tyres, pads, bearings, bars and grips. Under the grime it was pretty sound. The price tag said £1250, so I waved a grand under his hooter and came away with a half-tidy trials iron.

A couple of outings last autumn came and went and then fast-forward a year to last month when T-Mag headed off to Sussex to ride with

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What's the Story?

STORY: RAPPERS; PIC: ERIC KITCHEN

Eddy Lejeune, the son of a Belgian plastic bottle manufacturer, was three times World Trials Champion, in 1982, '83 and '84. His mount for all three winning years was the now-famous Honda RTL360, a big, brutal four-stroke twin-shock that Honda produced specially for Lejeune and a few selected riders (Kiyoteru Hattori and Rob Shepherd).

Bespectacled, and seemingly always wrapped up against the elements no matter how warm the weather, Lejeune was the dominant rider of his time. Though his reign as world champion lasted three years, he was very much in contention for three further years, during which time Rothmans were Honda's main sponsors and the mono-shock RTL was the campaign weapon of choice.

But just as Steve Saunders had been forced to choose another make of bike (Fantic) a year earlier when his contract expired, there also came a time when Lejeune's contract wasn't renewed. So at the end of 1987 he signed to ride with a new Spanish company, Merlin, who planned to make a big impact with their two-stroke trials bike.

The Merlin was very much a hybrid machine. It featured a 320cc Cagiva engine that was totally unproven and hadn't been developed over any significant length of time as a trials motor. However, it had featured in trail machinery from the Italian company.

But the most striking feature of the Merlin was its three-spoke wheels. They were not alloy castings, but pressed and riveted steel sheets and they caused much consternation among the trials world at the time. And scrutineers didn't like them as they considered them dangerous should anyone get a limb trapped in a spinning wheel (though of course it's arguable whether any less damage would be caused by conventional spoked wheels).

But in the end it wasn't the safety aspect that saw off the wheels, and

eventually Lejeune and the Merlin. The problem was that the wheels didn't provide riders with any sense of feel. Though we perhaps don't realise it, spoked wheels flex a small amount and it's through this flex that riders, particularly world-class riders,

feel for grip. The effectively solid wheels didn't provide that feedback and Lejeune was never the same rider on the Merlin that he had been on the Honda.

Merlin persevered for a short while, but the machine never really took off, and even with conventional wheels riders simply never took to it. It really came at the wrong time, for Fantic were strong in the late Eighties with Thierry Michaud behind the 'bars taking three championships, and when Jordi Tarres started to dominate on the Beta, less established manufacturers never stood a chance. Now it's a slice of history...

'The Merlin was very much a hybrid machine, featuring a 320cc Cagiva engine and pressed steel three-spoke wheels...'



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KTM 400EXC, 2005, 12 hours' use, KTM QD sumpguard/handguards, first to see will buy, over a grand off list price at £4295.

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Kawasaki KLE250 Super Sherpa, 2000, 6000 miles, hardly used since imported, smart little bike, reduced in price to £1495, could deliver. Tel 01997 421911 (Scotland)

Honda CRF250X, 2004, UK bike, road reg'd, 40 hours' use, very well maintained, genuine reason for sale, phone for details, £3700. Tel (mobile) 07739 954073 or 01625 854392 (Devon)

KTM 450EXC, 2004 model, light use, handguards, bashplate, £4300.

Tel Richard on (mobile) 07771 601020 or 01869 278438 (Oxon)

KTM 200EXC, 2003, great cond, call for spec, £2600 ono.

Tel Rob on 02920 693768 (S Wales)

KTM 400EXC, 2002, 2800 miles, sump/handguards, well maintained, hardly used less than 12 months, £2750 ono. Tel (mobile) 07814 038982 or 0121 604 2296 (Birmingham)

Honda XL500RC, T&T, rebuilt engine/suspension, original except for exhaust, many new parts, good cond, ring for details, £1100 ovno. Tel 01993 823326 (Oxon)

Beta Alp 200, 03-reg, yellow, 6000km, road use only, alarm, new rear tyre, £1700 no canvassers. Tel 01204 883659 (Lancs)

Honda XR650R, 2002, 2300km, off-road and supermoto wheels included, good cond, £3200 ono. Tel (mobile) 07802 298736 or 01787 472366 (Essex)

Armstrong MT500 enduro, ex-Shaun Skinner, built 1995, road reg'd, Harley disc front-end, spares inc forks/wheels, £750 ono. Tel 01785 716553 (Staffs)

Husqvarna WR250, Sept 03, road reg'd, light use trail riding/hare 'n' hounds, very clean, £2795. Tel 01249 721120 (Wilts)

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Gas Gas EC300, 2004, registered but not used on-road, used for six months only, new rings, well serviced, £3000 ono. Tel 07971 495096 (Gloucs)

Suzuki DR-Z400SX, 2003, T&T, 3300 miles, very little use, good cond for year, £3100 ovno. Tel (mobile) 07813 565325 or 01491 641008 (Oxon)

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Tel 01455 202070 (Leics)

KTM 625SX, 54-reg, 2004 model, 1200 miles, dual start, immaculate cond, £3895 or poss p/x for DR350/DR-Z/XR400 plus cash. Tel 01827 262753 (Staffs)

Kawasaki KDX200 Cl, 1986, MoT, air-cooled, starts easy, exc green laner, good cond, £895 ono. Tel 07976 208202 (Northants)

Beta Alp 200, 51-reg, only 2000km, LED rear light, Acerbis barkbusters, new battery, in first class cond, £1650 ovno.

Tel 01246 233175 (Derbys)

Sherco 290 trials bike, 2003, little use, mint cond, photos available, £2000 ono. Tel (mobile) 07855 548523 or 01428 724389 (Hants)

Yamaha TTR250, 1993, only 9000km, mint cond, photos available, £1650 ono. Tel (mobile) 07855 548523 or 01428 724389 (Hants)

Fantic motor 156cc, 1983, Y-reg, with V5 logbook, new tyres/clutch, vgc, £750 ono. Tel 01772 796036 (Lancs)

Gas Gas EC400FSE, 2002, T&T, new battery/c+s, good tyres, lots of servicing, £2500 ono. Tel 01772 796036 (Lancs)

KTM 250EXC 4T, April 04, taxed, 900 miles, 54 hours' use, FSH, oil/filters every ten hours, handguards, clutchsaver, sumpguard, Wex graphics, £3700 ono. Tel 01600 861848 (S Wales)

Yamaha TTR250, 1995, N-reg, MoT, new pads, handguards, Renthals, bashplate, few spares, £1795 ono. Tel (mobile) 07989 566892 or 0161 292 1974 (Stockport)

Yamaha Serow, 1999, blue/white, T&T, only 7000km, elec start, road only, any trial, lovely cond, £1750. Tel 01209 831969 (Cornwall)

Honda CRM250 mkII, 1993, T&T, one owner, long list of extras, exc cond, must be seen, £1800. Tel 01638 741910 (Camps)

Honda XR650R, 2001, MoT, 7000km, service history, Renthals, road use only, exc cond, £3300. Tel 07917 345472 (Cornwall)

KTM 450EXC, 2004 model, 53-reg, 1300 miles, 45 hours' use, Red Bull graphics, QD sumpguard, handguards, green lane use only, mint, road wheels available, £3695. Tel 01202 520995 (Dorset)

Yamaha XT600 Tenere, twin headlamp 3A) model, 1990, T&T, 130 TBM

good tyres/c+s, exc cond, £1195 ono. Tel 01246 209099 (Derbys)

Suzuki DR-Z400S, 02-reg, yellow, commuter/trail use, good cond, new bike means it's got to go, £2495. Tel 01628 541075 (Berks)

Kids MX bike, 100c 4T, five months old, CRF lookalike, good cond, now too small. Tel (after 5pm) 01736 787949 or (mobile) 07940 423116 (Cornwall)

Suzuki DR-Z400E, 2001, T&T, 2300 miles, Scorpion exhaust system plus original, plus supermoto wheels/discs/sprocket/Dunlops, £3200 ono. Tel 01977 679199 (W Yorks)

Yamaha XTZ750 Super Tenere, 1996, Italian import, maroon/silver, 43000km, standard, crash bars, vgc, £2400.

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Honda CRM250 mkII, 1989, new fork seals/rear bearings/filter/tyres, handguards, good cond, £1250. Tel 07951 967804 (N Yorks)

KTM 250EXC 4T, 2001, T&T, elec start, maintained regardless of cost, many extras, immaculate cond, ready to ride, £2600.

Tel 01823 662483 (Somerset)

Honda XL250, 1982, 5600 miles, MoT plus all old MoTs, exc cond, first to see will buy, £1500. Tel (mobile) 07860 919561 or 01628 476175 (Bucks)

Kawasaki KX250, unused for four years, road reg'd, CRD exhaust system, flatslide carb, powder-coated frame, spares, exc cond, £1750. Tel 01751 417371 (N Yorks)

Husaberg FE450e, 2005, road reg'd, elec start, Brembos, WP etc, light green lane use, as new cond, bargain at £3800 ono.

Tel 01229 587834 (Cumbria)

Suzuki DR350SEW, 1998, S-reg, T&T, elec start, Renthal high bars, barkbusters, Supertrapp exhaust, new rear tyre/wheel bearings, green lane use, clean-reliable, £1495 ono. Tel 01455 610850 (Leics)

Kawasaki KX300, 2002, T&T, very reliable, little use over past 18 mths, standard, vgc, £2250 ono. Tel 01200 444677 (Lancs)

Honda CRF230, reg'd 05, two months old, unused, Honda power kit fitted, as new, make me an offer. Tel 01777 818883 (Notts)

Honda XR250, 1995, first reg'd in 1999, MoT, 7000km, like new, great bike, first to see will buy, £1395 ono. Tel 01743 244443 (Shrops)

Yamaha WR450F, 2004, low miles, FMF pipe, frame/sumpguards, Fatbars, wave discs, 'moto wheels, loads of extras, £4800.

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Yamaha WR426E, 2001, MoT, original bike, new tyres, well maintained, £2300 ono. Tel 07900 913426 (Oxon)

KTM 250EXC 4T, road reg'd, taxed, little use, handguards, bashplate, little use, all receipts, stunning cond, plus KTM bag and pen, £3000. Tel 0191 217 0784 (Tyne & Wear)

Honda XR250R, M-reg, currently SORN, serviced, new tyres, all original parts/extras, not used, £1200. Tel 01482 870435 (E Yorks)

Husaberg FE450e, 2004, road reg'd, elec start, Brembos, WP etc, light green lane use, exc cond, bargain at £2950.

Tel 01229 587834 (Cumbria)

Gas Gas EC200, 2001, T&T, 03 plastics fitted, CRD bashplate, frameguards etc, new piston/rings/LTR jet kit, hundreds spent with receipts/manuals, good clean cond, £1900ono.

Tel 07917 208325 (W Wales)

Suzuki DR250 Djebel, 1996, MoT, £1500 ono. Also Suzuki DR250, 1992, T&T £1150 ono. Tel (mobile) 07951 226720 or 01708 869846 (Essex)

CCM 604e, 2000, W-reg grey/white, T&T, only 1250 trail miles, one owner, recent c+s, new tyres, £2500. Tel (mobile) 07768 064858 or 01483 811460 (Surrey)

Yamaha YZ250, 2005, alloy frame, road reg'd, less than 20 hours use, spares kit, mint cond, change of plans forces sale of this brilliant bike, £3600 ono Tel 01789 751643 (Warks)

Gas Gas Rookie TXT70 trials, 2002, not used for last two years, near new condition, £1500. Tel (mobile) 07768 064858 or 01483 811460 (Surrey)

Yamaha WR450F, Sept 03, 900km, elec start, Renthals, FMF, spare tyre, still got original indicators, only raced once, barely used the last 18 months, also have MX clothing. Tel Christo on 07967975177 (London)

KTM 400EXC, 2002, new MoT/rear tyre, green lane use only, maintained to a high standard, £3300 ono. Tel (mobile) 07831 884881 or 01689 855628 (Kent)

Yamaha WR426F, 2001, Wex graphics/seat, all guards, recent x-ring chain set, tyres, maintained regardless, best offer around £2500. Also spare large tank/seat and CRD pipe available.

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Gas Gas EC200, 2004 model, road legal, spares, exc cond, ready to race. Tel (mobile) 07855272658 or 01629 824695 (Derbys)

Yamaha TY80 trials, last run four years ago and garaged since, average cond, £375 no offers. Tel (mobile) 07768 064858 or 01483 811460 (Surrey)

KTM 450EXC, 2003, with extras, never been enduro'd, with extras, barkbusters, carbon bashplate, £3750. Tel 00 35 321 488 9462 or 00 35 387 237 2033 (Ireland)

Gas Gas trials TXT50 Boy, 2002, hardly used last three years, as new, £1150. Tel (mobile) 07768 064858 or 01483 811460 (Surrey)

Sherco 125 trials, 2004, recent rear tyre/c+s, exc cond, £2300. Tel (mobile) 07768 064858 or 01483 811460 (Surrey)

Honda CRF250X, 2004, taxed, Hope hubs on Talon wheels, FMF pipe, Trailtech speedo, new tyres, all original parts included, spare plastics, £4250 ono. Tel 01474 814691 (Kent)

Yamaha TTR250 Raid, 1995, T&T, ideal green laner, very good condition, with spares, £1150 ono. Tel 07815 796608 or 0117 968 1327 (Bristol)

Scorpa SY250 trials, 2001, good condition, very little use, new c+s/plastics, recent rear tyre, £2000. Tel (mobile) 07768 064858 or 01483 811460 (Surrey)

KTM 450EXC, 2003, sump/handguards, Forksox, new c+s/rear tyre/fork seals, recent service, exc cond, must be viewed, £3500 ono. Tel 07747 623158 (Kent)

Honda CRM250 mkII, 1993, T&T, 10000 miles, very reliable, good tyres, very good original cond, £1500. Tel 01423 545895 (N Yorks)

Honda XR400R, 2002, very little use, new tyres/c+s/oil, some spares, phone for more info, offers around £2200.

Tel (mobile) 07949 487781 or 0118 988 4237 (Berks)

Honda XL500 twin-shock, 1979, over £500 spent on it, nice low bike, good to start, needs good home, £995 ono.

Tel (mobile) 07775 535662 or 01772 815804 (Lancs)

KTM 300EXC, 2004, T&T, never raced, fun use only, handguards, exc cond, £2650. Tel 01988 840632 (Dumfries)

Yamaha XT600, 1986, low mileage, runner but tatty, currently SORN, some extras plus all original parts, £600 no no tyre-kickers. Tel 01273 697379 (Sussex)

Honda XR650R, 2004 model, one year old, road reg'd, mature rider, good cond, £3500 ono for quick sale.

Tel 01827 69199(?) (Staffs)

Yamaha WR250F, 2003, taxed, elec start, Yamaha road kit, sumpguard, not raced, vgc, £3500 ovno. Tel (mobile) 07837 550939 or 01538 371656 (Staffs)

Honda XR650R, 2004, T&T, 1800km, CRD sumpguard, Renthals, handguards, light use only, vgc, £3150 ono.

Tel (after 5pm) 01485 528963 (Norfolk)

Honda CRM250 mkII, 1991, currently SORN, recon suspension, good tyres, £1300 ono. Tel 0116 255 9525 (Leics)

Honda XR250R, 1998, T&T, 13000km, new tyres, good cond, £1400 ono. Tel 07733 327779 (Cumbria)

KTM 350 LC4, 1994, white, MoT, new plastics/c+s/tyres and lots more, very reliable, great green laner, well looked after, £1295 ono.

Tel 07811 603451 (Dorset)

Yamaha TT600R, 2001, red/white, 4700km, road/green lane use only, good standard cond, £1900 ono. Tel (mobile) 07712 338943 or 01242 576809 (Gloucs)

Suzuki DR350, Dec 1994, T&T, frame/sumpguards, new c+s/tyre, easy starter, little use, very clean, good cond, £1000.

Tel (mobile) 07971 850837 or 01981 250749 (Hereford)

Yamaha XT225 Serow, 1994, T&T, 9800km, spare tyres, vgc, £1550 ovno. Tel 01778 393118 (Lincs)

Suzuki DR350 enduro, 1993, recent rebuild with too many new parts to list, fantastic green lane bike, great cond, £1350 ono.

Tel 01625 531705 (Cheshire)

Yamaha TTR250, 1993, white, powder-coated frame, many recent bits, new starter motor and gear, £1300. Tel 01525 717460 (Beds)

KTM 400EXC, late 2001, T&T, hardly used, bashplate, casesaver, barkbusters, spares, immaculate cond, must sell hence £2950 ono.

Tel 01476 402672 (Lincs)

KTM 400EXC, T&T, not used last four months, mint cond, £3250 ono. Tel (mobile) 07766 770408 or 01905 424770 (Worcs)

Suzuki DR-Z400S, 2004, only 640 miles, Alphadot, showroom, £3495 ovno. Tel 01494 833639 (Bucks)

Yamaha TTR125, 18 months old, limited green lane use, ideal off-road training bike for kids, exc cond, £750. Tel 01869 277699 (Oxon)

Gas Gas EC400FSE, 2002, T&T, new camchain/fork seals/FMF Q-pipe, vgc, set up for bigger rider, £2700 ono.

Tel 07976 179071 (Devon)

Honda CRF450R, 2003, road reg'd, taxed, lights, bashplate, frameguards, inlet valve, light use only, £2800 ono.

Tel 07831 710997 (Warks)

Yamaha WR250F, 2001, one owner, green lane use by over 40s rider changing to trials, would p/x Beta trials or sell for £2500.

Tel 01926 815391 (Warks)

Honda XR440R, 2003, 5450km, one owner, sump/brushguards, pumper carb, Renthals, good cond, dodgy knee forces sale, £2595.

Tel 01296 584833 (Bucks)

KTM 625SX, 2003, only 400 miles, with Akrapovic Ti system although not fitted, £3700 may split. Tel 0161 442 4878 (Cheshire)

Kawasaki KDX200, 1990, recon suspension, new wheel bearings/sprockets/plastics and tyres following chassis rebuild, exc cond, £850. Tel 01491 834112 (Oxon)

Suzuki DR350, 1999, T-reg, T&T, indicators/mirrors etc, exc original cond, exchange for late model Serow or sell for £1850 ono.

Tel 0115 9302616 (Notts)

Yamaha IT175, classic enduro bike, road reg'd, original, good cond, £1800. Tel 01569 763969 (Scotland)

BMW R100GS, 1990, T&T, 38000 miles, heated grips, panniers, WP shock, new r-tyre, good cond, £1500. Tel 01392 252732 (Devon)

Suzuki DR350 enduro, 1999, 380 kit, DEP pipe, White Power filter, vgc, £1750. Tel 01597 870663 (Powys)

Suzuki DR-Z400S, 2001, blue/white, commuter/green laned only, serviced, mature owner, £2250. Tel 020 8399 8050 (Surrey)

Yamaha YZ250 2T, Steve Plain enduro conversion, 02-reg, powervalve adjuster, flywheel weight, 18in wheel, working lights, £2150 ono. Tel 07733 431972 (Somerset)

Husqvarna TE450, 04 model, taxed, well maintained, Fatbars, frame/sumpguards, recent tyres, manual, some spares, £3350 ono. Tel 07941 535369 (S Wales)

Husaberg FE400, 2003, taxed, light use only, well maintained, hand/sumpguards, vgc, £2600 ono. Tel 07803 209542 (Yorks)

Yamaha XTZ750, 1991, 25000 miles, needs new can, T&T, great bike but need the money, £1000. Tel 07914374321 (London)

Gas Gas Pampera mkIII, 2002, one lady owner, well maintained, all sensible mods, selling due to injury, £1800 ono.

Tel (mobile) 07979 771304 or 01284 789588 (Suffolk)

KTM 400EXC, reg'd May '04, 47 hours' use/1090 miles, taxed, sump/hand/clutch guards, Red Bull graphics, new front tyre/pads/grips/plastics, £3900 ono. Tel 07748 637996 or 01827 52592(?) (Staffs)

KTM 400EXC, 2004, 54-reg, 16 hours' use, KTM race kit, £200 first service, great trail bike, exc cond, £3800 ono.

Tel 07980 718040 (Bristol)

Gilera RC600, 1993, K-reg, Italian import, T&T, 30000km, fair cond for year, £1100. Tel 07917 417204 (Leics)

Suzuki DR350 trailie, 1995, T&T, elec start, new cables/c+s/pads, sump/handguards, spares, lowering link, good cond, £1500 ono.

Tel 07796 853969 (Lancs)

Honda CRM250 mkII, 1991, H-reg, T&T, nice clean reliable bike, lots of receipts, sensible offers considered. Tel (mobile) 07979 244147 or 01865 747325 (Oxon)

Yamaha WR250F, 2003, road reg'd, elec start, new tyres/Renthal c+s, well maintained, vgc, £3400. Tel 07711328045 (S Yorks)

Suzuki DR-Z400E, 2002, MoT, many extras, CRD exhaust, bashplate, Renthals etc, well maintained, recent c+s/pads etc, £2300 ono. Tel (mobile) 07970 157779 or 01579 344601 (Cornwall)

KTM 400EXC, 2002, only 2200 miles, elec start, new c+s, sumpguard, exc cond, £2850 ono. Tel (mobile) 07841 105039 or 01376 347221 (Essex)

Suzuki DR-Z400S, Nov 2002, 2500 miles, off-road gearing, MT21s, Renthals etc, superb condition, all road bits plus free trailer, £2300.

Tel 01484 546472 (W Yorks)

Suzuki DR-Z400S, W-reg, under 4000 miles, Talon lowering link, new tyres, showroom cond, £2500. Tel (mobile) 07855 089696 or 0115 916 5445 (Notts)

KTM 250EXC, 2002, road reg'd, various spares, standard and full DEP exhausts, black frame/ignition/clutch covers, recent fork service/rings/front wheel bearings, good cond, £2350 ono.

FREE CLASSIFIEDS

263137 (Lancs)

Husqvarna WR125 enduro, 2003 model, just had engine rebuild, Excel rims, N-Style graphics, Renthal c+s, no expense spared, £2250 ono. Tel 01623 656474 (Notts)

Kawasaki KDX200, 1996, T&T, well maintained, bulletproof, vgc, £1150 ono. Tel 020 8449 7696 (Herts)

Gas Gas Pampera 250, 2001, Y-reg, good clean reliable bike, some spares inc pads etc, recent c+s, starts first time, £1650 ono. Tel (mobile) 07850 435270 or 01276 20995 (Surrey)

Suzuki DR650SET, N-reg, black, 10000 miles, service history, Micron exhaust, Acerbis tank, vgc, £1750 ono. Tel 01933 665474 (Northants)

Honda XLR250R, 1996, T&T, barkbusters, recent O-ring c+s/wheelbearings/pads, spare air filter, manual, exc cond, £1600 ono. Tel (mobile) 07905 1679955 or 01823 413233 (Somerset)

Honda CR250, J-reg, T&T expired, lights, swap for trailie or sell for £650. Tel 01373 463253 (Somerset)

Honda XR400R, 2002, T&T, only 900 miles, Renthals, bashguard, been off-road only, near mint cond, selling due to house commitments, £2500 no offers. Tel 07989 439401 (S Yorks)

Suzuki DR-Z400E, 2003, 52-reg, taxed, 2500 miles, Renthals, Acerbis handguards, exc cond, just need using, £2850. Tel 07812 109421 (N Yorks)

Yamaha WR250F, 2003, maintained at Yamaha dealer, unused for six months, Trailtech, Q-pipe, sumpguard, Renthals, new pram forces sale, £3100 ono. Tel 07970 048861 (Devon)

Kawasaki KLX300, 2003, taxed, only 400 miles, FMF system, CRD sump/frameguards, some spares, mint cond, as new, £2450 ono. Tel (mobile) 07904 061294 or 01525 852589 (Beds)

Suzuki DR400S, 1982, classic four-stroke trailie, MoT, no tax, one owner last 15 years, original cond, £895. Tel (eves) 01453 882687 (Gloucs)

Suzuki DR250RS DOHC, 1995, T&T, recent chain/filters/fluids and sprockets, brushguards, some spares, good overall cond, £1095. Tel 01793 870064 (Wilts)

Suzuki DR250S, 1995, N-reg, T&T, only 8200 miles, elec start, recent major service/c+s, new rear tyre, £1450 ono. Tel 01905 27419 (Worcs)

Suzuki DR200, 1993, J-reg, T&T, well serviced, new c+s, road use only, good cond for year, £795 ono. Tel (mobile) 07840 821932 or 01243 370406 (Hants)

Suzuki DR350SE, 1999, T&T, two owners, Datatagged, Renthals, frameguards, gentle trails only, vgc, first to see will buy, £1875. Tel (mobile) 07970 830594 or 01494 875669 (Bucks)

Suzuki DR-Z400E, 2002, Reikon bars, CRD frameguards, RM graphics, gripper seat, new tyres fitted, spares, well loved bike in exc cond, £2695. Tel 01209 860438 (Cornwall)

Husaberg FE450, 2004, green lane use only, new fork seals/c+s, 'guards, bashplate, clothing included, £3500 ono or consider p/x for two-stroke. Tel 01923 242886 (Herts)

Kawasaki KMX200, T&T, 6000 miles, exc cond, must be seen, £1100. Tel (mobile) 07815 498504 or 01629 733072 (Derbys)

KTM 50 Senior Adventure, 2005 model, carb and exhaust upgrades, rear brake conversion, mint cond, £850 no offers. Tel (mobile) 07921 773992 or 01405 813436 (S Yorks)

KTM 640 Adventure, 2004, only 3400 road miles, no off-road, move to USA forces sale, £5400 ono. Tel 07968 845938 (Avon)

Suzuki DR-Z400E, 2004, 10 hours' use, CRD pipe, sump/frame/handguards, WRP bars, this bike is as new, £3450 ono. Tel 01189 404921 (Berks)

Honda XLR250 Baja, E-reg, T&T, 13500km, lots of new parts, good clean bike, £1300. Tel 01352 742122 (Fintshire)

Yamaha TTR250, Dec '04, 300 miles, UK bike, derestricted, Renthal high bars, little green lane use, nearly as new, £2700. Tel 01352 742122 (Fintshire)

Beamish Suzuki 250, 1980, good overall cond but let down by tank, £700 ono. Tel Keith on 01747 828532 (Wilts)

Husqvarna TC610, 1996, road reg'd, T&T, new rings/piston/replace/cam-chain/valves and mains, exc starter, £1500. Tel Keith on 01747 828532 (Wilts)

Yamaha Serow, 1999, T&T, low miles, elec start, road use only, lovely cond, £1700. Tel (after 6pm) 01209 831969 (Cornwall)

Suzuki DR650RS, 1990, T&T, 38000km, French import, totally original, road use only, lovely big trailie, ready to take you wherever, £1600. Tel 01963 441055 (Somerset)

Yamaha DT200WR, 1993, T&T, only 8250km, FMF exhaust, very reliable, well maintained, £950. Tel 01700 502896 (Scotland)

Suzuki DR-Z400S, 2003, blue/white, 1400 miles, bashplate, good overall cond, £2700. Tel 07821 759760 (Cumbria)

Yamaha Serow, 1995, T&T, dual start, discs front and rear, good cond, £1500 ono. Tel 02392 433710 (Hants)

Husaberg FE400e, 2000, MoT, elec start, WP suspension, complete engine rebuild, new Blackbird graphics, some spares, exc cond, £1800 ono. Tel 01793 702923 (Wilts)

KTM 525EXC, 2003, road reg'd, low miles, green lane use, new sprockets/pads, hand/sumpguards, bar risers, vgc, £3600 ono. Tel (home) 01594 810170 or (work) 01594 837309 (Gloucs)

KTM 525EXC, '03 model, UK bike, one owner, trail use only, new c+s, extras, exc cond, reluctant sale, £3450 ono. Tel (mobile) 07968 495130 or 01332 741415 (Derbys)

CCM 404e, 04-reg, black, 400 miles, spare exhaust, sump/handguards, exc condition, hardly used, £3000 ono. Tel (mobile) 07786 916526 or 01977 617528 (W Yorks)

Honda XR400R, 2003, 53-reg, one owner, 5500 miles, standard bike, vgc, used only for short commute, longer commute forces sale, £2400. Tel (mobile) 07890 992939 or 01622 890493 (Kent)

Yamaha WR250F, 2003, elec start, low miles, light use, not enduro'd, Renthals, Yamaha sumpguard, DEP exhaust, with road kit, vgc, £3199. Tel (mobile) 07801 752230 or 020 8609 4800 (London)

Suzuki DR350SEW, 1998, S-reg, T&T, elec start, Renthal hi-bars, barkbusters, new rear tyre/wheelbearings, green lane use, clean and reliable, £1495 ono. Tel 01455 610850 (Leics)

Honda XR400R, P-reg, T&T, recent c+s, Renthals, fender bag, One Ind graphics, mechanically exc, green lane use, £1400. Tel (mobile) 07769 538314 or 01455 202070 (Leics)

Suzuki DR-Z400E, 51-reg, T&T, brand new Comp 3s/pads, Renthals, CRD bashplate, Polisport handguards, UFO toolbag, regular servicing, some spares inc tyres/sprockets and filters, mature greenlaner, £2295. Tel (mobile) 07776 242726 or 01935 476895 (Somerset)

Suzuki DR-Z400E, 2003, T&T, 3000 miles, new c+s, good tyres, £2600 ono. Tel 01980 626800 (Wilts)

Honda CRF450R, 2002, road reg'd, FMF silencer, Renthals, 9oz flywheel weight, vgc, £2500. Tel (mobile) 07843 361028 or 01634 311216 (Kent)

KTM 200EXC, late 1999, V-reg, one owner, little use, new plastics/seat cover/c+s, suspension serviced, good cond, £1695. Tel 01566 785118 (Cornwall)

Yamaha WR426E, 2001, well maintained, used for green laning/local enduros, new c+s, spare plastics, good cond, £2250. Tel (mobile) 07956 922039 or 01344 648103 (Berks)

KTM 400EXC, 2004, 1600 miles, regularly maintained, green lane use only, sumpguard, exc cond, find one better, £3950 ono. Tel 0114 247 1567 (Sheffield)

KTM 950, black, two years warranty, university fees force sale, full details/pics available. Tel 01332 874947 (Derbys)

KTM 525EXC, 2003, road reg'd, under 200 miles, recent service, green lane use only, handguards, exc cond, £3750. Tel (mobile) 07986 080922 or 01926 492119 (Warks)

Honda CRM250 AR, 1997, 18000km, £1995. Tel 07832 328076 (Surrey)

Honda XR250R, 2005, road reg'd, taxed, 82 miles, UK bike with receipt, as new, medical reason for sale, £3200 ono can deliver. Tel 01954 210051 (Camps)

Suzuki DR-Z400S, only 640 miles, Alphadot, showroom cond, genuine reason for sale, £3300 ono. Tel 01494 833639 (Bucks)

KTM 450EXC, '03 model, road reg'd, taxed, little use, in outstanding cond, £3100. Tel 01202 381110 (Dorset)

Husqvarna WR360, ex-Wyn Hughes, road reg'd, raced one season, Reikon bars, FMF pipe, ready to go plus spares, very tidy, £2500. Tel 0131 669 7603 (Edinburgh)

Honda XR250R, 04-reg, low miles, fully road legal, ideal green laner, mint cond, £2800 ono. Tel (mobile) 07769 603011 or 01384 404151 (W Mids)

KTM 125EXC, 2003, new piston/c+s/bearings/tyres/plastics, clutchsaver, handguards, spare pipe and silencer, £2395. Tel 01495 226322 (Gwent)

KTM 200EXC, 2002, taxed, sumpguard, very little use, £2450. Tel (mobile) 07812 983580 or 01874 731101 (Powys)

KTM 200EXC(GS), 2000, W-reg, T&T, autolube, CRD bashplate,

pipeguard, Renthals, handguards, clear tank plus spare, spare Doma silencer, £2100 ono. Tel (mobile) 07771 774978 or 01635 299572 (Berks)

Honda CRM250 mKIL, 1993, T&T, new tyres, FMF pipe plus original, brushguards, good cond, £1200. Tel 07813 883202 (Surrey)

Husaberg FE450, May 2004, taxed, road legal, 100 hours riding, off-road wheels/tyres plus blue supermoto wheels/tyres, excellent condition, £3400 ono. Tel 01942 205807 (Lancs)

Honda XR400R, July 2003, 7000km, professionally serviced, easy-start carb, many extras inc lowering link, one steady owner, retirement sale, £2600. Tel 01522 750303 (Lincs)

Kawasaki KMX125, G-reg, green/blue, 15000 miles, had new tyres/c+s before being stored for eight years, completely standard except derestricted, starts fine, needs fettling due to storage, good cond, can email pics, £800 no tyrekickers. Tel 07740 520538 (Beds)

WANTED

Wanted BMW R80G/S articles, pictures/brochures/ books etc. Also parts for rebuild, will consider complete bike or basketcase. Tel 07904 505496 (Lancs)

Wanted 4T 450/650 or 2T 250/500 enduro/MX/trail/SM bike, anything considered, any age or cond, WHY. Tel 07977 099020 (Lancs)

Wanted Cagiva W4 or W8 engine and exhaust, for 1995 N-reg model, must be in running order or dismantled to check all parts. Tel 01269 594604 (S Wales)

Wanted Honda XR600, must be in mint standard cond, with original exhaust and ideally indicators fitted. Tel 01904 490764 (Yorks)

Wanted Yamaha XT550, must be in mint standard cond, in white, and UK bike. Tel 01904 490764 (Yorks)

Wanted XR400 exhaust endcan internals. Tel (mobile) 07990 665120 or 01494 936621 (Bucks)

Wanted FMF Q-pipe silencer for 2002 Honda CR250. Also wide foot pegs for same bike. Tel 07789 917114 (Oxon)

Wanted exhaust for 1986 Yamaha XT350. Tel 07915 617520 (Cumbria)

Wanted rear shock for Suzuki TS125R, new or used, must be in good condition. Tel 07718 898661 (Shrops)

Wanted workshop manuals for 1980 Suzuki TS100 and 1988 Kawasaki KLR250. Also DEP tailpipe for KLR250 wanted. Tel Andy on (days) 07733 334318 or 01302 561475 (S Yorks)

Wanted Yamaha XT350, must have good engine and be sensibly priced, anything from basketcase to mint considered, cash waiting. Tel 07921 070227 (Essex)

Wanted XR400R, in vgc, standard bike, road legal, prefer white, poss p/x for VF1000R in vgc. Tel 01373 463253 (Somerset)

Wanted exhaust silencer for WR250F, will fit 2001 YZ-F, standard or Q-pipe. Tel 01752 695590 (Devon)

Wanted DR350/XR250, something close to 33bhp although higher accepted, looking to swap for my HondaVFR400, with Smokin Joe paintjob. Tel Andy on 01736 762615 (Cornwall)

Wanted CRF250X wheels, OE or aftermarket as long as they're round, straight and cheap. Tel Tony on 01494 431033 (Bucks)

Wanted trials bike, prefer Montesa/Yamaha/Beta Alp or similar, up to £1500. Tel Andy on 01905 779582 (Worcs)

Wanted four-stroke enduro bike 250cc+, part ex my Honda NX650 Dominator plus cash. Tel 07876 641964 (Devon)

SPARES

Behr wheels for Husqvarna TE610, with tyres/discs/sprocket/spacers, exc cond. Tel 07719 604724 (Lancs)

Supernote wheels for Gas Gas EC400FE, with Brembo master cylinder and front caliper, some damage hence £550 ono. Tel 01772 796036 (Lancs)

Fox Tracker boots, size five, black, vgc, £40 ono. Also Osbe trials helmet, white with black peak, size small, as new, £25 ono. Tel 01600 861848 (S Wales)

Standard exhaust system for Suzuki DR-Z400S, £80. Standard seat, £30. Taken off when new. Tel Tony on 07830 288080 (Essex)

CRD exhaust system for Honda XR650R, £150 ono. Also new rad for Suzuki DR-ZS, cap/right side, £80. Tel 07830 288080 (Essex)

Off-road wheels for CCM 404, inc tyres/discs/sprockets/side-stand/chain, all new and unused, £350. Tel 020 8270 8929 (Essex)

Pair of Bridgestone Trailwing 41/42 road tyres, from DR-ZS, 80/100-21, 120/90-18, approx 500 miles, £35, buyer collects. Tel 01455 610850 (Leics)

DEP tailpipe for KTM 400/525, up to 2003, vgc, no longer

required, offers over £70. Tel (mobile) 07792 262841 or 01792 519287 (W Glam)

FMF Q-pipe with Powerbomb header to fit 2005 Yamaha WR250F, with heatguard, brand new in box, unused, cost £440, sell for £330 ono. Tel 020 8330 7141 (Surrey)

Paris-Dakar 1991 video, one hour, good quality, £6. Tel 07931 721209 or 020 8390 0496 (Surrey)

CRD aluminium bashplate, fits all Yamaha XT600s, very solid, £60 ono. Also forks and yokes from Suzuki DR250, £50 ono, collect or pay postage. Tel 07931 721209 or 020 8390 0496 (Surrey)

Box-trailer, 5'x3', converted to carry single small trailie/bike or two junior bikes, HD galvanised steel with cover, £150. Tel (mobile) 07768 064858 or 01483 811460 (Surrey)

Supernote wheels to fit 1999-on Yamaha WR/YZ, black rims, Talon nickel hubs, 320mm Motomaster disc, caliper bracket, 240mm Braking wave rear disc, spacers, Dunlop D207 tyres, exc cond, £625. Tel 07976 075482 (Lancs)

Original exhaust system for Honda XR400R, hardly used, good cond, £65. Tel (mobile) 07768 705891 or 01495 227645 (Gwent)

Honda XR400R parts, piston and liner, new rear fender with light, white petrol tank. Tel (mobile) 07837 550939 or 01538 371656 (Staffs)

Gadget sumpguard for Honda XR400, only used for two weeks, as new, cost £59, sell for £25. Tel (mobile) 07971 850837 or 01981 250749 (Hereford)

Semi-auto clutch for Honda CRF450R, very little use, ideal for enduro, £200 ono. Tel 07831 710997 (Warks)

Parts for Kawasaki KDX125SR, front wheel, £20. Rear shock, £20. Forks, £40. Swingarm, £20. Airbox, £10. Tank, £20. Clock, £10. Front pipe, £20. Tel 01246 271281 (Derbys)

Three-bike trailer, fold-down loading ramp, lighting board, exc cond, £200. Tel (mobile) 07732 771293 or 01257 263137 (Lancs)

Single-bike trailer, used twice, aluminium ramp, spare wheel, as new, £190. Tel (mobile) 07831 308407 or 01455 557211 (Leics)

Sidi Tae Flex MX boots, black/grey/white, size 7, good condition with loads of life left in them, £65 ono. Tel (mobile) 07730 521109 or 01454 324978 (Gloucs)

Standard silencer for 2001 Honda CR250, will fit 2000 bike, good cond, £35 ono. Tel (mobile) 07730 521109 or 01454 324978 (Gloucs)

TBM issues 4-96, missing 54 and 60, buyer collects, £25 ono. Tel John on 0117 951 3036 (Bristol)

Trials books, The Scottish, The Scottish 1963-1989, Sammy Miller Story, Schreiber Observed Trials, £10 each or £30 for all four. Tel 07717 093228 (Worcs)

KTM rally side fuel tanks, unused, £250. Touratech LED control lamps, £20. KTM rally bracket, £25. Tel 07717 093228 (Worcs)

Yoshimura full titanium exhaust for XR400R, £320. Tel 07899 954801 (Herts)

Honda Transalp 600 parts, from approx 1997 rear disc model, good exhaust/wheels/discs etc, from basketcase bike, or will sell as whole. Tel 01302 859857 (S Yorks)

Pair of Bridgestone Trailwings, OE on DR-ZS, approx 500 road miles, £35 the pair, buyer collects. Tel 01455 610850 (Leics)

Bieffe kevlar open-faced competition helmet, size large/60, white with red graphics, inbuilt moulded peak, unused, vgc, £50 inc postage. Tel 07977 099020 (Lancs)

Assorted oil-seals for various bikes, Jap and European from '70s onwards, over 70 seals for fork/gearbox/crankcase etc, open to decent offer for the lot. Tel 07977 099020 (Lancs)

Pair of black Talon supermoto wheels for CCM 644, c/w tyres/discs/caliper hanger, short sidestand, approx 500 miles only, £450 ono. Tel 01455 610850 (Leics)

Workshop manual for Honda NX500, covers most of NX650, ring bound, £15 plus postage. Also NX650 front disc, part worn but life left, £10 plus postage. Tel 01278 685715 (Somerset)

Clymer workshop manual for Suzuki DR250/350, 1990-1994, very thorough, clean cond, cost £22, sell for £10. Tel (mobile) 07971 850837 or 01981 250749 (Hereford)

CRD Absolute Power 2 stainless silencer to fit WR/YZ-F250/426, 2001-04, £100 ono plus postage. Tel 01387 375408 (Cumbria)

Large Acerbis plastic tank to fit Yamaha TTR600, 21L, white with blue 'TTR600 Desert' stickers, near mint cond, only £150 ono. Tel (mobile) 07754 750279 or 01577 862402 (Perthshire)

Forks and triple clamps for Kawasaki KDX125SR, conventional model, £50 ono. Tel (mobile) 07771 774978 or 01635 299572 (Berks)

Wheels for 2005 KTM 125EXC, 1.60-21 front, 2.15-18 rear, brand new, complete with tyres/sprocket and front disc, have converted to supermoto. Tel 01481 239611 (Guernsey)

Acerbis 13L tank for Yamaha WR250/400/426, possibly also 450, blue, inc cap and taps, good cond, £120. Tel Steve on 01400 281703 (Lincs)

