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**MOTUL**





# EDITORIAL

## Not National Geographic!!!



In place of this month's editorial pic we thought we'd print part of a map of Europe for anyone who might've been horribly confused by the Beta bike-test which appeared in another UK off-road magazine last month. This test suggested (no less than three times) that the Italian-made Beta enduro bikes were in fact manufactured in Spain.

Clearly the hardworking hack was suffering from the effects of one too many San Miguels at lunchtime, when he wrote: '...and there's certainly no evidence of Spanish Siestas getting in the way of build quality.'

You'd hope not - given that the Beta factory is located at least 600 miles to the east of Spain... In Italy.

Mind you, you'd have thought the fact that the interview with Beta importer John Lampkin - in the very same article - in which he stated: "Beta's a family company, based just outside Florence in Italy" might've given the game away.

Apparently not...

Of course you'd never find such geographical gaffes appearing in the pages of this magazine. Oh no.

So when we referred to Gloucestershire as (the Derbyshire town of) Glossop in the headline of June's Doing the Rounds, it was only because we'd spent that afternoon on the cervezas.

Olé...

**SI MELBER**

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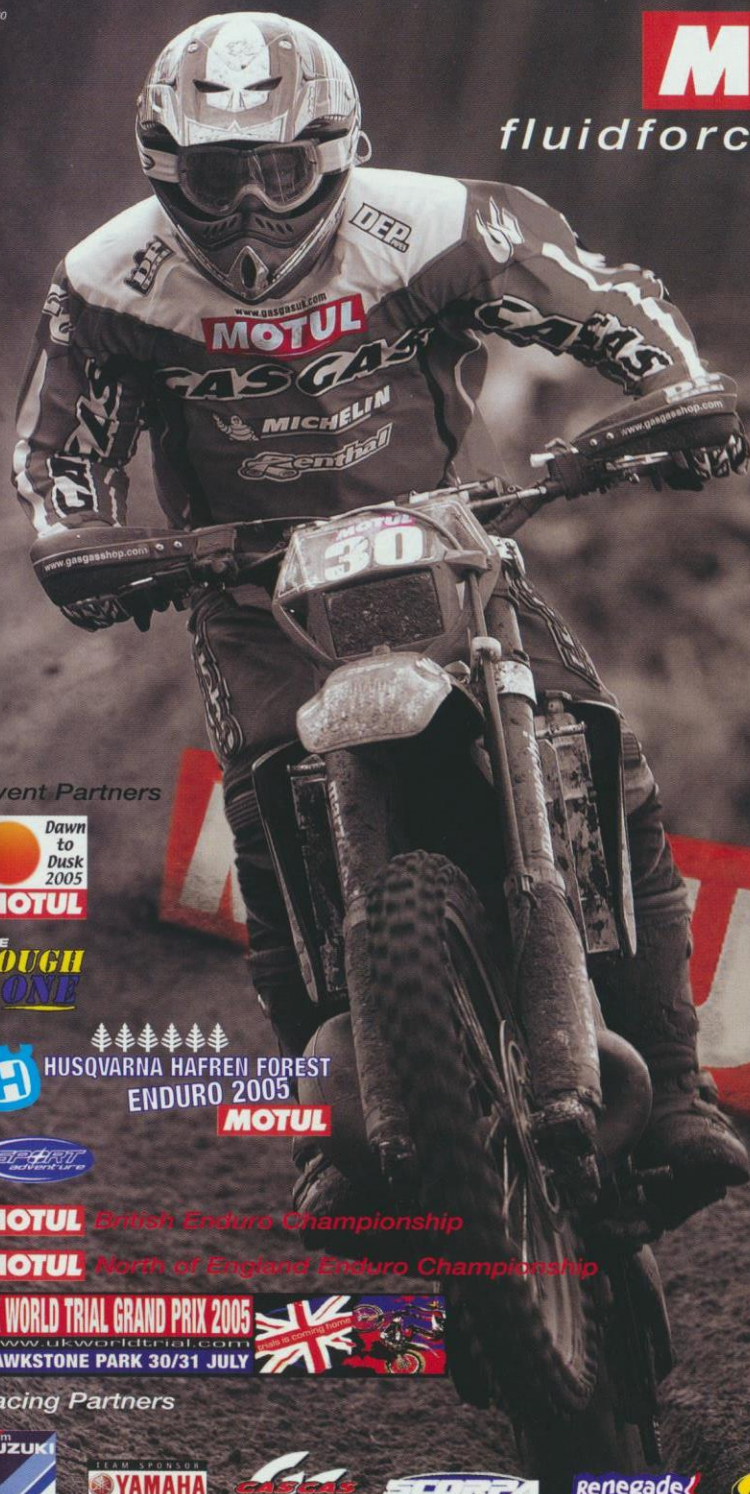




100 percent commitment: Ludivine 'Lulu' Puy on the dusty special test at this year's all female Endurose... Pic: Bruno Tomei

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# PERSPECTIVE

Sand Man: Petteri Silvan storms the special test at the Czech Republic WEC...  
Pic: Jonty Edmunds







Feet Up: Art Coutard shows why Freestyle Trials is taking off..  
Pic: Ivan Le Paisant

PERPECTIVE

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# NOW EVEN HUSKIER

2006 Husqvarnas get more power & poise



Design-wise, the WRs have now caught up with the TEs with revised styling for the fuel tank, side panels, graphics and seat.

On the engine front, both the 125 and 250 feature the V-Force reed valve system (as on the MXers) to improve performance

at low and medium revs.

All TEs get a new easy-start kick-start system and a flywheel weight has been added to both the 450 and 510 to improve traction. These two also get new 50mm Marzocchi forks. Expect a TBM test of all the Huskys very soon...



It's full power ahead for the 2006 Husqvarnas, with all engines receiving more oomph, - the four-strokes having been given new, larger valves.

Both WR and TE models' suspension has been revised and every bike bar the WR250 has got a bigger 240mm rear disc.

The handlebars are now fully adjustable and there's a more powerful headlight. The new digital instrumentation includes a stopwatch, trip meter and an elapsed and total mileage counter.

An Arrow competition exhaust system now comes as standard whereas the 'road' version pipe meets the latest Euro 2 standards.

## HARD CORE



The world's first purpose-built, fuel cell motorcycle is here. The snappily named Emissions Neutral Vehicle - ENV for short - gets its power from a detachable hydrogen/battery fuel CORE cell.

Billed as an urban/off-road machine, the bike's top speed is currently only 50mph and it takes a tedious 12.1 seconds to get there.

The ENV has no gears and the frame and swing-arm are made from hollow-cast aircraft-grade aluminium, housing one 1kW CORE fuel cell. To provide extra 'go' when accelerating, the cell is boosted with a battery pack to provide a 6kW peak load to the motor.

The ENV weighs 80kg and fully charged, can run for up to four hours before needing to refuel. It's virtually silent, with the almost completely clean emissions equivalent to those from a home PC.

But as it's strictly classified as a Mechanically Propelled Vehicle (MPV), it can only be used legally on a road or byway, not bridleways or restricted byways. And while the ENV may look like the eco-friendly Holy Grail, check out the press blurb - 'Hydrogen is most easily extracted from hydrocarbon fuels... such as petrol, diesel, propane and natural gas. This is how hydrogen is currently produced for the Intelligent Energy CORE'.

Back to the drawing board then...



## IN MEMORY

**Legendary six times Scottish Scrambles Champion Ian Bell has died whilst riding in the Melville Two Day enduro in Selkirk on Sunday 24 July. He was taken ill on the course and didn't recover.**

**Eilinburgh born 78-year-old Ian, was a member of the Midlothian Motorcycle Club and didn't take up enduro riding until his sixties.**

**He was famed for enjoying extreme riding conditions and was known as the 'Midlothian Mud Master'. He leaves behind his wife Margie and two sons. Our deepest sympathies go out to his family.**

## GAS INSPECTION

The 2006 Gas Gas range has just been unveiled, and although not vastly different from the previous year's bikes, they have undergone some useful tweaking.

There's a new Acewell speedometer that shows rpm and the console has a blue backlight for better visibility.

Other mods include revised front and rear suspension settings for improved stability, a new, lighter subframe, slightly revamped graphics and long overdue fat bars.

The two-strokes (125 and 200) get two different ignition settings with a bar-mounted switch to enable changes while riding. There's also a new clutch system and front brake disc, whilst the kick-start has been lengthened by an extra two cm for easier starting. Some new indicators complete the package.



After last year's totally revised 450FSE thumper, the Spanish manufacturers have decided to replace the cams and head gasket for '06, to avoid future reliability problems. And they've changed to using a wet-sump motor.

Other improvements include a new alloy exhaust system and a stronger, more flexible hashplate.

But sadly, once again... the Gasser's rear lamp cluster has been overlooked...

## SUM TOTAL



Holding steady for the second month running are overall motorcycle sales (down just one percent from the same time a year ago).

However it's full steam ahead for Adventure Sport sales, up another four percent from last month to a huge 27 percent increase on last year's figures. It comes as no surprise that the big 1200 Beemer is still top of the table with yet another 201 units sold. There's also a new entry, with Suzuki's V-Strom taking over from the BMW 1150GS in fifth position.

It still looks as if people are waiting to see what DEFRA's next move is, with the Trail / Enduro category figures down one percent from last month's. The little Honda XL125's still going strong, up another 84 units, whereas the CRF250X has lost third place to the Yammy 125 this time around.

ADVENTURE SPORT		
1	BMW R1200GS	1109
2	Honda XL125V	361
3	Triumph 955 Tiger	291
4	KTM 640 SM	232
5	Suzuki 650 V-Strom	177
TRAIL/ENDURO		
1	Honda XR125L	448
2	Suzuki RV125	272
3	Yamaha DT125	254
4	Honda CRF250X	233
5	Yamaha WR450F	201

## WATER WORLD

Brand new for this year is the Bala Lake Forest hare scramble in north Wales, scheduled for Sun 25 September. The Wirral Off-Road organised event will take place on the shores of the stunning Bala Lake on 2500 acres of private forestry land.

To make things even more challenging, the course will have some 'stoppers', and marshals will not be offering any assistance! To entice a decent pro/expert level field, David Knight will be banned! The first open-class rider over the line after three laps will scoop £1000 prize money and £500 is on offer for the clubman class.

Entries open on 15 August and will close when full (approx 130 riders). For more details contact Steve on 07947144942 or Linda on 07961971298 or you can email steve@wirralloffroad.com.



## DAWN CHORUS

It's your last chance to enter the TBM-sponsored Dawn To Dusk 12-Hour enduro this year.

There are still a few places left in both the adult and youth classes - last year almost 600 riders took part in the multi-lap race. Entry forms are available via dawntodusk.co.uk and event organisers Adventure Racing are waiving the late entry fee until entries are full.

Course designers Si Pavey and Nick Plumb said 'after the rain of last year we are aiming to return to a fun and flowing course resembling the early years which especially suited the clubman and fun rider'.

It all takes place on August 27/28, bank holiday weekend near Seven Sisters in South Wales - see you there!







5 MINUTES WITH...

## CORNISHMAN AND TM RIDER TIM LEWIS IS COMPETING IN THIS YEAR'S WEC E1 CLASS

### WHAT WAS THE FIRST ENDURO BIKE YOU OWNED?

It was a 1993 Kawasaki KX250, which I bolted lights onto. My dad bought for me because I'd been banned from driving, but it soon became a bit of a nail as it was my first bike. All I really remember about it was that it had rubbish foot pegs that kept breaking.

### WHAT WAS YOUR FIRST ENDURO?

I don't remember what my very first enduro was except for the fact that it was in Cornwall somewhere but I do remember my first British Enduro Championship event. It was in the summer of 1994, the Dyfi or the Rhayader Enduro. I don't remember much about the event except that I enjoyed it and have been riding BEC events ever since.

### WHAT HAS BEEN THE HARDEST ENDURO YOU HAVE EVER RACED?

The Beacons Enduro. I rode in a few and they were always tough. The hardest one was the last one they held, which if I remember correctly was really wet. The fact that it was a hard event and wet made it really tough. I was on the same minute as Wyn Hughes and I hadn't been in the Championship class long. It was a great event, it's a shame they don't still run it as it was a proper enduro.

### WHAT IS YOUR FAVOURITE ENDURO?

In the UK I'd say it's the John Banks. It's a different type of enduro to

most and great fun. It's a hard event because of the tight check times and also quite a fast event. I've failed to finish some of them but I've also finished as runner-up and third twice. I like any event that is tough.

### WHICH RIDER HAD THE BIGGEST INFLUENCE ON YOUR CAREER?

John Deacon. He was the rider that got me into enduros and he was also my first sponsor. He was a great bloke and coming from the same part of the world as him meant that I had a lot of respect for him and what he'd achieved.

### WHAT DO YOU CONSIDER YOUR BEST EVER PERFORMANCE?

Bloody hell, now you're asking. I guess it would be my results in the 2003 British championship rounds. I was competing on my 250cc four-stroke TM and was finishing as the highest placed 250cc four-stroke rider at most events. I don't remember exactly what my best result was but was happy to be pushing riders on bigger sized bikes.

### WHAT DO YOU CONSIDER YOUR MOST DISAPPOINTING RESULT?

It's not so much a disappointing result, more a disappointing trip. It was at the French round of the world championship last year and I DNFed after an hour. It turned out to be a really tough event, which I love, so to have to travel home after just one hour of riding was a real disappointment.

### WHAT HAS BEEN YOUR BIGGEST CRASH?

That would be at the French ISDE three or four years ago. I was riding a 125cc TM and broke my fifth and sixth vertebra when I crashed on one of the enduro tests. My foot peg caught a tree root sticking out from a bank and the next thing I remember I was being woken up by some of the Purple Helmets! It wasn't as serious an injury as it sounds but it was a big, big crash.

### WHAT IS YOUR MOST TREASURED ENDURO MEMORY?

It's hard to say but the time I spent with John Deacon I always look back on with fond memories. Also, the time I spent racing with Carl Tiley was great. I was on the same minute as Tiley at several events and didn't stop laughing from start to finish. Deaks and Tiley were very much the same in that they knew how to enjoy

themselves while they were racing.

### WHAT BIKE HAVE YOU ENJOYED OWNING/RIDING THE MOST?

My 125cc TMs. I've spent five years riding a 125 TM in total and have loved every minute of it. I prefer smaller bikes because you can ride them hard and have fun on them. The TM has always been easy to ride, which is why I have always stuck with it.

### WHAT IS YOUR PREFERRED TERRAIN?

I love muddy, difficult events. The tougher the better really. Most of the forest-based events in Wales are great, especially when it rains.

### WHAT DOES ENDURO SPORT NEED MORE OF?

Harder events and faster special tests. Some events have got a little easy in recent years as they seem to cater for clubman and sportsman, who pay for the events I guess, more than for expert and championship riders. Special tests that are fast and flowing, like in WEC events, are few and far between now as well.

### WHAT DOES ENDURO SPORT NEED LESS OF?

Less people, like ramblers, telling clubs that they can't run events or use certain pieces of land. The countryside is for everyone to enjoy, be it on foot or motorcycle.

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

It's hard to say but I think that hare and hound events will get even more popular. Because of land access issues I think timecard enduros might suffer a bit. Also, H&Hs are easier for clubs to put on. I reckon that two-strokes will also start to return to events in bigger numbers due to the fact that thumpers can be a lot more expensive to run.

### WHAT MORE DO YOU WANT TO ACHIEVE IN ENDUROS?

Just to keep riding for as long as I can and to keep enjoying myself. I think I'll do some more world championship events again next year and then just take it one season at a time after that...



## SNIPPETS



### YELLOW ALERT

Bag yourself a 2005 RMZ450 crosser for just £3899 on-the-road from York Suzuki Centre. With only an extra £200 for a full lighting kit, you'd be mad not to! There are only a few bikes left so call 01904 625404 now.

### TRIAL RUN

Fancy some feet-up fun? Trail riding company IN-4 Tracks & Trails are now hiring Beta Rev3 trials bikes out for practice on their 200 acres of private land. Based in North Wales, the price is £100 for a full day's play.

Also available are the popular KTM Off-road Adventure Tours two-day runs in the Brecon Beacons and also mid Wales, covering about 100 miles per day. Everything is provided - a choice of KTM 250/400/450s, riding gear, insurance, fuel and accommodation. For more info, call Adrian on 01270 768562 or check out in-4.co.uk.

### FULL OF ENERGY

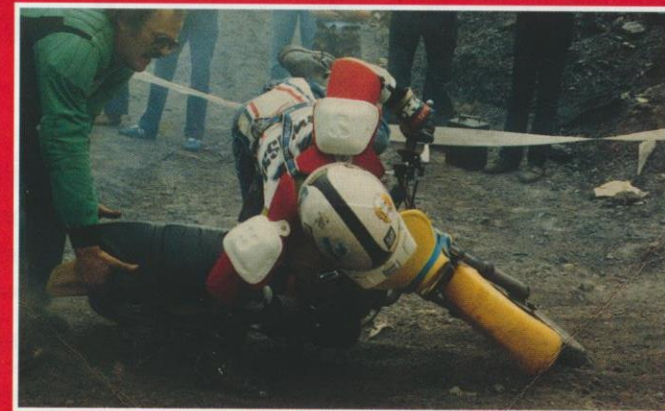
Following on from our 'Happy Trails' feature in June's TBM, we'd like to mention that Excess Energy are a Poole-based trail riding company who run tours in Dorset, Wiltshire, Hampshire and Somerset.

They currently have six Suzuki DR-Z 400Es for hire as well as all the riding gear you'll need, including helmets.

It costs £150 per person all-inclusive (there's a group booking discount) or £100 with own equipment and bike. Try 01202 535 880 / excessenergy.co.uk for details.

# MY FIRST BIKE

WIRRAL OFF ROAD RACE ORGANISER STEVE IRELAND RECALLS WHEN LITTLE YELLOW MACHINES TOOK OVER HIS WORLD



In the summer of 1980, my dad came home one day with a brand new Kawasaki KE100 on the back of his little pick-up - I couldn't believe it, aged eight, I had a motorbike!

We lived in a big hotel that my parents were running and we had over 30 acres consisting of woods, climbs and tracks. Being the only child I spent more time on that KE than with my parents. I didn't think much of trials, liked MX a bit but really loved enduro and anything to do with moorland and woods even from that young age.

A year later and dad got himself a trail bike and we both joined the Llangollen District MCC which at the time had some serious enduro action going on, running the 'old format' tour of Wales, as well as regular trail runs and kids' old-style hare and hounds events. Dad entered me into one of these and I got my first medal - for finishing 9th out of ten kids, although in my defence I was the youngest.

Then came 1982 and after outgrowing the trusty yellow KE I was knocked off my feet on Christmas morning to see a brand new Kawasaki KX100 standing in the lounge. It was a real powerful bike and all I did was ride it and ride it and ride it, teaching myself how to wheelie and jump, crash gracefully, and do some mainte-

nance (which as you can probably guess at ten years of age was not the best idea). I'd spend hours pretending to be Geraint Jones around my own enduro loop at home, and I eventually ended up faster than Dad and his mates.

Sadly I had a gap from bikes of about ten years but then in 1995 I got back into the sport on my own money and realised what I'd been missing. I continued where I left off, practising, riding, trailriding and then started doing as many events as I could, doing a full British Enduro Championship in 2000 and winning the 400cc four-stroke clubman title.

In the meantime I'd formed a small club called Wirral Off-Road and was very proud to have 45 members. Nowadays the 'small club' is the most active race organisation in the country with over 1500 riders, pioneering junior hare scrambles, running off-road practice and training days and masterminding the Orpa/Motul GB hare scramble series.

It's a full time job now and one I love so much although I don't get as much chance to compete nowadays as I'd like, maybe once every two months now.

But I still get loads of time on a dirt bike and have to pinch myself over what I do for a living and how it's come my way...



# RIGHT TO RIDE

**Some good news this month, but as ever it's tempered by the threat of yet more impending legislation. Mark Williams investigates...**

Last year our collective Rights of Way consciousness could be pretty much summarised as living in fear of DEFRA's 'MPV on RoW' consultation document, whereas in the first six months of 2005 there have been a whole slew of separate issues, including a couple of successful outcomes.

The TRF's legally definitive report on the status of Unclassified Country Roads (see TBM 114) was the first of these, and although highly important it was rather overshadowed by the government's U-turn on outlawing motorsport on farmland (TBM 118). And at the tail end of June a High Court Judgement by Mr Justice Lightman served us another victory in the case of Preshute 12. In November 2004's TBM and again in February '05 I drew attention to the challenge being mounted by the TRF's legal expert, Alan Kind, over a local planning inspector who - following recent government guidelines - decided that a RuPP in Wiltshire which had previously been downgraded to a

footpath could not now be claimed as a BOAT under a Definitive Map Modification Order (DMMO).

The judge's decision was that under the 1968 Countryside Act there was *no* extinguishment of public vehicular rights on a RUPP reclassified as a bridleway. This means that the inspector's decision is quashed and, unless there is some new evidence that overwhelms the judge's decision that, historically, this was a public vehicular road, Preshute 12 will now be modified to BOAT status.

Never mind *our* right to ride, if the TRF's judicial review application had failed, it would have left a lot of householders living alongside former RuPPs in a very difficult position.

A reclassification to bridleway under the 1968 Act provisions had no 'saving' for private access rights along the RuPPs. This decision may have saved many householders from becoming landlocked, or held to ransom for private access rights, an anomaly that concerned the TRF and other RoW groups under clause 62 of the NERC bill (Natural Environment & Rural Communities), also discussed in June's TBM.

**'Before we get too carried away with victorious euphoria about the Preshute 12 decision, the NERC Bill is rapidly making its way through parliamentary committee stages with Clauses 61 and 62 intact, both of which could have serious implications for motorised vehicles on RoW.'**

## **All Over For RoW Upgrades?**

However before we get too carried away with victorious euphoria about the Preshute 12 decision, the NERC Bill is rapidly making its way through parliamentary committee stages with Clauses 61 and 62 intact, both of which could have serious implications for vehicles on RoW in the following ways:

- By capping the existing BOAT/RuPP network (which represent less than five percent of all unsurfaced RoW) instead of a measured programme based on route sustainability.
- In curtailing access to RoW without providing alternative facilities at a time when dirtbiking is increasing there will be an inevitable drift to illegal and therefore unregulated use.

- And in not providing effective means of implementing past/current enforcement legislation, let alone tabling proposals for further enforcement.

The anti-MPV lobby, primarily the Ramblers, GLEAM and a shadowy new umbrella outfit calling itself the Green Lanes Protection Group, have been filling the eyes and ears of the Standing Committee A on the NERC bill with some gross misinformation about what's happening, or rather not happening to our precious RoW, including talk of ruts deep enough to lose a dog in and hordes of MXers ruining the peace of the countryside - which the Committee members are then submitting as *facts*.

The TRF for its part is not, in this writer's opinion, mounting a sufficiently vigorous attack on the NERC bill, preferring instead to continue quiet, if steady dialogue with the new minister, Jim Knight, and his DEFRA minions on what the TRF and other pro-MPV groups can do to police illegal use of byways and promote responsible riding on sustainable tracks. Indeed in early July some TRF Executive committee members recommended a moratorium on making Definitive Map Modifications Orders whilst the NERC Bill continues through its committee stage and 'discussions continue with DEFRA as to how a "sustainability assessment" system can be introduced and used by DMMO applicants so as to avoid applications for seriously unsustainable routes being made.'

This follows a joint TRF/LARA 'solutions proposal' drawn up in concert with DEFRA



officials, in which all 'lost roads' (eg footpaths and bridleways) are claimed for inclusion (as BOATs) on the definitive map, but are then subjected to a sustainability process, the outcome of which would be that routes that are sensitive, or genuinely unsustainable, would be subject to appropriate restrictions for vehicular traffic.

The suggested moratorium is also a response to wild allegations from the anti-MPV lobby that many hundreds of DMMO claims are being submitted in anticipation of impending legislation, allegations that the Standing Committee members are also apparently horrified by. And whilst one or two local TRF groups have submitted dozens of claims over the past six months, the overall number nationally hasn't reached three figures.

Although this moratorium wasn't debated at the TRF Executive Meeting on 25 June, it is being circulated to all 44 TRF groups.

To criticisms that rather than vigorously opposing the draconian aspects of NERC the TRF moratorium actually plays into the hands of our enemies, no less an authority than Alan Kind responded that 'Of course (the NERC Bill) is "damaging". It is damaging both to sound concepts of common law and the rights of ordinary people. But it is going to happen.'

### Damage Has Been Done

Kind continued: 'The bottom line is that the environment - political, financial, environmental, and maybe climatic, has changed over the last 20 years, whilst trail riding has moved in the oppo-

site direction - not totally, but enough - with big groups of riders beating the crap out of soft lanes, week in, week out, on bikes that would win an MX world championship if you could time warp them back 20 years (or less). We can only defend the defensible, or we stand to lose the lot. The "solutions-based" and sustainability approach is something to try. It just may get us out of some of the bother or, more likely, lessen the impact.'

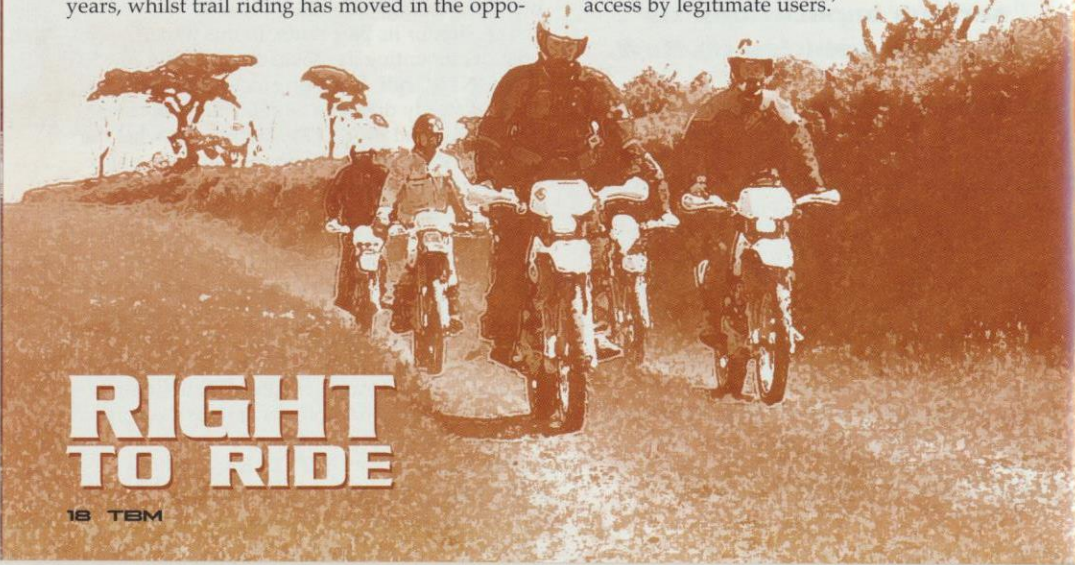
Which also sounds pretty gloomy. What was reported at June's TRF Exec meeting were the remarks Jim Knight made at his meeting with the TRF and LARA officials, reflecting scepticism on

some of the wilder claims being offered as fact by Standing Committee members, adding up to Kind's further observation that at least the Minister is generally 'being honest (I think) and setting out to try to help us to help ourselves.'

For his part the BMF's Land Access spokesman, Richard Olliffe, said: 'Rights of Way are often

ancient roads that are legitimately enjoyed by motorcyclists and motorists alike. Progress made following the DEFRA (Dept for Environment, Food and Rural Affairs) consultation on the use of mechanically propelled vehicles on these roads has gone by the board. The NERC Bill appears to contain provisions that will allow a period of grace to allow Byways Open To All Traffic (BOAT) claims already registered to be processed, but let's face it, this is simply a cynical attempt to restrict access by legitimate users.'

**'With big groups of riders beating the crap out of soft lanes, week in, week out, on bikes that would win an MX world championship if you could time warp them back 20 years (or less), we can only defend the defensible, or we stand to lose the lot.'**



# RIGHT TO RIDE

18 TBM



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## Insurance Is Not Enough

The aforementioned TRF Meeting included a report of a new TRF member being fined £40 with £100 costs for admitting riding on a bridleway with a group led by a lapsed member, a bridleway that in fact had a DMMO claim in on it. This emphasised the point that TRF Group runs must be led by bona fide TRF members if they're to qualify for the legal aid that that is included in its membership fees, and also avoid playing into the hands of our enemies. And this was further highlighted in the case of a non-TRF member, guesting on an official TRF run, who has sued the organisation for negligence after he had a serious accident, albeit after leaving the rest of the pack and riding where the group leader specifically told him not to go. Another sorry example of Britain's 'culture of blame', with an obvious moral to it.

Further debate followed over the increasing prevalence of organised, commercial trailriding in groups - some of whom may not be following the TRF Code of Conduct (which essentially respects fauna, flora, other countryside users and observes all legal restrictions) and the need to impress on those concerned of the damage they might be doing. Quite how is another matter, although at a local level some concerned TRF groups are contacting commercial outfits along these lines.

One other topic worth mentioning is DEFRA's official response to the TRF's Report on UCRs (see above), which concluded, you may recall, that 'on the balance of

# RIGHT TO RIDE



probability, routes recorded as UCRs are prima facie vehicular highways'. Without denying the legal arguments, DEFRA, perhaps unsurprisingly, are 'looking for 'fact positive' rather than 'probability'. In the meantime the report itself has been snapped up by police and local authorities and lawyers all over the country.

## Signs Of The Times

Meanwhile at the June meeting of the Mid-Wales TRF Group one member brought along a photograph of a very official-looking sign posted at the start of a RuPP at Ty-Uchaf in the Berwyn Mountains, the likes of which are starting to spring up all over the UK (see left).

Misleading in its blanket reference to the CROW Act of 2000 as well as its location, it actually refers to the illegalities of motorcycling on nearby moorland, whilst implying that the track itself is closed to vehicles.

When questioned by this writer, a spokesman for the Gwynned police force, whose number appears on the sign, said they were aware of illegal use of bikes 'in the area', but the responsibility for the signs lay with Denbshire CC. A council spokesman admitted the signs were misleading, but aggressively defended their right to deter 'motorcyclists who were ruining the countryside



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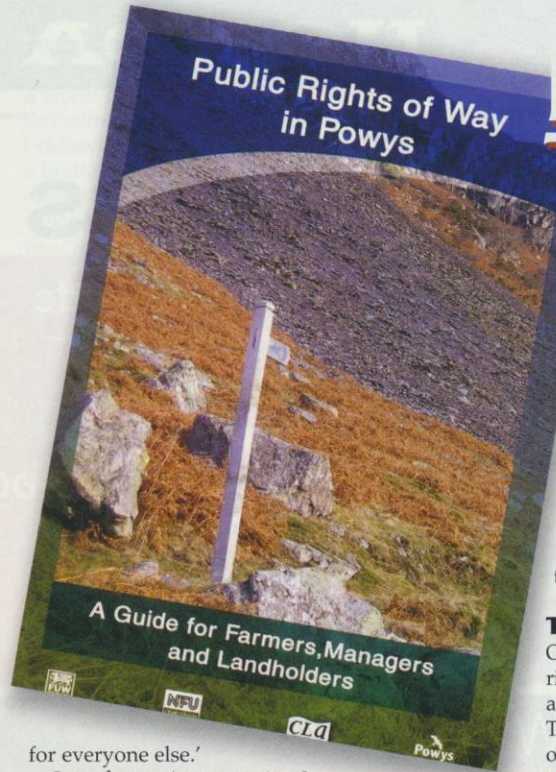
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# RIGHTS TO RIDE

access or subsequent DMMO claims, but in effect create a bias in the landowner's favour when such claims are made if he deems the 'ways' have a lower status than the claims are being made for.

Although not particularly sinister, the fact that the council are openly offering advice to landowners about defending a claim, as opposed to offering those making them, shows an obvious bias in favour of the former. Another state of affairs doubtless common elsewhere in the UK.

And where, I wonder, are the brochures telling us how to upgrade bridleways to BOATS!

## Taking Action

Once again we recommend that everyone who rides off-road joins the Trail Riders Fellowship and/or contributes to their fighting fund. The TRF are virtually the only organisation fighting our corner and without their efforts the situation would undoubtedly be a lot worse.

You can download an application form from [www.trf.org.uk](http://www.trf.org.uk) or simply send a cheque for £30 to the TRF at PO Box 196, Derby, DE1 9EY.

Writing to your MP in protest about clauses 61 and 62 of the impending NERC Bill is essential, as are letters to Eric Forth - Chairman, Standing Committee A on the NERC Bill, c/o the House of Commons, London SW1A 0AA expressing your concerns about the pro-rambler bias of the committee, the erroneous nature of evidence being submitted to them regarding motorcycle users of RoW, and the threats to civil liberties inherent in clauses 61 and 62 (see above).

For more details and discussion on what is happening with the impending NERC Bill check the aforementioned TRF website and also TBM's own website, [www.trailbikemag.com](http://www.trailbikemag.com), where you should follow the links to Forums and then DEFRA.

And if you want to contribute to the debate then drop us a line at [info@trailbikemag.com](mailto:info@trailbikemag.com).

**'The anti-MPV lobby have been filling the eyes and ears of the Standing Committee on the NERC bill with some gross misinformation about what's happening, or rather not happening to our precious RoW, including talk of ruts deep enough to lose a dog in...'**

for everyone else.'

See what we're up against?

Ironically enough, at the same meeting another member brought along a booklet just published by Powys County Council entitled, 'Public RoW in Powys - A Guide for Farmers, Managers and Landholders' (which is apparently now PC-speak for landowners), which specifically warns against anyone putting up illegal or misleading signs prohibiting access. But it also informs farmers etc that there are ways they 'can "protect" themselves against certain types of (RoW) claim'.

Further investigation drew copies of 'advice notes' from the council's RoW department which specifically drew attention to Section 31(6) of the 1980 Highways Act.

This arcane and rather complex bit of legislation allows a landowner to use old maps, statements etc 'showing which of the ways over his land he recognises as being public rights of way'. He can then deposit copies of these, along with a sworn statement, with the council which will allegedly 'reduce conflict' over public

# RACE SPEC

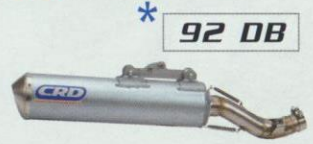
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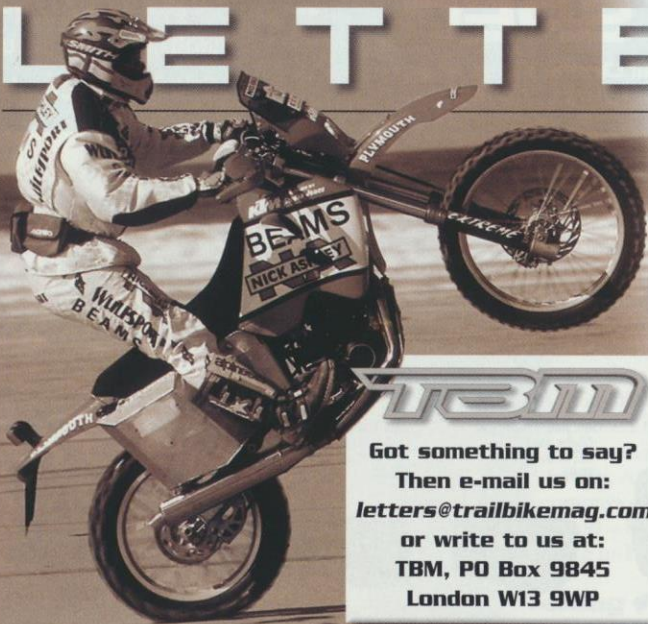
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# LETTERS



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And the new tangerine toy is indeed excellent (to ride), but I stand by my original point in that they are a pain in the neck to look after with such frequent and complicated servicing.

Interesting that you mention the suspension can sometimes feel both soft and bumpy as that's what I've found - some fine-tuning needed I think.

Anyway, just to address the balance, you can now announce nationally that I have just bought another DR-Z! This may be heavier and less 'raceable' than the KTM, but is much easier to look after (and smoother) - an excellent second bike for me as I usually do a lot of miles each year on the trails.

Here's a tip: The KTM was horrendously rough on the road until I balanced the wheels to compensate for the rim-locks - now it's very smooth indeed. Get some stick-on type weights, bike ones are best or car ones sliced in half. Roughly 50g front, 70g rear, or weigh the

rim-locks and match them (doesn't have to be exact). Clean the rims with spirit and slap on opposite the rim-lock, and a bit of tape over the top is a good idea. Mine have stayed on other bikes for thousands of miles no problem, including some enduros.

Great mag, keep it up, blah blah. And orange is the only colour eh?

Steve Copsey,  
Southampton  
via email

## Tangerine Dream?

Dear KTM Monthly (again)

Oh my God - the KTM won the 450 shootout in the June issue! Actually I'm not that surprised, although I am amazed that my

new 525EXC has caused so much attention in the TBM letters pages.

In my defence I did originally say in the April issue letters pages 'okay, so the orange machines are excellent, in fact I might even get one myself'.

The KTM 450EXC won our 450 shootout. Again...



## Fast 'N' Furious

Dear TBM

You're the best mag going - I first purchased TBM whilst on a stag do in Dublin way back when in 1997 and haven't bothered with others since.

I am writing this letter with a broken arm after a recent biggie - I was trail riding in my local area when suddenly I was flying through the air after coming to a sudden halt. After picking myself up off the floor I noticed the cause of my crash - an irresponsible member of the pack-a-mac brigade had discarded a large block of Kendal mint cake right in the middle of the trail!

Anyhow to my main reason for writing - every Friday night after a few bevies down my local, me and my riding chums always end up having the same childish playground argument.

Which is the fastest off road (single) ever? For me it's a Husaberg 600 (I've not had the pleasure of the 650), my mates reckon either a KX500, a KTM 550 two-stroke, an XR650 or a KTM 640.

So we've decided that whoever's choice TBM agree with, they won't have to buy a round all night - and you might even have a suggestion of your own to add to the mix?

Perhaps a shootout - Jeremy Clarkson style - down an old

disused runway could solve the argument once and for all, or am I now getting too carried away?

D Robins,  
Chirly, Sheffield

Great idea, we like the sound of that - but bagsy not me riding them flat out on knobbly tyres! When we first tested the XR650 we clocked it at night on 100mph, but even that's nothing compared to a rally bike. The factory KTMs (which displace 700cc) have been clocked at 183kmh which is 113mph. Not bad for a big ol' bus with the aerodynamics of a semi and riding on knobbly tyres on sand...



Gimme more speed: Which is the fastest off-road single? The XR650 has to be right up there...



# LETTERS



## Brech Farce

Dear TBM

I read with interest Duncan Buck's views on the Brechfa enduro (Let Them Eat Dirt, issue 118). Though it was actually only a one-day event, and the checks where people got held up and lost time were scrubbed, I agree that the clubman class is what pays for a BEC event and makes it possible.

It was a fairly tough course made a lot worse by the weather on the day (it poured down good style). But this doesn't excuse the clerk of the course for not having an escape

route for the tracks that just fell apart.

I know some will say 'it was their first attempt' but they had a lot of help from people with experience. You have to consider what will happen if it rains on the day or you include a soft section. It's too late once the track's blocked and there's 50 riders waiting.

In the end the special test was unrideable which is dreadful considering the whole clubman class was supposed to ride it again. Only the event being cut short by a lap prevented this, though maybe this was a good thing, as other sections in the trees had become a nightmare as well.

Pretty much the same happened on the Powys this year. The tight check near the

end fell apart and was almost impassable for the later riders, okay if you have time but not on a tight check.

I run events and always have escape routes planned. People pay for a good ride round and organisers are obliged to provide it. Challenging, technical or easy, the track should always be rideable!

Geraint Rogers  
via email

## Dis-Content

Dear TBM

Having just picked up the June edition I feel I must comment on the changes I have seen in the mag's content. Firstly I found your section with Steve

Plain on mechanical matters very good, and extremely informative.

One question he was asked reminded me of a very similar problem I had 30 years ago with a similar bike. Our late Seventies Suzuki also had quite an appetite for spark plugs (at one plug per gallon), while a friend's identical model was faultless - the only discernible difference being different brands of two-stroke oil. When our bike was put on the same brand, we never had call for another plug! As you can well imagine, we thought this was probably a one-off but it may be a very cheap and easy thing to try.

I have not bought a copy of TBM in the last few months, as a cursory glance at the cover in my local shop would invariably reveal another KTM 450 test, DR-Z test or another 450 shootout.

As a guy in his late thirties who still rides fairly regularly, has all the kit he thinks he needs and a couple of elderly, but reliable, enduro bikes - one of which I've been riding for 20 years (125 Cagiva) - I see no real prospect of myself spending five grand on a bike.

My chance purchase earlier this year of the Feb issue with Cyprus trail riding on the cover really grabbed my attention as I had recently booked a trail riding tour and I thought this particular one was covered. But no, instead it was Mark Williams on a run with local British servicemen, and yes, it did look excellent.

So, seeing the fairly technical terrain I thought I'd better read up on the KTM 450 I was hiring. My back catalogue of TBM's stood me in good stead, saying 'a bike you need to ride as if you're racing' and several knowledgeable friends said '450 KTM - great fun going uphill and scary going down'.

However, after a few days on the bike I began to see what everybody meant - I don't think I had fallen off so much in years. With an immaculately presented bike and a huge supply of trails available, I began to get into the right mindset to get the KTM to turn well and not shake its head quite so wildly, and I was soon not checking my insurance before each descent!

Anyway, keep up the great articles - just keep it relevant for your readers.

Charlie Evans, Oxford  
via email

But what's relevant to you Charlie? And did you like the KTM 450 or not?

Cyprus: A trail riding dream...



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## Land Locked

Dear TBM

Having just read your article 'Right to Ride' in the June issue I write to you in response to your request for opinions on the subject of land purchase for riding.

In principle, it sounds like a good idea, though in practice I'm not sure how practical it is going to be - especially where large numbers of shareholders (with their own opinions) are involved.

Unless you have deep pockets that can provide an easily accessible network of sites nationwide there will undoubtedly be those that feel short-changed as they have to travel excessive distances in order to make use of the facility.

I also think you will run into planning difficulties. If you are essentially changing the use of a piece of land to form a long-term regular off-road facility then this may constitute development and appropriate planning permission will be required and is highly likely to be refused.

You could limit your use to 14 days but this would probably not be practical or economically viable for the money invested. You will also have to insure against the inevitable chancers who will sue for personal injury at the slightest opportunity - regardless of how well worded your disclaimer is.

Personally, I would be happy to contribute to the scheme you suggested although I would have to be satisfied that it

would offer value for money, not be over-subscribed, be well organised and within easy travelling distance.

As for the ACU getting involved in land purchase - I won't be holding my breath waiting for that one. There are already some organisations doing exactly what you have suggested. I came across this website - woodlandriders.co.uk - who appear to want to develop off-road facilities for trail-bike and enduro users though they don't appear to be pushing it too much at this time - perhaps you could find out what their future plans are?

Regardless of land availability issues, the message is clear. Off-road riding has to clean up its act in terms of noise, illegal riding and respect / acceptance of other countryside users - and we need to be visibly seen to be doing so by others outside the off-road community.

One small gesture would be that the next time you go trail riding, instead of wearing day-glo 'up for it' race shirt, pants and jacket combo, go and buy yourself a plain green barbour jacket (or equivalent) with appropriately understated riding pants. A pipe in the mouth and a couple of dead pheasants over the handlebars may be going a bit far, but you get the picture.

Ramblers and other countryside users are less likely to view you as a towny thug tearing up the countryside and more like a farmer enjoying his/her afternoon off. It sounds barmy I know, but small measures such as this can contribute towards a positive overall shift in perception and make the land arguments less hostile towards us. If we look like we

belong in the countryside then we're less likely to be pushed out of it.

James Rutter  
via email

## Chott Down in Flames

Dear TBM

Being a Laverda fanatic I was pleased to be told that you had published an article on the Laverda Chott in your March issue. However when I bought said issue and read the piece I wasn't quite so happy.

Some of the claims made by its owner (Clem) were not totally correct - especially with regard to the number still going. And the bike was made out to be a disaster area.

Well, I thought I would wait and send you photographic evidence of a Chott being used for its intended purpose - being ridden off-road and not just languishing in someone's shed simply because they're frightened of using it.

The photo was taken on the Isle of Man this year on a trail that goes from Lower Foxdale over a big hill (technical term) to Patrick, and turned much rockier and rutted when you turn right at the gate.

Any trail riders we met were very surprised to see a Chott and astonishingly I didn't see another one during the whole fortnight! [There's probably a reason for that - Ed]. The bike did not break down and is far more capable than its rider. The KDX220 belongs to my mate Dave (who is an off-road veteran) and who took the Chott over in his van for me - thanks mate!

In the main article by Mark

Williams he mentions the indicators fitted to Chotts. Well, I hate to disagree with a man of such biking experience but they never came with indicators at all. And I don't know for sure but I doubt that more than 2000 2T or 2T/R models were made, as mine is a 1977 bike with a number in the low sixteen hundreds and they only went on for another year.

John Faulkner  
Aylesbury, Bucks

Sorry about that John we appear to have Chott ourselves in the foot, unless of course you're wrong! Anyway good to see an old bike like that still being ridden though I'm surprised you didn't get Chott of it before now...

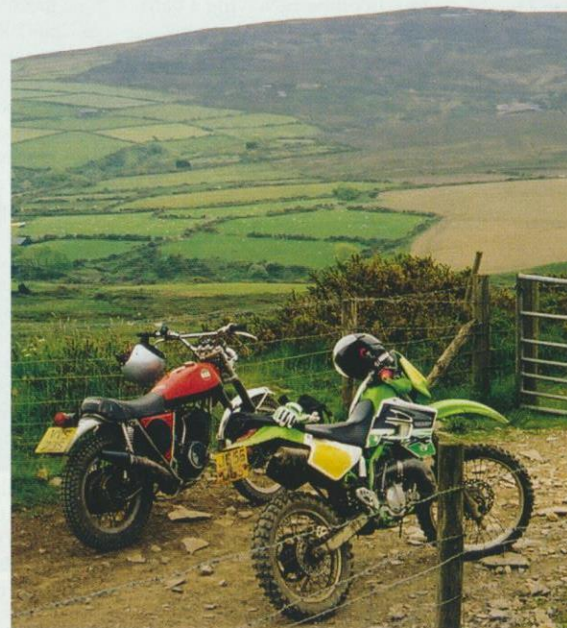
## One Man Caravan

Dear TBM

In response to Mike Davies' letter in June's TBM, I think you have every right to be cautious about loading a motorcycle onto the towing hitch of any car.

In the past I have regularly towed a caravan and as all good caravanners are aware, nose weight is important for stability. Most tow cars limit nose weight to about 70-75kg although there are some exceptions amongst 4x4s and

On the Lav: Reader John Faulkner regularly uses his Laverda for trail riding on. This picture was taken at the Isle of Man TT this year...



Citroens with the pump-up suspension.

Nose weight is limited because of the mounting points for the towbar, rear suspension capacity and other design issues like stability. It should never be exceeded - whether that is by a nose weight of a towed trailer or by a static applied load of a motorcycle.

If you need to know more the Caravan Club has just about all the technical reasons why loads on tow bars should not be exceeded. But my advice is get a trailer or a van and don't rest your pride and joy on your 50mm ball!

John Wright, East Yorkshire  
via email

## Faith Hope and Charity

Dear TBM

I am writing to ask you if you could be so kind and publish this letter.

My partner of 12 years, Nick Shepherd, had a serious road accident three years ago. He is very lucky to be here today but regrettably had to have his right arm amputated above the elbow.

As you can imagine this was devastating for us all, including our two children Daniel (then aged seven), Ryan (five) and little Georgia (three).

Understandably Nick became very depressed. Before the accident he was a keen fisherman but his main passion was definitely his motorcycle.

Three years on and Nick has entered his first three-hour hare and hound event at Chevenage near Tetbury - we are all so proud of him. He has had a special prosthesis made for him by the Bristol Limb Centre to enable him to get back riding his bike.

For the forthcoming H&H we are sponsoring Nick to raise some money for the centre. Nick wants to give something back to the centre to show his appreciation for all they have done for him.

Also a big thank you to Tony



# LETTERS



of the Mud Shack in Stroud who has performed an excellent conversion to Nick's Honda CRF250X so he can ride with his prosthesis.

An avid TBM reader Tuffley, Gloucester

Good on you and Nick for being so brave. If there are other riders out there who've suffered similar injuries and are still riding, we'd like to hear from you...

## Lost Property

Dear TBM

Just needed to thank the kind and honest person (whom I believe was marshalling) that handed in my bum bag at the recent Welsh Two Day Enduro after I 'misaid' it at the end of the first day.

I was more miffed about losing it than the three minutes I lost after crashing in the dusty conditions. I was really chuffed to get it back rather than having to replace what I could for day two, and it still had my cash stash in it. If I knew who you were I would have shown my appreciation - cheers!

Robert Withey (number 242)  
Clutton, Bristol

## X-Rated

Dear TBM

Have you guys ever done a test on the Arai Tour X helmet? If yes what issue was it in? If not, why not?

Seriously, I am a committed  
30 TBM

road rider and road racer with a DR250S and if it weren't for your magazine I wouldn't have bought the bike, wouldn't have started trail riding and wouldn't now be having a ball!

Love the mag and the new trials content. David Knight is a hero - I saw him do the Peel beach race a while ago and he was awesome (and still is). Keep it wheels down - lovin' your work.

Leigh Clarke  
via email

Leigh we know that a lot of readers swear by the Tour X which (like all Arai helmets) is a high quality and well designed piece of kit - though far better suited to dual-sport use than pure off-roading. We haven't tested one ourselves because we mainly ride dirt and much prefer the extra ventilation and lighter weight of a pure off-road lid. That said it's something we'll look into testing in future, along with other similar lids...

## Mix 'n' Match

Dear TBM

Wondered if you can help me. I've recently got a Gas Gas EC250 (2000 model) and find it the easiest bike to ride - just proves you don't need to spend a fortune on the latest kit to have some fun.

Anyway, the previous owner has fitted a seat cover from a later model, which doesn't match up with the graphics. The cover has a red and yellow band down the side with half of the Gas Gas lettering.

I assume graphics for this year's model had the rest of the lettering on so do you know which model had this style seat cover so I can get the correct graphics to match it?

Any help much appreciated and have to say what a great job you boys do with the mag - nothing else comes close. Keep it up and thanks.

Simon Hill  
via email



The Y2K Gassers had the red and yellow graphics... See Mix 'N' Match, above

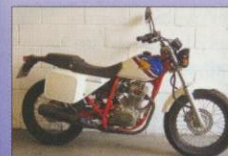
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# LETTERS

Simon, the Y2k bikes actually had the graphics you describe, so we can only assume that the seat cover is original and it's the tank graphics which have been changed. We contacted Gas Gas and they said that they still have matching graphics available for the 2000 model. Give them a call and they'll sort you out...

## Trailed and Tested

Dear TBM

Having been an enthusiastic trail rider and reader of your great mag for many a year now, the very informative section 'Happy Trails' in June's issue caught my attention.

A few of us got together and decided to try out the Husky Trails tour, guided by the very experienced and well known Gwyn Barraclough - whom we'd never met before - but who turned out to be a true gentleman.

The whole day was a great experience and great value for money. For £150 you couldn't

go wrong as it included Gwyn's guidance, all fuel, brand new Husky 250/450s, breakfast, dinner and approximately 120 miles of riding. We all enjoyed the day so much our next venture is going to be the Norwest trails tour (also featured in the Happy Trails feature in the mag).

I would just like to say on behalf of myself and the lads a very big thank you to Gwyn and Husky Trails and to your good selves at TBM for opening a few more new doors for us simple but fanatical trail riders and all off-road folk.

Gary Spreadborough  
Neath, South Wales

## Over A Barrel

Dear TBM

Hi there - I am wondering if you could help me find a secondhand 1996 RMZ125 barrel as for love or money I have drawn a big blank.

I am currently overseas at the moment doing my bit for Queen and country - I have searched the web high and low and left messages on all

the breakers' websites but unfortunately have had no joy.

So with all your expert knowledge, I was hoping you could throw a bit of light my way - much appreciated.

Ivan Frost  
via email

Well we haven't got one Ivan. Presumably you've checked about getting yours repaired or have you just lost it! Can anyone out there help out..?

## Jack the Tripper

Dear TBM

Felicitations from sunny Sark in Jersey. The story so far - drove down to the beach one day about two years ago and saw a CCM 604 on a garage forecourt. I bought it and the salesman had to ride it home for me - I went out and booked my CBT test the next day.

I then spent a few months in the Algarve on several steep learning curves and fell off numerous times on said curves, normally on my own! I also did a lot of green laning last summer in sunny England, up in Yorkshire. As a TRF leader said to me 'what bike you got then?' and when I replied 'a CCM 604' he said 'We'll have to find some nice big rock steps and roots for you then.'

Another winter in the Algarve then in June this year I promptly went and bought a Yamaha WR450F. If the CCM were still in



CCM 604: 'I'd push it off the nearest cliff...' said one reader

my possession I'd push it off the nearest cliff!

Don't get me wrong, it didn't let me down at all but boy was it hard work. Anyway, after a few weeks on Mr Yammy I feel like a dirt bike God - unscheduled offs have virtually disappeared (must try harder).

Will probably meet you TBM lot sometime this year, so watch out for the Geordie ex-pat with a big nose wearing a sheepskin coat.

Oh, and can I have one of those 'Mel' dolls for my collection - do they come in various colours? Thanks to all of you for keeping me on the straight and winding - you've saved me a fortune and helped me spend one too.

Jack Wilkinson,  
Sark, Jersey

PS Thanks for employing Mel; it's great to empathise with another enthusiastic chaotic unguided missile! Has anyone noticed what a strange looking chap he is - bumps and curves in odd places!

You're just scary Jack...



## TRAIL/ENDURO

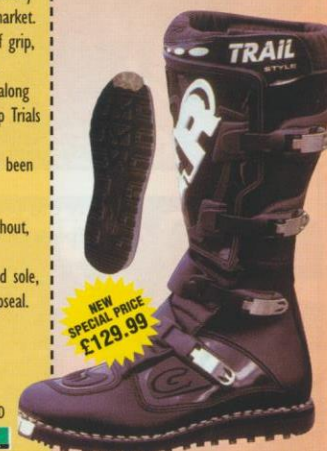
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Happy punters on the Husky Trails tour we featured in TBM 118...

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## DIRTY



B

arely did I have time to hose down my sleeping bag, pack my bag and squeeze in a quick trail ride than I was off again on another rally - this time held in Turkey and known as the 'Rallye D'Orient'.

In fact it was supposed to go a little further afield - I hear Tehran is absolutely fabulous at this time of the year - but with the race clashing with

## CHRIS EVANS GOES COLD TURKEY...

Iran's general elections, it was, perhaps wise that we decided to give the place a miss. As it was, Turkey turned out to be relatively quiet by the miserable standards of our epoch.

Now, ever since Turkey invaded Northern Cyprus when I was a kid, thereby cruelly stubbing out my family's dream of relocating there, I have always had a bit of a downer on what used to be the hub of the Ottoman Empire. And while it is true that many of the male population bear a striking resemblance to Sasha Cohen's alter ego, I nevertheless went away with a pretty positive impression of the place.

The scenery, which essentially comprised of grass covered mountains, was spectacular, while the people were very friendly and helpful, though not, it has to be said, great masters of our fair Anglo-Saxon tongue.

Incredibly, and despite organiser Rene Metzge's reputation for being an all-round good egg, hardly anybody had bothered to enter what turned out

to be a pretty good event. In total there were only 22 bikes and 30 cars present, meaning that sadly, Monsieur Metzge's dream of retiring to the Cappadoce on the proceeds will have to be postponed for at least another year.

But it could have been much worse. Volkswagen had only entered two cars and a small army of mechanics at the last minute, so as to ensure that Frenchman Bruno Saby wrapped up the FIA Rallye Raid World Cup with two rounds to spare, while KTM also signed up late so as to give Cyril Despres a chance to test their new rally bike and try and find a new water carrier for the Gauloises KTM team.

Ah yes, the new rally bike. To be honest I am not sure if I am even supposed to talk about it, but seeing as how Monsieur Despres has already 'leaked' certain aspects of it to the French press I imagine I am at least allowed to give it a little mention.

Essentially a halfway-house between the 'old' 660 and the new four-stroke, KTM may or may not decide to enter it on the 2006 Dakar. The bike has the new chassis geometry, a smaller than normal capacity LC4 engine, a much more ergonomic riding position and some very nice suspension. Let's just hope KTM's competition manager, our very own home grown Kurt Nicoll, doesn't read this mag, because even if I haven't given much away yet, I doubt he will be very happy to hear about my riding impressions...

Ah yes, my riding impressions. Well before sitting down to write this month's column I did toy with the idea of pretending that Mr Despres asked

'I FOUND MYSELF NERVOUSLY WEAVING MY WAY THROUGH DOWNTOWN ANKARA RUSH-HOUR TRAFFIC ON A PRICELESS ONE-OFF FACTORY RACE BIKE...'

me to ride his new toy so as to benefit from my invaluable input as an occasional TBM test rider.

Sadly the truth is somewhat more prosaic. Basically the organisers wanted the new bike at the prize-giving which was six kilometres away from where we were staying, and nobody else wanted to ride it there, 'cos they were all planning to get drunk at the post-race party.

Which is how I found myself nervously weaving my way through downtown Ankara rush-hour traffic on a priceless one-off factory race bike. Clearly any feedback I gave the KTM development engineers is of a highly confidential nature, though I can exclusively reveal that the seat is as rock hard and tall as any other KTM I have ever ridden, while the suspension soaks up Turkish pot holes, pavement curbs and a particularly challenging municipal flower-bed as well as you would expect. I could tell you more, but I'm afraid my lips are sealed.

While I was out in Turkey I got a call from the Dakar organisers ASO to say that *all* the places in the 2006 event (that's the motorcycle, car and truck classes) had been sold. And that's despite entries having only opened on 1 June this year. This is the first time in the event's 28-year history that this has happened, and with the other rallies struggling to attract less than half their normal amount of entries you have to ask yourself what the Dakar's got that the other rallies haven't - apart from me as their UK correspondent of course (just joking Mr Rallye Tunisie Organiser).

If I knew the answer to that I would be busy cooking up the next big rallye-raid event and hassling His Melbership for title sponsor's money. As it is I will be curious to see what size of entry is attracted to the all-new Hoggar Rallye organised by ex-Dakar 'grand fromage' Hubert Auriol, which kicks off in October '05.

The location of this all-new event? A quiet little country called Algeria. Suddenly Turkey is beginning to look very attractive indeed...



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# COMPLETELY RUTTED



**A**nyone considering buying a second-hand trail or enduro bike in recent times will (assuming they're all webbed up), have probably done some window shopping on eBay. Some may've actually bought a bike via this virtual auction room. A website that now boasts a turnover greater than the GDP of several sizeable nations.

## TBM'S SELF-STYLED DAVID HASSELHOFF HAS BEEN BAYWATCHING...

Indeed before Yamaha made me an offer I'd have been mad to refuse, I spent many hours scouring the site for an elusive low mileage CRM250 or DR350 in pristine nick with the improbably low reserve of £33.99, but life was too short to waste any more time chasing my fantasies. I already waste far too much time online. Time that could be spent reading a book, tidying my workshop or better still, visiting the pub.

However the recent experience of my friend Pete reinforced my cynical belief that as far as buying vehicles is concerned, the web isn't so much a digital highway as a digital cul-de-sac. Like many of us mid-life-crisis baby boomers, Pete is returning to dirtbikery after a 15-20 years hiatus, which is a bit of a worry because when we used to ride regularly together in the Seventies, he was seriously quicker and more fluid than I was and nowadays I can only take so much off-road humiliation. However Pete did at least have the

good grace to consult me on the perils of trying to buy a half-decent trailbike for less than a grand - a reminder of my own return to the fold three or four years ago.

My initial weary response that he'd be lucky to buy any more than a basketcase for that sort of money drew an enthusiastic endorsement of eBay, largely on the basis that he'd successfully bought an electric bicycle (don't ask) off the site a few months earlier.

Naturally I tried to steer him towards TBM's classified section or at least Bob Mullins' or Adrian Harris's websites where the chances of finding an honestly described dirtbike, if not one for under four figures, were rather greater than on eBay's pikey billboard. But Pete was a man in a hurry.

I did at least manage to convince him that a TT-R250 was one of the best ways to go on a limited budget because compared to the equivalent Hondas and Suzukis, they're relatively undervalued and a damn fine trailbike to boot. But as anyone who's tried buying on eBay will know, the process of bidding in a time limited auction is fraught with pitfalls, not least the conniving monkeys who wait until a minute or two before the deadline before ramping up the bidding. Although unlike a real auction, abandoning reason to compete for the prize is done without ever really knowing what it is you're bidding for.

Thus it was that Pete's TT-R, which stuck around the £570 mark for several days prior to the cut-off

point, eventually cost him some seven hundred quid in a frenzy of last minute counter-bidding and turned out to be not exactly the transport of delight he'd naively anticipated.

Alarm bells would've rung in my head when the vendor admitted that it made 'a bit of a noise' when starting up, suggestive of the TT-R's only known major weakness, a tendency to chew up the sprag (one-way) clutch mechanism at the end of the starter motor at high mileages, which in turn can cause much more expensive damage to castings and the clutch itself if not replaced. And on Pete's 1994, 17,000 miler it hadn't been replaced... But within 100 miles of his ownership it needed to be.

Suddenly looking at some four hundred quid to replace starter motor, sprag clutch, bearings and idler gears, Pete is understandably not a happy bunny, and although a cheaper fix is possible, ie machining and modifying the starter from a much more common FZ600 sourced from a scrapper, it's a pain in the bum and requires access to a precision lathe. (Of course as the bloke who persuaded him to go down the TT-R250 road in the first place, I'm now duty bound to assist, and if you're really short of bedtime reading I'll update you as to how we get on).

Of course the moral of this tale is obvious and well-known, namely 'buyer beware'. But underlying this is perhaps a more subtle lesson, namely that in our rush to embrace new forms of communication, we often forget the virtues of the old. A few lines in a classified ad printed on something you can hold in your hands may not be very sexy or cutting edge, but they oblige you to make a phone call and then, if that bodes well, a visit to inspect the goods. And somewhere along the line during the process you'll probably do a little research - which being an old hand at the bike buying

## MARK WILLIAMS

'AS ANYONE WHO'S TRIED BUYING ON EBAY WILL KNOW, THE PROCESS OF BIDDING IN A TIME-LIMITED AUCTION IS FRAUGHT WITH PITFALLS, NOT LEAST THE CONNIVING MONKEYS WHO WAIT UNTIL A MINUTE OR TWO BEFORE THE DEADLINE BEFORE RAMPING UP THE BIDDING...'

game, Pete hadn't lost sight of.

Nowadays of course any research might be done via Google and a dedicated website or three (www.TTR250.com would've been an ace place to start), but for reasons I can't quite fathom, as with tv shopping channels, eBay seems to suspend disbelief and natural caution because it's so bright, immediate and sexy. Rather like internet porn... or so I'm told.

I was talking about these dubious verities to a friend who publishes magazines that do little else but sell used vehicles, and he himself had much anecdotal evidence that eBay burnt so many fingers that his business was not in serious jeopardy, as many e-commerce gurus regularly predicted. But even those who are once bitten and twice shy are not alone in the large amounts of money they're prepared to spend on their passions, and when it comes to dirtbikery, we're more susceptible than most.

Pete's experience, if nothing else, compelled me to nervously tot up the bills I'd incurred since I bought my TT-R, a nearly new bike with just a few hundred test-bike miles on it, and the outcome was quite shocking.

Excluding fuel, I reckoned I'd spent a grand total of £612 over the year I've owned it, and that's without losing a sprag clutch and a starter motor to lazy maintenance. It also takes no account of clothing, tax, insurance or what I'd call non-essential accessories like tool bags or acquabacks which, if added would bring the total to twice that, or about £100 a month.

So we're fooling ourselves if we think trail-riding can be regarded as anything other than a rich man's sport. In just the same way that you must be away with the fairies if you're sure you'll save a few bob on the basic hardware by trusting those nice people who get rid of their problems on eBay. No, my advice is to stick to ink on paper... and just think how many impoverished old journo's you'll be keeping in inner tubes and chain oil...





S

o, there I am in the weekly TWO magazine office editorial meeting (an indispensable method of ensuring a half decent rag gets out approximately on time once a month) and, as ever, the search for fresh ideas relentlessly moves on. Of course, there aren't any new ideas really, as everything in the motorcycle magazine world has been pretty much done to death, then warmed over a bit and done again.

## WHEN WILL THE MAINSTREAM BIKE PRESS START TAKING ADVENTURE SPORTS BIKES SERIOUSLY, WONDERS ALEX...?

At TWO our core business is road bikes. Everything content-wise reflects that and while we include all bikes, there's a strong supersports bias that I (we've) always assumed in the mainstream press is what the bulk of the biking public wants to read about (though I'm sure as a TBM aficionado, you may disagree). But one subject came up in this meeting that made me think, quite hard, about the potential for our assumptions to be off-beam.

And that was? Two little words with many different meanings - Adventure Sports. The AS market is by far and away the sector currently showing the largest growth (up 41 percent so far this year) and BMW's R1200GS is leading the charge, outselling (by a fair margin) a lot of much more racy machinery.

Now, as a punter I'm really turned on by AS style bikes - which certainly wasn't the case up until four or five

years ago. But for the last three years I've owned a BMW GS Adventure (from new) and covered 25,000 miles on it, with some trail riding thrown in.

Could my waning interest in super-sports tackle (where newer is always faster/better) have coincided with an expanding love of off-roading, which blossomed about the same time? Don't know, but it seems like too much of a coincidence. And I'm not the only one so afflicted.

Most people I used to meet while trail riding had a road bike - in many cases a sports bike - tucked away in the garage for Sunday afternoon blasts. My gut feeling is that in many cases those sports bikes might now have been swapped for an Adventure Sports bike or something similar. Now here's the tricky thing - as a magazine editor, do I continue banging the sports bike drum, or should I think about the alternatives?

Last year I organised a road-test which changed my way of thinking; four of us rode an R1200GS, KTM950, Tiger and Varadero down to the South of France, did some light trails on them, camped out, had a hoot on some back roads and rode home again.

It was a great laugh and while two of those bikes have absolutely no off-road pretensions whatsoever, it made for a valid all-round test. But would it have made the front cover feature? Absolutely no chance. We used a Kawasaki ZX-10R knee down shot that issue. Yawn...

But this year I may well think again. Because obviously we'll do something similar but further afield and a bit more extreme (Dakar stage in Morocco

'LAST YEAR I ORGANISED A ROAD-TEST WHICH CHANGED MY WAY OF THINKING; FOUR OF US RODE AN R1200GS, KTM950, TIGER AND VARADERO DOWN TO THE SOUTH OF FRANCE, DID SOME LIGHT TRAILS ON THEM, CAMPED OUT, HAD A HOOT ON SOME BACK ROADS AND RODE THEM HOME AGAIN. IT WAS A GREAT LAUGH...'

anybody?) and I think that while magazine editors' egos might dictate what they *think* their readers want, collectively the mainstream bike press seems a little behind the times. So I'll be putting an Adventure Sports bike on the magazine cover for the first time. And about bloody time too. Sorry for the delay.

Of course, we have to consider that there might well be a backlash. 'Chelsea Tractor' syndrome, which sees monstrous 4x4s bought purely for image's sake, is a distinct possibility especially post *Long Way Round*, which has done wonders for the appeal of BMW's GS Adventure.

Mind you, image is the reason most people who own sports bikes buy them in the first place and many have no idea of their bike's true performance potential, or how to use it. Perhaps the same could be said of some KTM 950 or GS owners, especially those who've come from a road background without doing any off-roading at all.

Because as soon as you head off-road, you rapidly realise it's a whole new ballgame that you have to get on top of a bit sharpish, or else go nowhere. You don't really have to do that on the tarmac (other than to pass your test) and while a sports bike needs a modicum of skill to operate competently, it needs a lot to use its potential anywhere near its limit. But most riders are happy enough sat on the back twisting the loud handle a bit - which, to be fair is all you need to do.

On the rough, as we all know, that ain't the case and while, if you own something like a KTM 450EXC you might not necessarily get near its limits, you still need a good dollop of skill and experience to ride off-road at all. Much more so than the average road jockey, I reckon.

Happily this is where the growing popularity of Adventure Sports bikes might actually have a beneficial effect on the road riding population. If my theory is correct and if some of the people migrating from sports bikes have had off-road experience they'll be far more competent and skilful road riders as a result. Which has got to be good news all-round.

Having said all that, and going back to our editorial meeting, this point started an argument. Does riding off-road make you a better road rider? I can't believe it *doesn't* and everybody I know who rode dirt bikes as kids have turned

out to be demon road and track riders. It's simple, intuitive machine control learnt directly and safely from an early age.

And while everything you do on a dirt bike transfers (more or less) to a road bike, it's a one-way street. There's nothing you can do on a road-bike that will make you into a better dirt bike rider.

One of the lads at TWO - who's a very good and fast (natural) road and track rider - simply didn't believe that riding off-road would make him

any better. I, of course, think he's wrong. But then he's had no off-road experience up until now, though that might change after our discussion... I'll be sure to see to that.

He, like the vast majority of people riding on the road today, would vastly benefit from getting on the loose stuff occasionally, and learning a bit more about machine control in varying conditions - and how altering your body positioning can make such a difference to the way a bike behaves. Maybe, just maybe, as the market changes, more and more people will do just that.

And as it changes, so too might the mainstream bike press. Not before time too...

'MANY PEOPLE I USED TO MEET TRAIL RIDING HAD A ROAD BIKE - TUCKED AWAY IN THE GARAGE FOR SUNDAY AFTERNOON BLASTS. MY GUT FEELING IS THAT IN MANY CASES THOSE SPORTS BIKES MAY NOW HAVE BEEN SWAPPED FOR AN ADVENTURE SPORTS BIKE OR SOMETHING SIMILAR...'



# GIRLS ALLOWED!

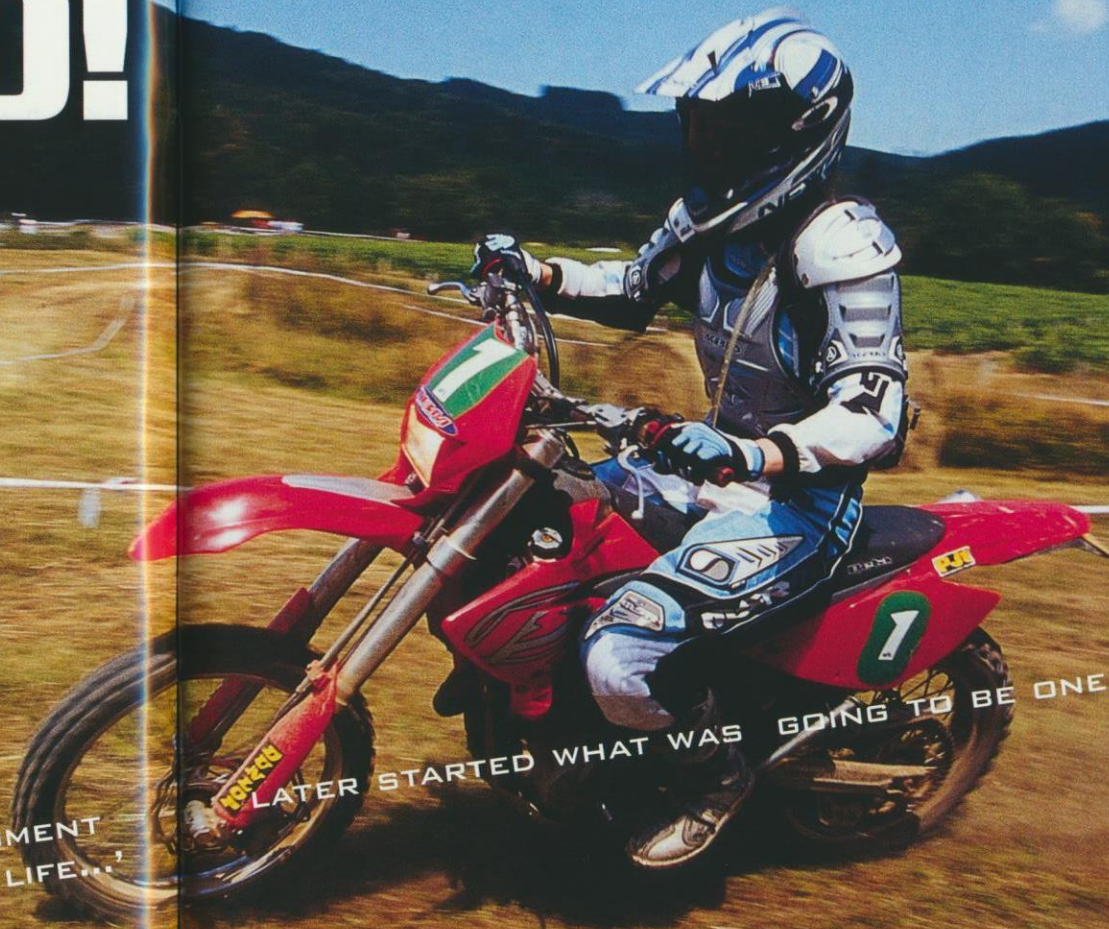
WORDS: MEL FALCONER; PICS: SI MELBER & BRUNO TOMEI

*Tired of playing with the boys back home, Mel heads to France for some serious girl on girl action...*

**B**lack lacy hold-ups, tiny tight faded denim shorts and red motocross boots - no, not Jordan's latest headline grabbing outfit but the official promo image for the 2005 French Endurose event. But then again as the name kinda' suggests, this enduro is '100 percent féminine' and so I thought I'd kill two birds with one well aimed stone and enter my first foreign event with, well, all the other birds.

'I GAVE THE THROTTLE A FEW BLIPS, AND A MOMENT THE TOUGHEST THINGS I'VE EVER DONE IN MY LIFE...'

LATER STARTED WHAT WAS GOING TO BE ONE OF





# GIRLS ALLOWED!

Mel hustles the Beta around one of the special tests...  
Right: signing on and scrutineering...



The Italians brought a team of 23 lady riders!

plate, ahead of the French, Swiss and Italian female enduro champions. Time to sink or swim then...

## Material Girl

I now desperately needed a bike that would be more worthy than me of sporting the top plate and one that at least I could pilot with some confidence, so a 250cc thumper was the preferred weapon of choice.

Knowing the French penchant for all things blue or orange I wanted something a bit different to the madding crowd.

One phone call to Beta importers John Lampkin and a lipstick red RR250 was mine for the week. So why choose what is essentially a KTM in disguise? Well, the SOHC 250EXC lump may be not the most inspiring of powerplants, but the Italians

My first inkling that this 'endu-' wasn't going to be all that 'rosy' came with the Frog-anglais press release: 'It is now official - 102 girls are registered to the 2005 edition of Endurose Lazer, among them 23 Italian, seven Swiss, and one English girl crossing the Channel!'

You see, apparently I had caused quite a stir, as I was the first British girl to enter... ever. And then the killer blow was dealt a couple of days before the race when I found out I had been awarded the dubious honour of the 'numéro un'





Special tests were easy.  
The course, however,  
was not...



PROGRAMME OFFICIEL



spéciales  
er finale

**'AS I TURNED OFF THE ROAD, A STEEP TWISTING CLIMB, LITTERED WITH BOULDERS THE SIZE OF SMALL FOOTBALLS AWAITED ME...'**

have made a pretty good chassis that carries the motor in more ways than one. Plus although the styling isn't quite to everyone's taste, I personally think it's a bit of a looker with its lashings of machined ally and in-yer-face scarlet plastics.

So decidedly bleary eyed and blowsy tailed, me and the Ed set off at five am for the long drive south to Beaujolais in France.

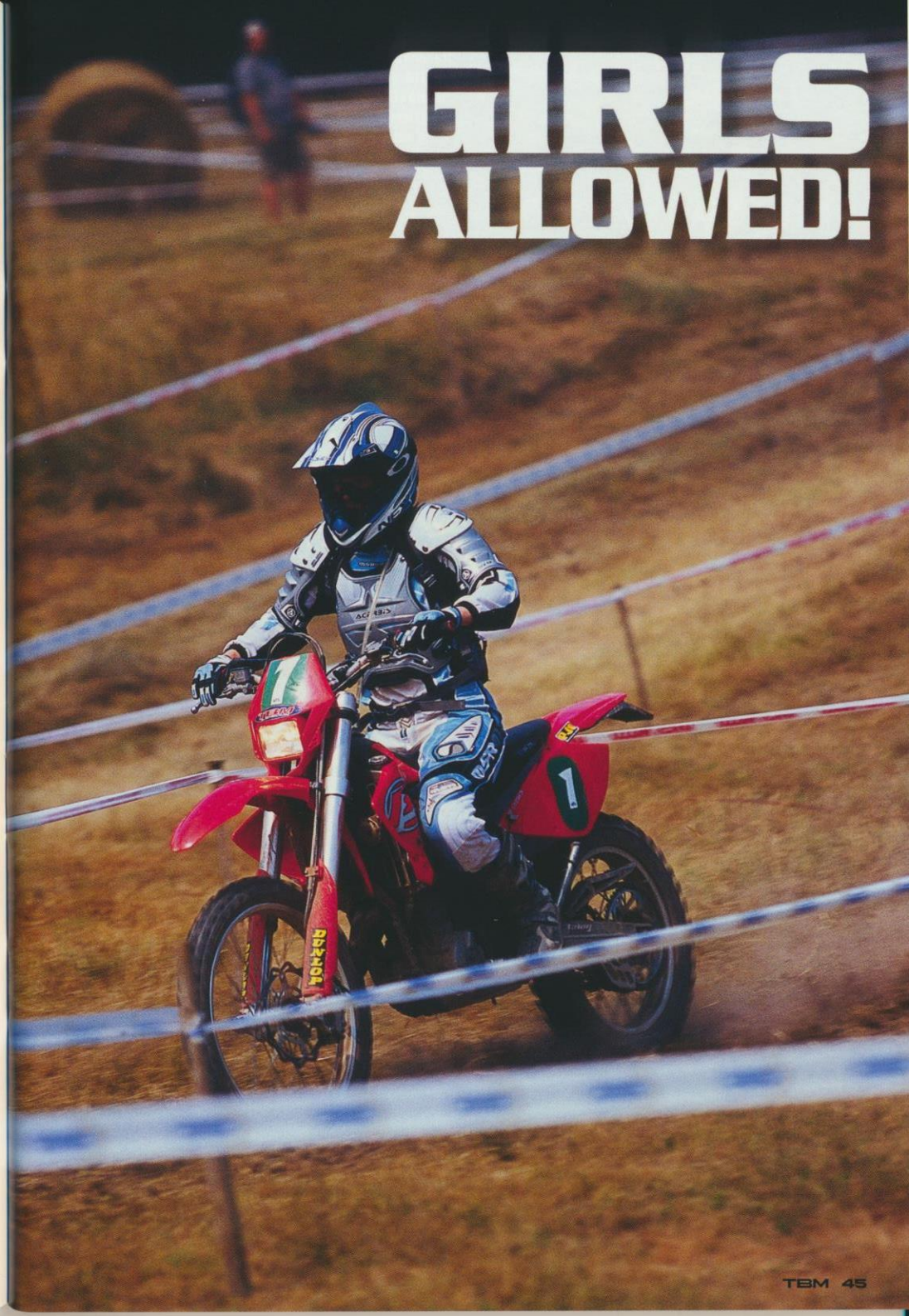
A pretty region just below Burgundy, Beaujolais is better known for its 'fresh, fruity but sometimes rather simple' red wines - just like me then really.

Now I'd just like to make clear why Si had chosen to accompany me on this particular occasion. His perfectly reasonable explanation was that he was the only one in the office who can manage to say more than 'trois bières s'il vous plait'. Of course, the presence of more than 100 sweaty babes riding dirtbikes didn't have anything to do with it. Oh no.

### Fat Bottomed Girls

By the time we got down to Beaujeu, the sleepy little village where Endurose was being hosted, it soon became apparent that as well as having to

# GIRLS ALLOWED!



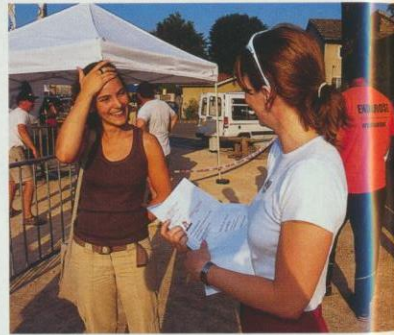




Italian rider Maria-Theresa Pegoraro (125 Husky) lets it all hang out in the special test



ON THE MOVE AGAIN AND THE TERRAIN WAS RELENTLESS, ROCKS EVERYWHERE - POKING THROUGH THE GRASSY TRAILS AND STICKING UP THROUGH THE STREAM CROSSINGS...



# GIRLS ALLOWED!

deal with the scorchio weather, there was plenty of hot competition too. With the event attracting the likes of 22-year-old Ludivine Puy, the highest-placed lady finisher in this year's Dakar Rallye, and 21-year-old TM Racing factory rider Alice Geneste, I was in the company of the crème de la crème of female enduro riders. But working at TBM Towers I'm pretty used to getting thrown in at the deep end, so I dutifully signed up for the tougher 'two lap' schedule (actually four circuits of the course as each 'lap' consisted of two loops) and received a red rose and a bottle of Beaujolais for my troubles, so not a completely wasted trip then... My racing itinerary consisted of a morning session of two 40km loops and two runs through the special test. The

afternoon was another two 40km loops of a different route plus two more specials and an MX-style finale. While Si fettle the little Beta I went off in search of some green backgrounds and a few of the coveted *number one* stickers, and it would be fair to say it didn't do much for the Olympic-sensitive Anglo-French relations that ze English girl had arrived without her lone numbers proudly displayed on her bike. Oops. After a successful scrutineering I checked my start time, which was (first away) at 9.00am the next day. I was also starting on my own, so didn't even have the luxury of anonymity that my fellow competitors could've provided. Damn.

**Who's That Girl?**  
Sitting on the start line at 8.58am being bigged up by the local commentator (at least I presume he was saying nice things about me) and the nerves

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Good Air Day: Audrey Rossat (250 Gas) just missed out on a podium place...



# GIRLS ALLOWED!

were intense. I had been quite worried by the Beta's choke knob as you needed James Herriot's reach to get at it, so I opted for no choke and prayed it would start.

As the buzzer sounded, I fired up the 250 Beta, gave the throttle a few blips and a moment later, I started what was going to be one of the toughest things I've ever done in my life.

What I hadn't realised is that riding in France is completely different to riding at home. Not only is it generally that much hotter, and therefore more debilitating, but the terrain is vastly

dissimilar too. This particular area is very hilly and rocky and as I turned off the road a very steep, twisting climb littered with boulders awaited me. Even though I had ridden rocky pistes in Morocco before now - this was far harder. Trying to keep the revs up and not falter was key to conquering this hill but I got thrown off-balance by the front wheel hitting a rock near the top and down I went, the first of many tumbles that day.

## Off The Road (Part Six)

**A little over a year ago Mel had never ridden off-road. Last month she completed her off-road 'training' with one incredible week in which she rode enduro, MX and trials...**

**M**ulti-tasking is a skill that only those in possession of two X chromosomes have, so competing in an enduro, riding MX and indulging in a spot of feet-up foolery - all in the space of five days - should be no problem for my superior genes!

But even though I can simultaneously answer the TBM bat-phone, type witty forum ripostes and throw sharp objects at the boys when the office banter degenerates into crude banality (usually by about 9.01am), switching between three very different off-road disciplines is somewhat trickier.

I started off with what I thought to be the easiest option - enduro, in the form of one of the Wirral Off Road hare scramble events.

The fact I was riding a couple of tiny trials brought a smile to most people's faces on the day but sadly not mine. This wasn't the little CRF230's or the AJP200's fault, as the fast and flowing course didn't exactly make for the best riding experience aboard the pair of pint-sized performers. Still, I did manage a finish.

And on the plus side I was feeling quite fresh at the end of my 1.5-hour race, rather handy considering my next challenge was

Sweating profusely (no glowing going on here I'm afraid) I picked myself and the RR up and then had to wait an eternity for the thing to start up again. Despite pulling in the hot-start lever and putting it into neutral the Beta refused to cough quickly into life on the button. Through trial and error I found that the quickest way to get it going again after a spill was to ignore the hot-start, gun the leccy start button and pin the

going to be a little more arduous - riding TBM's staff KTM 400EXC at Golding Barn motocross track in West Sussex the very next day.

For those of you who didn't see our Christmas issue last year, Golding Barn was where the Ed got to practice his forward somersaults - in preparation for the 2012 Olympics of course - while in charge of a sidecar outfit.

So you would've thought I'd have taken heed of Dep Ed James when he warned me that the track was still a little slippery.

But seeing as I never listen to anything at all Calamity James tells me (I'm a woman after all), I managed to execute a near-perfect slow motion highside on an uneven downhill stretch in full view of the pits on my first lap. As I rather painfully picked myself and the tattered remains of my dignity off the floor (luckily escaping with just a barked shin and a few bruises), James was also on the floor - rolling around with laughter. Apparently it had all looked very spectacular, although I had the last laugh as smudger Jimbo failed to catch any of it on camera. Doh!

Thankfully that was my only crash of the day and as I clocked up lap after lap, I really started to gel with the middleweight Katosh, getting faster each time round the circuit. By the end I had even sorted out a couple of problem areas like a tricky hairpin and steep faced tabletop, much to my delight. The 400 was pretty smooth and the only gripe I had with it was the bad headshake when gassing it hard over a bumpy straight section.

After two full days of fun (unheard of at TBM Towers) it was back to riding the keyboard, but soon it was time for my final task - trials. Having made my off-road debut a year ago aboard the Ed's Gasser TXT I hadn't really ridden any tri- allers since so it was fair to say I was rusty. I needn't have worried though as I was under the watchful eye of Dakar rider Patsy Quick, and with her patient tutelage I was soon scrambling up muddy banks and disappearing headlong into the undergrowth - some things never change!

But strange as it seems, I just couldn't get my head around leaning out in the opposite direction

throttle - worked every time.

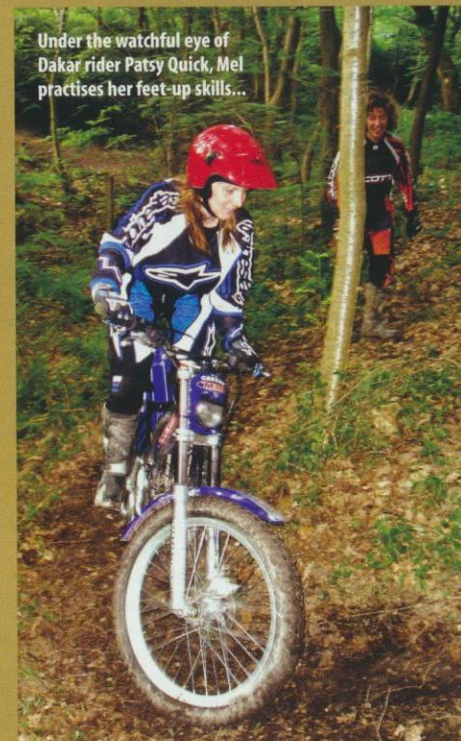
On the move again and the terrain was relentless, rocks everywhere - even poking through the grassy trails, punctuating the woods and sticking up through the stream crossings. You name it, the rocks were there. And giving my poor wrists a very painful workout, not to mention the excruciating arm pump - welcome to the world of international enduro racing.

to where I was turning, something I have no problem with on a regular dirt bike but struggled with on the slower trialler. Weird.

Having tried three very different flavours of dirt riding in such a short period of time I can definitely say each has something to offer - trials makes you focus on throttle control, balance and slow-speed manoeuvring (something I really need to improve on), MX practice provides plenty of jumping opportunities and a chance for speed, whilst enduro racing helps with the stamina.

But despite all this practice, it looks as if my genes didn't really give me the headstart I had hoped for - or maybe it's just a case of X+Y really is the perfect equation...

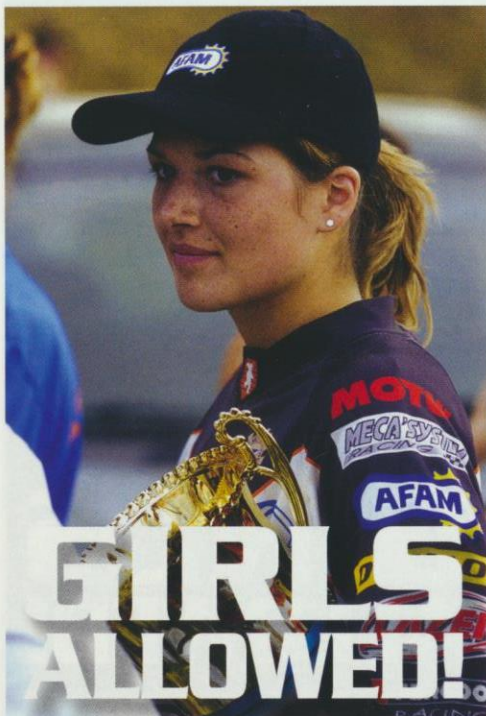
Under the watchful eye of Dakar rider Patsy Quick, Mel practises her feet-up skills...











my bike had suffered the curse of not one but *two* blown fork seals - the oil pouring out all over the front stopper. No more brakes for me then.

But it wasn't until we got back to the UK and examined the Beta more closely that another, much more worrying problem was discovered. A collapsed front wheel bearing had played its part in me struggling to get the bike to corner predictably in the second special test.

Knowing that, did make me feel a bit happier about the fact I had failed to finish the full event, therefore scoring an ignominious 'Abandon' in the official results. But if I had entered for the one lap class then I would've scored a finish. Ah well, I guess you live and learn...

But for all its issues on the day, I did actually really enjoy riding the 250RR. Its excellent chassis (quite different to the KTM I'd ridden the week before) is its *coup de grace* and for enduro racing the combination of profiled seat and high bars make this by far the easiest bike to dominate that I've ridden out of the 250 class so far. The plastics are pretty well indestructible too - I managed to bend both front and rear fenders like a banana and they didn't even mark, let alone snap.

So will I go back next year? You betcha' - although I reckon I'll get given the number 100 plate this time...

## The Beta Generation

This is the first proper year for Beta's new range of RR enduro bikes which arrived on the scene at the end of 2004. Built near Firenze in Italy (and not Spain - as one UK off-road publication recently claimed!), Beta's RR250, makes a credible alternative to KTM's least-loved four-stroke enduro bike - the 250EXC Racing. Despite being powered by the same 75x56.6mm, sohc, electric-start lump, The Beta somehow manages to make the most of the KTM's limited horsepower. It does this by having a chassis which is firmer, more stable and yet practically as chuckable as the KTM's thanks to some high quality suspension (utilising a linkage at the rear) and a great (forward mounted) riding position.

In terms of the integrity of the new product I think it's fair to say that the Italians haven't quite been able to match the Austrian marque for build quality (yet), even if the Beta does exhibit some clever design and nice detailing.

But what the Beta manages to do is provide a sharp-suited alternative to the KTM EXC. One which picks up on some of the orange

bike's obvious weak points (such as brakes, stability etc) and then significantly improves upon them.

How popular the Beta will prove to be with British buyers remains to be seen, on the other hand the combination of Italian styling and Teutonic engineering is definitely an enticing one. Look out for the Beta RR250, it's a very capable little dirt bike...

### BETA RR250

<b>Price:</b>	£4995 + otr
<b>Engine:</b>	249.6cc, SOHC, 4-valve, dual-start, 6-speed, (KTM)
<b>Bore/stroke:</b>	75 x 56.6mm
<b>Susp F/R:</b>	45mm Marzocchi (290mm)
<b>(travel):</b>	Linkage Sachs (300mm)
<b>Brakes F/R:</b>	255 / 240mm
<b>Seat height:</b>	940mm
<b>Ground clear:</b>	320mm
<b>Wheelbase:</b>	1490mm
<b>Fuel capacity:</b>	8.5L
<b>Weight:</b>	123.8kg

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**TBM reader Duncan Buck can afford to ride any dirt bike he wants. Unfortunately nobody actually builds the bike he really wants, so he set about building it for himself. TBM arranged to try out the special he's created...**

**T**here's no mistaking Duncan Buck's bright yellow YZ265 Enduro. Daubed in classic Yamaha speedblock yellow with Bob 'Hurricane' Hannah graphics, it harks back to a golden age when the TBM team wore their sideburns long and two-strokes ruled the roost. But though the bike's graphics may have a retro theme to them, practically everything else about this bike is 'of the moment'. It's a bike which unashamedly utilises all the accessories and gizmos currently available in order to transform a hard-hitting motocrosser into a crushingly competent enduro bike.

The machine itself started life as a 2005 Yamaha YZ250 MXer - that's the brand new alloy-framed version (if you hadn't already guessed) which Yamaha released earlier this year. Duncan chose the Yamaha for a number of practical reasons; firstly because he's a fan of Japanese machinery and Yamahas in particular, and he knew that the bike would be strong enough to handle the modifications. And secondly because he knew that there's a well-established after-market trade (particularly in the US) looking after owners who want to carry out this sort of transformation.

But why a two-stroke in particular, I asked

# BIG BUCKS



# BIG BUCKS

Right: There are trick details everywhere you look...



him? 'I suppose I was fed up with four-strokes and wanted to return to the purity of a stroker... My previous bike [A Honda CRF305 - see sidebar - Ed], didn't quite offer the sort of torque I was looking for, and I thought I could find that in a two-stroke...'

## Buck's Fizz

So what exactly has Duncan done to his bike? Well, before you assume that this is simply a toy which has had a whole pile of money thrown at it, bear in mind that Duncan has carried out most of the work himself - bar the obvious machining.

He's done it because he's a self-confessed bike-nut, who likes nothing better than spending his evenings pulling things apart and working on them. And although his garage may be slightly larger than average (it's big enough to hold 14 cars!), his commitment to the sport is just the same as every other regular dirty enthusiast.

So starting with the YZ's engine, all of the

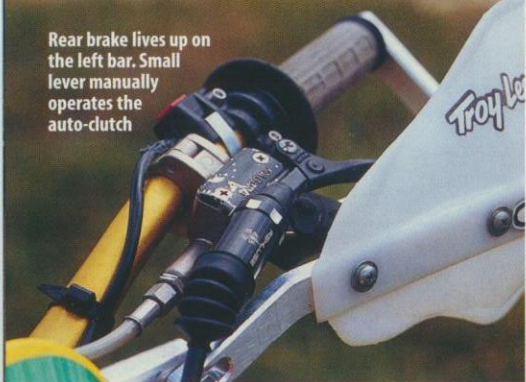
modifications he's carried out have been done with the aim of trying to tame the YZ's prodigious power output. To begin with Duncan had the barrel hogged out to 265cc slipping in a 70mm piston with the standard 72mm stroke - which along with some machining of the internal crankcases (to make them slightly larger to help improve crankcase capacity and thus lower the internal pressure) has had the effect of improving the bike's torque. On top of the bigger barrel sits a VHM head with interchangeable inserts which allows Duncan to use a slightly lower compression ratio than Yamaha originally intended.

The YZ's carb has remained standard, but Duncan added a V-Force reed block and spaced it back 10mm - again with the intention of gaining torque by lengthening the inlet tract.

Meantime there's a Provini power-valve governor fitted (on the right side of the engine) which allows him to adjust the speed at which the YZ's power-valve opens - on his bike this has been set



Rear brake lives up on the left bar. Small lever manually operates the auto-clutch



**BIG BUCKS**

to almost fully damped (ie slow opening).

The exhaust gasses exit via an FMF SST pipe - the fourth pipe he's tried in order to find something suitable for the reworked engine. 'The original exhaust felt the most lively' he reveals, 'but that wasn't what I wanted, so I removed that one and fitted an FMF Fatty which worked pretty well, but I still wasn't 100 percent happy with it. After that I tried a DEP pipe but that was a bit too MXey for my liking, so finally I've fitted an FMF SST which arrived by courier this morning - which I'm confident will be the best so far.'

Duncan confessed that he'd also tried experimenting with a Steahly flywheel weight but found that it offered him no discernable advantage: 'you still got the big hit' he says, 'but now it happened a few hundred rpm further up the rev range...'. Instead he settled on an E-Line (200W) generator. Not only does this provide more than enough current to power the Acerbis head and tail lights necessary for entering the bike in proper enduros - like this year's Wesh Two Day - but much more importantly the magnetic drag created by the generator coil spinning within a bracelet of chunky electro-magnets has a much greater effect on calming the crank, and crucially works at all rpm.

Naturally this meant fitting a wider (E line) billet alloy generator cover, which in turn meant bending out the gear-lever and filing the back of it to gain clearance on the new case cover.

An important little detail and one which demonstrates Duncan's bike has been built for riding and not posing on.

### Bucking the Trend

But perhaps the biggest change Duncan has made to the bike's powerplant is to fit a Rekluse semi-automatic clutch. For those of you not familiar with these items, they effectively replace the manual clutch with a centrifugal one (a bit like you get on scooters and small go-karts). So at tickover (or without the engine running), the bike is effectively in neutral no matter which gear is selected, and you can push it along as if you had the clutch pulled in. But open the throttle with the motor running and as the revs rise, centrifugal force pushes the clutch plates together and you get drive. Unlike scooters and go-karts of course, you still have a manual box which allows you to select the gear you want to use (clutchlessly), and because this is a race bike, the take-up has been set so that it comes in pretty sharpish - none of that pushing along with your

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feet to get this baby going, simply open the throttle and 'WHUMPF' the bike takes off.

Like many other owners who've fitted their bikes with a semi-auto clutch, Duncan has elected to add a (hydraulic) manual clutch lever override (using a Magura hot-start lever on the top of the left bar) which allows him to declutch at any time and also lets him feather the progress of the clutch where necessary (for instance when spinning the bike around in a tight space).

And without the necessity for a full length clutch lever in its conventional position, he's also opted to remove the rear brake pedal from down near your right boot, and instead brought it up onto the left bar - pushbike style. Interestingly, because he opted for a hydraulic Magura lever set-up which was actually designed to be used (originally) as a clutch master cylinder (rather

than a brake one), he had to have all the internal seals changed in order that the system could run Dot4 fluid which can cope with the heat generated by braking - clutch fluid can't!

Of course the other great advantage of a 'clutchless' set-up is that it has the effect of slightly taming the hit of the motor as there's a small amount of clutch slip as the clutch engages and takes up the drive - and a slight delay in full power arriving. This allows you to forget all about controlling the clutch (very unusual on a two-stroke) and simply get on with riding.

### **Buck Rogers**

That's all the engine work taken care of (aside from a two-stage, switchable, programmable ignition which can be altered via the red switch on the right hand bar which allows you to choose

between a stock ignition map and a slightly retarded one); so let's move on to the chassis and cycle parts.

Obviously the alloy frame has been left well alone except for the fitment of a WER steering damper, which Duncan reckons isn't quite as good as the Scott one fitted to his previous bike. And staying top-side of the bike for a moment, there's a pair of Pro-Taper bars fitted with Cycra Pro-Bend handguards, 'an absolute must' he remarks. The Pro-Tapers are held in place with a set of RG3 clamps which allow for a rubber-mounted, (optional twin-position) bar set-up to help eliminate some of the angry vibes of the two-stroke YZ.

Moving further back along the bike, there's a beautiful handmade GMX alloy fuel tank which despite its enduro-friendly ten litre capacity,

appears only fractionally larger than the standard 7.5L YZ set-up. Behind that sits a One Industries gripper seat (with matching One Industries graphics for the rad-panels) and staying with the rad panels for a moment, Duncan has converted the bolt-on plastic rad-guards into quick release items using a single rubber bungee across the front of each. A small but important enduro mod which allows him to quickly clear a blocked-up radiator at the end of a grassy special test, say.

Naturally the stiffly-sprung stock MX suspension was removed and replaced with an Ohlins set-up front and rear (from MH Racing), specifically valved for enduro use. And while the rear Ohlins shock features both high- and low-speed compression damping, it's the front forks which are the most interesting. Because tucked away behind the headlight is a pair of remote air-cells



# THE BUCKS

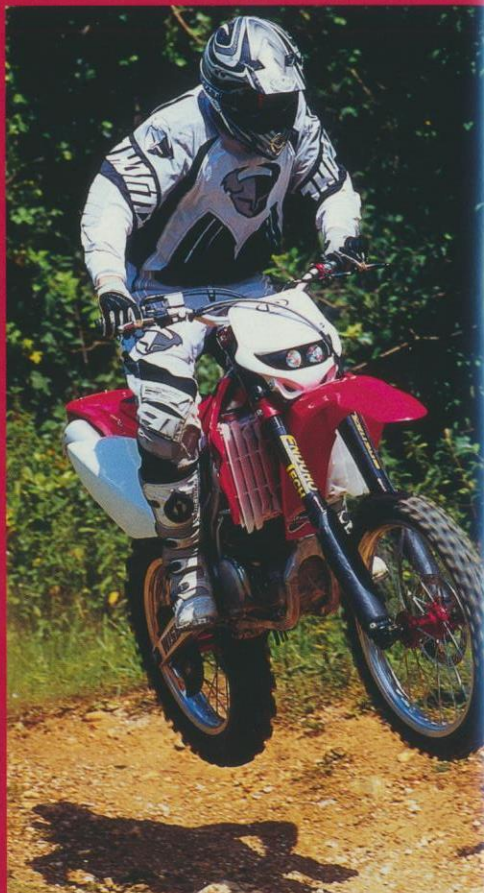
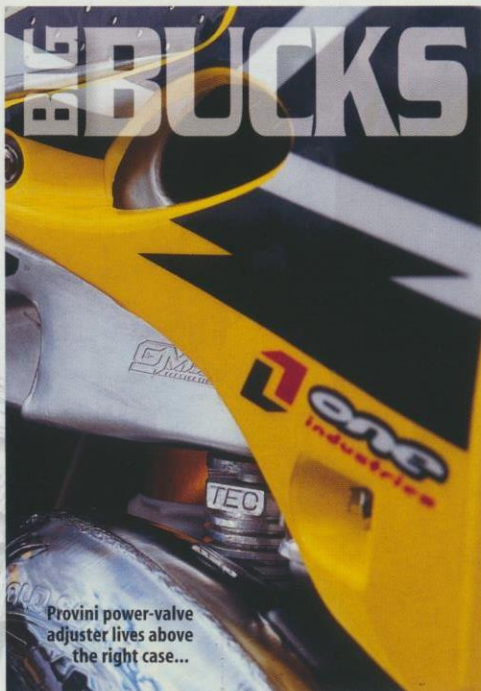


(much like the remote reservoir on a shock, albeit in this case filled with air at atmospheric pressure, rather than pressurised nitrogen). These have the effect of adding extra volume to the fork legs to increase the suppleness of the forks and should also help improve fade-resistance. On top of each of these units (which are about half as big again as a shock reservoir), is a small rubber covered button, which operates a Schrader valve allowing you to release any pressure build-up within the forks. Very trick.

At the gritty end, the wheels were built by Haan Racing using Excel rims (an 18in rear is fitted in place of the YZ's stock 19, complete with a Wave rear disc), and these are laced to Haan Racing alloy hubs with Michelin bib-mousses providing puncture resistance.

Finally there are the last few details which don't really fit into any particular category. Items like the PivotPegz, the TrailTech sidestand, the E-line carbon bashplate and carbon chainguide: 'incredibly strong and virtually indestructible' claims Duncan, the Acerbis plastics and the titanium fixings (complete with drilled washers!).

And the cost of that little lot..? Well let's just say that on top of the four-and-a-half-grand of the original bike, Duncan's spent about another six or so. 'I stopped counting when it went over ten grand' he says ruefully, 'but I've spent quite a bit more on it since then.'

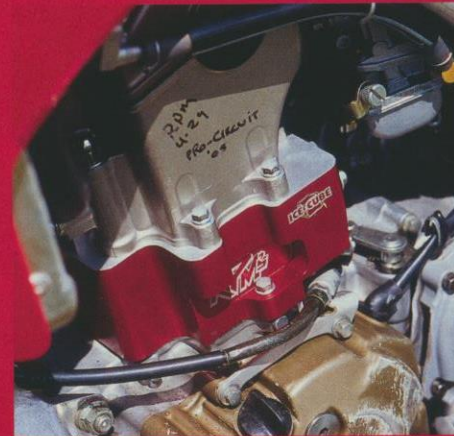


### Uncle Buck: Here's one he built earlier...

Before he got all tangled up with the latest project YZ, Duncan Buck decided to see what he could do with one of Honda's amazing little CRF250Rs. Naturally enough it didn't take long before the CRF had the 'big cube' treatment, though in this case it came about by the fitment of an RPM Ice-Cube barrel and a re-worked crank taking the motor out to 302cc.

In addition to the engine work, this earlier bike displays all the hallmarks of Duncan's handiwork: braceless Pro-Taper bars, GMX oversize rads, Pro-Circuit clamps, Haan wheels, Braking rear caliper, Pro-Circuit pegs, Marzocchi Shiver forks, Ohlins shock, Boyesen water-pump cover, Works Connection clutch perch, FMF pipe etc. And a quick spin on the Honda reveals that it feels like no other CRF250R I've ridden. Despite the extra capacity, this thing thrives on a diet of

I think you'll agree that's a tidy-looking CRF250R...



revs, and charges far harder than you'd expect it to. Oddly enough it doesn't feel amazingly torquy, but it does feel fast - particularly for one of these things. 'It works best in a straight line' says Duncan, 'blasting corner to corner on an MX track. But as an enduro bike it's a bit flawed' he admits.

Like the Yam, Duncan says he'll never sell the Honda because 'it owes him too much money', adding that 'It'll probably end up in my museum of dirt bikes.' That's a museum I'd definitely want to visit...



## Star Bucks

So what's it like to ride then...? To be honest it was bloody awful. It handled like a bag of sh... I'm joking. I had a feeling I was going to like this one, and... I really did - once I'd got my head around the general clutch weirdness. I've ridden auto-clutched bikes before (eagle-eyed readers may remember a semi-auto CRF450 I fell off a lot, back in 2003, and grey haired readers may even remember the automatic Canadian Rokon we tested back in the good-old black and white days - powered by a pull-start snowmobile engine. I still have nightmares about that one!). Anyway, I digress, Duncan's heavily modded YZ feels more like a good rounded 300 than a ballistic 250 - because of the additional torque he's found, and also because of the way that the clutch feeds the power in. Messing around in our riding area for the photos, I discovered that it's a cinch to ride slowly because it never, ever stalls, and your only concern is steering it and choosing the correct gear ratio. Oh, and stopping...



Because there's that heart-thumping moment when you first go for the back brake with your right boot and discover to your horror that it isn't there. And secondly because auto bikes feel like they're continuously being driven forwards - even when you shut the throttle. So you need to use quite a bit more rear brake than normal, and of course you're using your left hand which isn't quite as strong. Well mine isn't, anyway...

But once you get your head around that, then you soon discover a world of easy riding and amazing tractability. All helped by rapid gear changes and excellent hook-up thanks to the way the clutch works. And while this bike is ever so easy to trickle around on, that wasn't what it was designed for.

Earlier in the day I'd had a chance to rip the thing around our test track a bit quicker and what I discovered was that despite all the engine-calming work, the lowered compression, altered ignition map, and big generator... when you open that throttle, the YZ thunders towards the horizon like a meteor shower. That's the nature of a big-bore stroker. It can be docile at low revs and a real animal when you tweak its tail. Presumably that's exactly what Duncan was looking for.

## Buckaroo

I was slightly less happy with the suspension - well the front suspension to be precise, the rear felt fine. Although it worked better as the speeds increased, I felt it was still a little too choppy for my liking at lower speeds, though this may be as much down to personal preference as anything else. Duncan prefers a hard fork... me, I prefer it the other way round. But at the end of the day, you have to remember that this is a bike he's built for himself and his own riding style.

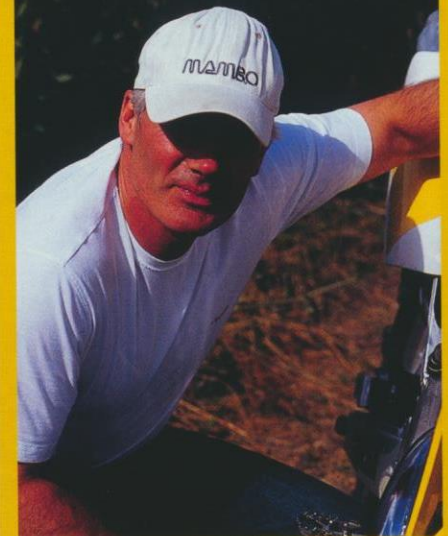
The rest of the handling experience from the ally-framed YZ was what you'd imagine - swift but secure around the turns (it felt much more planted than an EXC for example), though just slightly bigger than I'd imagined it would feel.

As for the auto-clutch and bar-mounted brake. Well you do soon get used to the luxury of being able to brake late in right-hand turns, and you never have to feather the clutch on the way out of them. And don't imagine for one moment that *that* means a slipping clutch sensation: tweak the throttle and the YZ will light-up its rear tyre no problem. No matter how much grip there is...

## Buckminster Fullerines?

I'm still undecided whether I'd personally opt for an auto-clutch on one of my own machines, particularly if it was a stroker, because there are times when you need to dip the clutch (to gain revs) and drop it again almost instantly to pick

Duncan Buck: 'It's a shame none of the Japanese factories are making enduro two-strokes any more...'



## Lucky Bucker

41yr old Duncan Buck looks a bit like a young Richard Gere and is a self-confessed petrolhead. With a background in finance, he's always been able to afford the toys he wanted. A garage which once included no less than three Porsches (two Turbos and a 959), as well as an original 427 Cobra, now makes room for his impressive dirt bike collection including an example of the world's most expensive production dirt bike: Husky's carbon-wrapped TE510 Centennial.

But Duncan is no part-time polisher. He races as often as time permits and this year secured a gold medal in the clubman class at the Welsh Two Day aboard his remarkable Yam, and plans to ride it in the ironman class in the forthcoming TBM Dawn to Dusk.

So what's next for his workshop, I ask? 'Well believe it or not I'm thinking about a KTM 640 Adventure R or a BMW HP2', he says. 'I want a bike I can ride ten or twelve thousand miles on.'

But isn't the problem with either of those that you aren't going to find many aftermarket parts available, I ask him?

'That's the reason' he replies, 'it's just the challenge I'm looking for...'



up the front wheel - for instance when switching ruts from a standstill. And although the manual clutch over-ride let's you *sort-of* do this, it doesn't offer quite the same level of fingertip control as you get with a conventional clutch (as it still feeds through the auto).

On the other hand an auto-clutched bike is much less tiring to ride, and stalling becomes a thing of the past. Clutch aside, the rest of the bike is pretty amazing. Even ignoring the drop-dead gorgeous looks for a moment, you can tell that a lot of thought and development has gone into this thing. Before we started, Duncan told me that each of the developments with the bike have been tested out one by one, and those which he wasn't

happy with, were subsequently dropped.

For sure it's been a labour of love - and a costly one at that. But then the best things always are. You show me a dirt rider who hasn't made some sort of modification to his or her machine - in any shape or form - and I'll show you someone who has yet to discover the joys of internet shopping.

At the end of the day this machine represents one man's obsession with getting to ride just what he wanted, so I'll leave the final words to Duncan.

In describing what it's like to ride his Yamaha in a race he sheepishly admitted 'It's a bit like cheating really...'

I couldn't have put it any better myself...



**BIG BUCKS**

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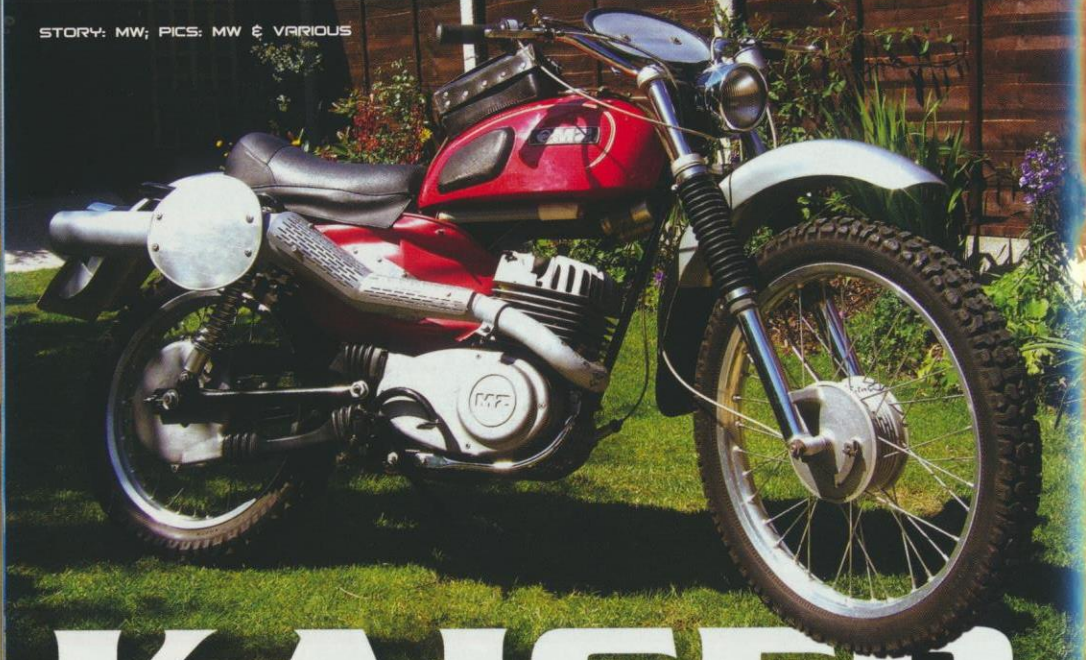
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# KAISER CHIEFS

**Mark Williams tells the story behind one of the most successful 'enduro' bikes of all time...**

**T**he very first bike featured in From the Archives was an eastern-bloc racer that took few prisoners: the legendary 350 Jawa. But even more successful in terms of its prowess in International Six Days Trials was a smaller capacity machine, also built behind the iron curtain, the much underrated MZ 250ETS - better known as the ISDT.

Like Jawa, the MZ marque is best known in this country for a range of sturdy, low-cost but distinctly unexciting two-stroke commuter bikes -

and whilst this accounted for their minimalist price tags, it also meant that they relied on ancient and simplistic designs.

In fact, although constrained by a lack of quality materials and machine tools, MZ (which took its name - or rather its initials - from the old DKW factory [Motorradwerke] in [Zschopau] it occupied after the war), had a trump card in the shape of post-war engine designer and race-shop manager Walter Kaaden. A modest man but a genius at wringing the most out of the limited

resources given him by the communist government, Kaaden's 125cc disc-valved, 6-speed road-racer produced - for the time - a stunning 25bhp at a screaming 10,800rpm, and housed in a light but conventional chassis, the little MZ proved highly successful in international competition.

Podium regulars such as Luigi Taveri, Garry Hocking and Mike Hailwood forsook their Ducatis and MVs to ride the blindingly quick and surprisingly robust little MZ 125s, and the brilliant factory rider Ernst Degner, who assisted Kaaden in developing the bike, eventually defected to the West taking with him many of the secrets, and perhaps even the blue-prints that helped Suzuki kick-start their own disc-valve race programme. Indeed it's said (though perhaps apocryphally) that Suzuki actually helped orchestrate Degner's defection, and certainly the Japanese factory's disc-valve designs were remarkably similar to Kaaden's and went on to dominate two-stroke racing for decades.

However Kaaden was far from a one-trick pony, for as well as the road-racer, he was responsible for a range of 123cc, 143, 173 and 243cc conventionally piston-ported engines and even a flat-twin 350cc shaftie, the BK350, that owed not a little to BMW. All of these engines powered bread and butter roadsters which sold well in a country where few could afford cars. And some of them even found their way into trials bikes that, at least in eastern-bloc countries, proved almost as successful as Kaaden's road-racers. And as long ago as 1956, MZ had a crack at ISDT competition, offering full factory support to privateer Walter Winkler when the event was held at Garmisch-Partenkirchen over the border in West Germany.

The following year MZ attacked the event in earnest with a proper works team and won a gold and a silver medal, followed by a brace of golds in 1958 and four in 1960. As was the case with many of the bikes campaigned in those simpler times, all of these wins were on bikes remarkably similar to the factory's then roadsters, but the riders were all full-time MZ employees responsible for the maintenance of their own bikes. (Legend has it that they also supervised a number of factory apprentices who then built batches of much sought-after replica bikes, but the British marque expert, Dave Morris, isn't



*MZ's 1963 ISDT (300cc) competition model was quicker than the 650cc Triumph twins on the road sections...*

convinced that this was the case).

Come 1963 and MZ supplied the bikes and riders for East Germany's Trophy Team captained by Gunter Baumann who, along with the legendary Berns Uhlmann, rode 300cc versions of the square-finned two-stroke single, and they led the event from start to finish. So quick were these bikes that on the road sections even British star Johnny Giles couldn't keep up with them on his 650cc Triumph twin!

The following year, admittedly on the company's home turf in the Thuringian Forest near Erfurt, they repeated the feat but when the event moved to the Isle of Man in 1965, any suspicions of 'fluke' were soundly laid to rest. Although the Island measured only 30 by 10 miles, road racing legend Geoff Duke managed to lay out a 1122 mile course that never used the same track twice, and embraced everything from glutinous peat bogs to virtual beach racing.

And East Germany's Trophy team, led again by Uhlmann and Baumann, were one of only two teams out of 29 that finished the event without suffering mechanical breakdown. The other? Well that was the East German Vase team, also mounted on MZs of course!

Such was the dominance of MZ, that it would be boring to continue listing the factory's ISDT wins during the rest of the Sixties, and indeed Uhlmann and his team-mates Petr Uhlig and Karlheinz Wagner mopped up the European Cup competitions respectively in the 175, 250 and 350cc classes in 1969. Uhlig and his ISDT colleague Werner Salevsky also captured the top tinware in the first European Trials Championship in 1968, again in the 175 and 250cc class.

So exactly what was it that made these bikes so unbeatable? As hinted earlier, the glib answer is



# One That (Almost) Got Away

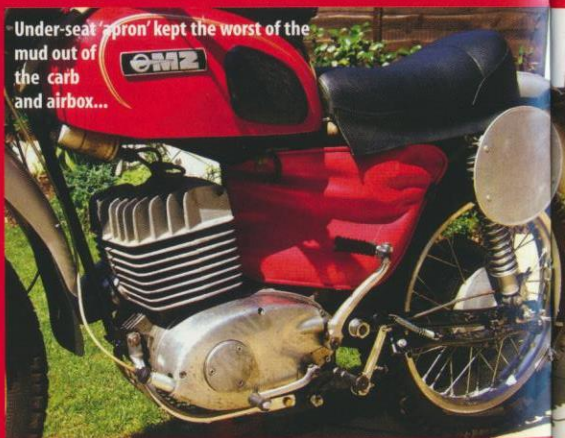


Simple, rugged and effective, Dave Heather's 1974 model shows off the clean design which made the MZ a multi-time ISDT winner

I came across Dave Heather's almost mint 1974 ETS 250/1 when he'd advertised it for sale in one of the classic bike mags, and was on the phone to him like lightning. In fact I was already too late as he'd decided not to sell the bike after all: 'I'd stored it for a while and it wasn't getting used, but once I got it out again I realised I couldn't let it go.'

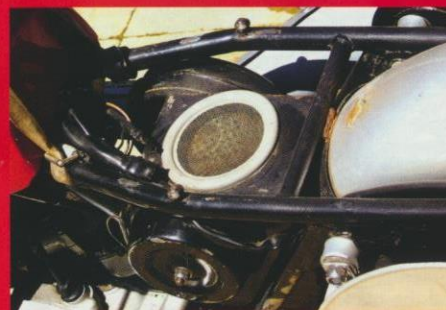
And quite right too! Dave, whose ISDT model is the latest in a long line 'of just about every MZ model ever imported here' bought the bike over three years ago from a guy in Cheltenham who 'didn't want to ruin it by using it off-road' (!), and since then he's re-built the rear shocks, re-painted the frame and re-plated a few bits and bobs. But otherwise the bike is pretty original apart from non-standard control levers, horn, stainless steel spokes and Cheng Shin tyres that replaced the original Barums.

As such, I couldn't but marvel at the attention to detail, albeit commendably rugged detail, afforded by the MZ factory. The deeply cushioned seat and tank detach



Under-seat 'apron' kept the worst of the mud out of the carb and airbox...

quickly and easily as of course do both wheels, and the standard of finish would put many current oriental bikes to shame. The rubberised fabric shroud around the carb is a sensible but simple deterrent to dirt and dust if not water, but the air-filter itself sits high up under the seat.



Other aspects of the design betray its age and genealogy however, like the stubby, unyielding cast iron foot-pegs and those big, steel mudguards. The only fly in the proverbial was a hole in the rear sprocket housing caused by a loose bolt which had worked its way out of its thread... a judicious bit of alloy welding now being on the cards.

And although the ground clearance is only around 10in, the MZ gives the impression and indeed the feel of a much more modern dirt bike, albeit a heavy one. As it lacked a current tax disc, I wasn't able to ride Dave's bike but it started up second or third kick from cold with no problems and only a modicum of smoke. Given it's legendary stridency, I was also surprised how quiet it seemed... until you yanked the throttle wide open that is, when it wailed like an angry banshee. Maybe the factory should've included a pair of earplugs in that first-aid kit after all!

And whilst you can't replace a burst ear drum, Dave explained that most service parts are still available via the MZ Riders Club and a few specialist sources on the continent. Here in the UK, the aforementioned Mr Morris and his brother Richard horde all the bits they can get their hands on and make them available to needy owners, in fact they're currently involved in building one up from scratch in brand new parts. And as a trained engineer himself, Dave Heather has machined up batches of the odd hard-to-get parts. Not that his own bike is likely to need any spares anytime soon...



that they were simple, strong and soundly designed in engineering terms, but let's investigate this more closely.

Based on the roadgoing ES range, the ETS engine featured slightly oversquare (69 x 65mm) dimensions in the case of the 250, although the 125, 150 and 175cc versions all had slightly longer strokes than bores. The head and barrel were forged alloy with steel liners and much larger ports than the roadsters which, allied to a 9:1 compression ratio (upped to 11:1 on later models) and a re-jetted 30mm BVF carb, allowed the factory to claim 19.5bhp at 5300rpm.

However during the course of its long production life - a version of the 250 ISDT with cantilever rear-end was still being offered well into the late 1980s - power outputs climbed steadily and in 1976 UK importer Wilf Green was claiming a stonking 32bhp (!) at around 6000rpm for that year's model. What never changed was the resilience of the three roller-bearing crank and needle-roller bottom end, lubricated by a prudent 33:1 petrol mixture.

Ignition was provided by a 6volt magneto and contact breaker feeding a 12volt coil or, to be more precise, two 12volt coils which in turn fed two spark plugs, selected by a switch beneath the tank. Dave Morris reckons that rather than a failsafe arrangement, this enabled the factory boys to switch from a soft to a hard plug once their engine had warmed up. With no battery, a weedy 4in headlamp and a rather beautifully engineered bulb horn, the rest of the electrical system is rudimentary, but with so little to go wrong, all the better for it.

Unusually, the clutch was driven directly from the crank, which in turn necessitated a left-hand kick-start, and the positive action, five-speed gearbox was more than capable of dealing with anything the motor could throw at it.

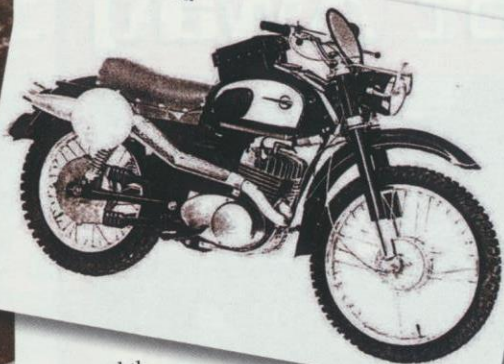
Final drive was of course by chain but this was in a sturdy enclosure featuring an alloy casing



# FROM THE ARCHIVES



The 1968 ISDT model

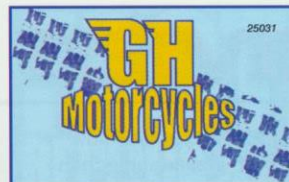


around the rear sprocket with rubber gaiters leading up to it. The wheel itself was a Q/D item and chains were greased rather than oiled. Also unusual was a 6.3in diameter rear brake that was significantly larger than the 5.9in item that sat upfront. Suspension travel was fairly minimal by modern standards, but did the job although the substantial spine frame could take a lot of off-road abuse. Early 250s, and indeed some enduring versions of the smaller capacity ETS range featured Earles (leading link) forks just like the ES range, and to further strengthen the plot, a bolt-on 'down-tube' was added to the frame which was absent on the roadsters.

The long and hefty expansion chamber-cum-silencer, pressed steel mudguards and four-gallon steel fuel tank helped tip the scales at anywhere between 281 and 298lbs depending on whose figures you believed or exactly which year's model was under scrutiny. But there's no doubting that the ETS 250/1 was a heavy bike by any standards. The East Germans piled on further pounds with an extraordinary level of extra equipment which included a hand-pump mounted under the tank and a large leather toolbag sitting atop it. As well as a spare set of cables and a comprehensive array of tools, the bag also contained two alternative engine sprockets and a first aid kit complete with bandages and smelling salts! Perhaps it was no wonder then that back in 1970 these rare, highly tuned and hand-built bikes cost £100 more than Bultaco's 350cc Matador, but that was still 11 quid less than BSA's 500cc Victor... a vastly less competitive machine.

And smelling salts were not entirely a fanciful provision... for a contemporary road test of the

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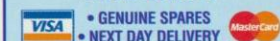
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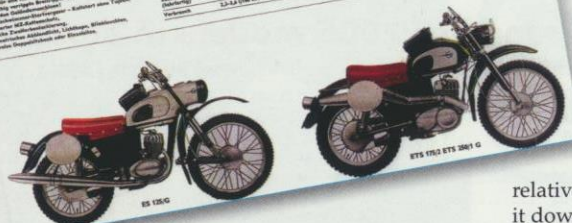
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## KAISER CHIEFS

Model	Year	Engine	Power	Top Speed	0-60	Weight
ETS 125	1970	125cc	12.5hp	100mph	10s	180lb
ETS 175	1970	175cc	17.5hp	120mph	8s	210lb
ETS 250	1970	250cc	25hp	140mph	6s	250lb
ETS 350	1970	350cc	35hp	160mph	5s	300lb
ETS 400	1970	400cc	40hp	170mph	4.5s	320lb
ETS 450	1970	450cc	45hp	180mph	4s	340lb
ETS 500	1970	500cc	50hp	190mph	3.5s	360lb
ETS 525	1970	525cc	52.5hp	200mph	3s	380lb



ETS 250/1 spoke of a 'power-band that came in with a loud and mighty bang at around 3000rpm, requiring the pilot to hang on tightly and guide the bike as best he could across whatever terrain cropped up'. A tiny and fairly useless speedo gave little indication at what velocity this might be, but road speeds on the factory replica models were recorded at 'well over 70mph' which considering the low overall gearing, was quite something in the 1960s.

In practice, the slightly grabby clutch meant taking off from a standstill required finesse, but once in motion clutchless upshifts were a snap, which allowed the rider to concentrate on where the bike was taking him! And although the power delivery was abrupt and fiery by current standards that rely on reed- and power-valves, there was an abundance of torque which enabled a committed rider to successfully tackle the steepest inclines. And the sheer weight of the bike had the advantage of helping it track true over loose or rutty going. Despite the short-ish 52in wheelbase and steep steering geometry. Unchanged by anything more than a little judicious re-porting or increases in compression ratios - not least because government restrictions on investment made it impossible for a wholesale re-design - the ETS250 slowly lost its edge in international competition, although factory star Walter Schubert thrice came runner-up in the European championship during the 70s. And a team of MZ and their stablemate Simpson riders captured the Silver Vase in the ISDE in Czechoslovakia in 1982.

Nowadays the ETS 250/1 and the /11 and /11G models that followed it are much sought after by a small but highly knowledgeable band

of enthusiasts. And although perhaps now more suited to gentle-ish green-laning than hard charging across tricky terrain, their robustness has ensured that they just keep on keeping on. According to Dave Morris their few inherent faults are easily rectifiable and mainly electrical.

'The standard contact breakers are pretty poor,' he admits, 'but an MZB electronic unit is a straight replacement.' As indeed is a Krober unit popular amongst stalwart MZ roadster owners. Dave also notes that the standard carb manifold is, considering the strength of the rest of the bike, unaccountably relatively weak and prone to cracking. Machining it down slightly and fitting a Mikuni rubber gasket is a common fix. He dismisses the standard speedo and suggests replacing it with a bicycle-type unit, 'but otherwise nothing really breaks or wears out in a hurry.' And of course the drive chain enclosure and virtually waterproof brakes are added advantages when it comes to MZ's overall durability.

So chances are that if you do come across one, it'll be in good nick and will last forever. Which is pretty good testimony to Walter Kaaden's original design, and Iron Curtain engineering...

**Special thanks to Dave Morris for his help in compiling this feature**

## MZ ETS250/1

<b>Price (1970):</b>	£459 (inc tax)
<b>Value now:</b>	£900-1750
<b>Engine:</b>	Single-cylinder air-cooled, piston-port 2-stroke 69 x 65mm
<b>Bore x stroke:</b>	243cc
<b>Displacement:</b>	9.5/11:1
<b>Comp ratio:</b>	19.5/32bhp @ 5,300/6000rpm (claimed)
<b>Max power:</b>	5-speed
<b>Transmission:</b>	Single spine steel frame
<b>Chassis:</b>	Hydraulic
<b>Front susp:</b>	Coil/hydraulic
<b>Rear susp:</b>	Front 5.9in SLS drum
<b>Brakes:</b>	Rear 6.3in SLS drum
<b>Wheels:</b>	Front 3.00 x 21in Rear 4.00 x 18in
<b>Wheelbase:</b>	52in
<b>Seat height:</b>	32.5in
<b>Ground clear:</b>	10in (approx)
<b>Fuel capacity:</b>	4gals
<b>Dry weight:</b>	281/298lbs (claimed)

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# THE FORGOTTEN ENDURO BIKE...

**How can a current model from a major enduro manufacturer fade into obscurity? We took a ride on Husqvarna's WR250 to see if it was a case of forget-me-not, or simply best forgotten...**

**Y**ou've really got to sympathise with Husqvarna. Having used the WR moniker for what must be aeons, along come Yamaha and half-inch the name for their own enduro machines. So now when you mention 'WR250', most dirt bikers immediately think of Yamaha's DOHC thumper. Attempt to clarify matters with the fact that you're talking about a two-stroke and they'll probably still picture a Yam - the 250Z stroker of the '90s. So could this go part of the way to explaining why Husky's WR250 seems to have become the forgotten two-stroke? Few people phone us up to ask about them, we don't see too many at enduros any more, and it's not like the classifieds are jam-packed with them either. Gassers and KTM's, yeah, we come across loads of 'em... but not WR Husqvarnas.

With more and more riders being tempted back into the two-stroke fold, we thought it was about

time that we took another look at the WR250. Could it possibly be that we're missing out on something rather good?

## **Oldest Swinger in Town**

Our testing ground was Golding Barn Raceway motocross track, Kent TRF having invited us along to the Sussex venue as they'd hired out the venue for a day's play. With a mix of both fast and flowing, and tight and technical corners interspersed with a selection of not too daunting jumps, the hard-pack track is good fun and not *too* dissimilar to an enduro special test.

Whilst a few of the Kent boys circulated the track, cutting through the slimy surface from the previous days' rain, we got down to snapping static shots of the WR and giving it a look-over. Well, it's been a couple of years since we've been this close to one!

Whilst there's no doubt that the current TE







four-stroke range are thoroughly modern looking beasts, the WR seems to be a slightly uneasy mix of past and present. We're not saying the engine's old, it's just we're surprised that it doesn't have radial cooling fins..! The power-valve arrangement is big 'n' bulky and the chain is on the right. At least the kickstart is also on the right side (both physically and metaphorically speaking).

The bodywork is a mix and match of recent Husky styling. The front fender and headlight are the same as those on the 2005 four-strokes, though the tall tank, seat and rad panels come from the earlier 'banana' Husqvarnas. The angular sidepanels are new for 2005 and exclusive to the two-strokes, whilst the rear fender is the duck-tail part used on the 2004 510 Centennial and the 0-five range.

Plastics aside, this year's bike (that's 2005) also received a few detail changes - the factory tinkering rather than transforming it completely. A solid rear disc, axle pullers front and rear, a revised rear shock and a new master cylinder all list among the modifications to the well-specced chassis. And that's really the story of the WR's life: every year it gets a gentle fettle to keep it somewhere near up to date - just to show that the company haven't forgotten about it...

Above: The Husky comes with axle-pullers at both ends which makes wheel removal (and refitting) that little bit easier. This pic: Jewel Sport: The new more upright tank has necessitated the fitting of a 'ball-pad' to protect the rider's vital interests... Right: Old fashioned engine produces great enduro power, but suffers from vibes...



### A Change of Tack

With the track surface gradually changing from treacherous to tacky, the 60-mile old WR was kicked into life and warmed for a while, before I headed out. Even with the Tommaselli bars tipped all the way forward, the riding position felt quite compact and the tall tank (complete with tackle-saving foam pad) simply emphasised the fact. Of course, the flipside of having a tall tank is that you don't have a wide tank (even if you have managed to squeeze in ten litres of

## THE FORGOTTEN ENDURO BIKE...







# THE FORGOTTEN ENDURO BIKE...

premix), and unlike the new TEs, the WR250 felt relatively slim-line - just as you would expect from a stroker.

A few steady sighting laps were certainly required, as the last time I'd been round the track I was aboard a 500cc sidecar outfit and back then we used some, ahem, slightly innovative lines..! And so after a couple of tentative circuits it was time to up the pace a bit.

Despite being old, the WR's motor has still got what it takes to be a great enduro donk. It may be a touch vibey compared to more modern two-stroke engines (no, scrub that... actually it's very vibey), but that's its only real weak point. Out of Golding Barn's tight second gear corners the Husky would hook up beautifully, before ripping through into a strong mid-range, the front wheel hovering above the rapidly drying track.

Grab another gear without getting into the meat of the top-end, and the motor would simply keep pulling, enabling you to short shift out of turns without losing out to the mass of thumpers circulating the track. And as the track metamorphosed from slick, to tacky, to hardpack this was

a definite bonus. For when the top-end kicks in it really does hit hard. On one particularly bumpy uphill straight, where you'd end up probably flat-out in fourth, the front wheel would skim across the track surface until the power-valve opened fully, whereupon the bike would rear up like an angry cobra and carry the front wheel until the next corner. Or in my case, until I got scared and rolled off the throttle.

And the bottom-end hasn't been forgotten either. Despite our track having only a couple of really slow corners, it was possible to leave the Husky in a tallish gear and then simply lug the thing around like you might with a 400 thumper with no risk of stalling or ending up out of the powerband. Once the throttle's cracked open just a couple of degrees, the Husky responds with a rich baritone of bountiful bottom-end that'll doubtless appeal to enduro riders everywhere.

And that flexibility really is the beauty of this engine. It's got low-end power, strength in the midrange and to cap it all a huge top-end surge. Perhaps it's not the most linear of power-plants - you can definitely feel the power-valve working,

## SECOND OPINION: Si Melber

Remember the days before we all got Tango'd. Back then there used to be a great marque called Husqvarna that built some exciting 250cc two-stroke enduro bikes. Well I've got news for you... They still exist and the bikes are still just as good as they always were.

It's probably not being overly simplistic to suggest that Husqvarna's fortunes have inversely mirrored those of KTM. And as the Austrian firm have prospered, so the Italian one has struggled, and its products have suffered accordingly.

As such there are many reasons why Husky's WR250 isn't as popular as it used to be - though undoubtedly the fluctuating fortunes of the parent company haven't helped.

But when it comes to piecing together a good dirt bike the WR250 proves that the Italians still know a thing or two about the sport of enduro.

So forget the fact that the WR's engine is now approaching its moody teens, forget the styling which though good, isn't quite as sexy as the new KTM, and forget if you can that

the Husqvarna is frankly overpriced given the strength and popularity of the opposition.

What really matters is that the Husky is still a brilliant enduro bike. It's got power, poise, performance and personality aplenty. It's fast but fun. Sharp yet stable. And it all works in a very user-friendly way. It's tough too - which is what you want of an enduro bike - putting aside a minor gearbox glitch which has now been corrected on all 2005 bikes - the Husky is actually very well put together.

Riding the Husky reminds you of everything that's good about two-strokes: their light weight, easy starting and that feeling of other-worldliness when the power-valve opens and the motor starts to build revs.

And until you experience riding a two-stroke in really heavy conditions, you won't truly appreciate how much lighter they can feel than a four-stroke.

Even so, can we really make a case for choosing the Husqvarna over and above say a KTM for instance? Well yes, I think we can... but you've really got to *not* want a KTM. And that's the Husky's real strength - it's different. It's a good enduro bike, and... it *isn't* orange!



changing not just the power delivery but also the engine note - but in a sense that allows you to pick whether you want to be using the bike in the heart of the power or rolling along just outside it.

### My Place or Yours...

Through Golding Barn's twists and turns the WR cornered beautifully, whether on or off the throttle. Quick steering, but not too nervous, the Husky could be placed wherever you wanted it in the turn and it would hold the line. At the same time, if you wanted to change that line, then so be it. The WR really did feel like it had a great mix of cornering stability and rapid turn-in, however it was possible to get the bars shimmying. The aforementioned bumpy uphill

didn't seem to phase it, but one particular straight, with a fast uphill jump, would see the bars wagging just before take-off, and just occasionally on the braking bumps that followed.

Now at this point I should really mention that our WR, like the TE250 we tested in issue 117, had its forks pushed a good way up through the clamps. So it's more than likely that you could dial-out some of this occasional twitchiness by simply running them a bit lower in the clamps, sacrificing a little bit of that turn-in speed.

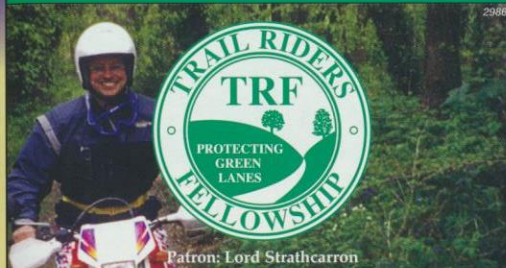
### Flat Lands

Once the slime had given way to hardpack, and blue lines of rubber appeared on the exits to the turns, the firm Marzocchi forks and Sachs shock really combined to work well.



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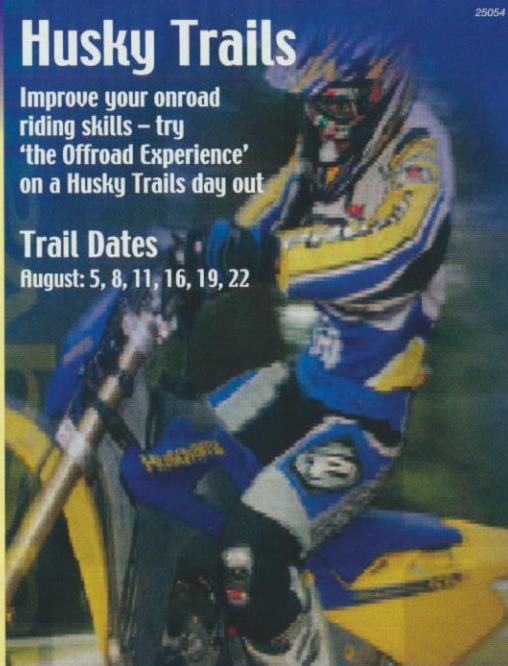
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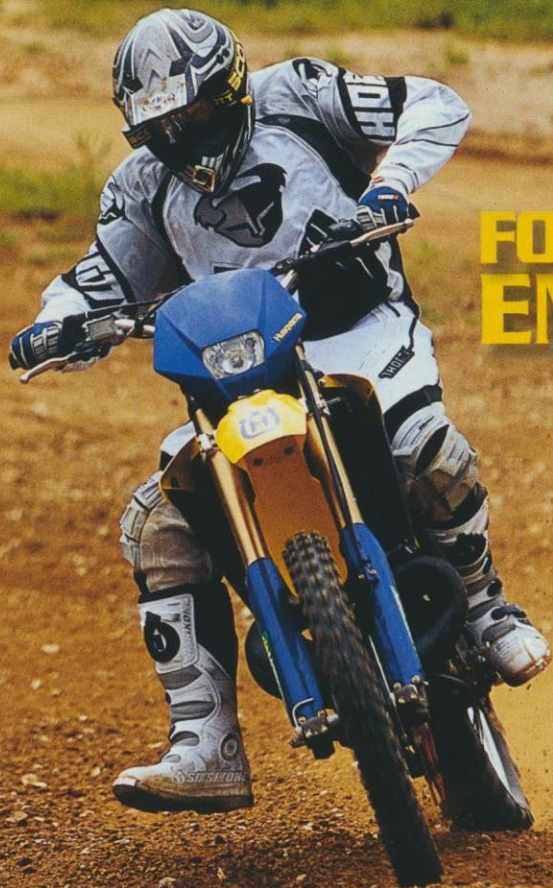
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# THE FORGOTTEN ENDURO BIKE...

Coming up short on the track's steep tabletop had the suspension well compressed, though it did little to unsettle the bike and it never landed like the proverbial sack of spuds. Obviously they're nowhere near as stiff as motocross units, but spot-on for clubman use on a dry MX track. They'd probably want backing off for a wet enduro course, but with multi-adjustable suspension like this, finding a good set-up is just a matter of experimenting till you're happy with it.


Something you'll immediately be happy with, however, is the Brembo brake set-up.

The Husky's Italian stoppers had none of the vague sponginess that so often afflicts these brakes, instead there was a wonderful balance of power and feel. This allowed you to brake hard with confidence - a real bonus on such a variable track surface.

### Too Good to be Forgotten

Jumping off the WR at the end of the day, and it was a 'jump' as the seat is pretty much up in the clouds, I'd put in a good number of laps aboard the Husky and found it to be better than I remembered. In fact, I was really

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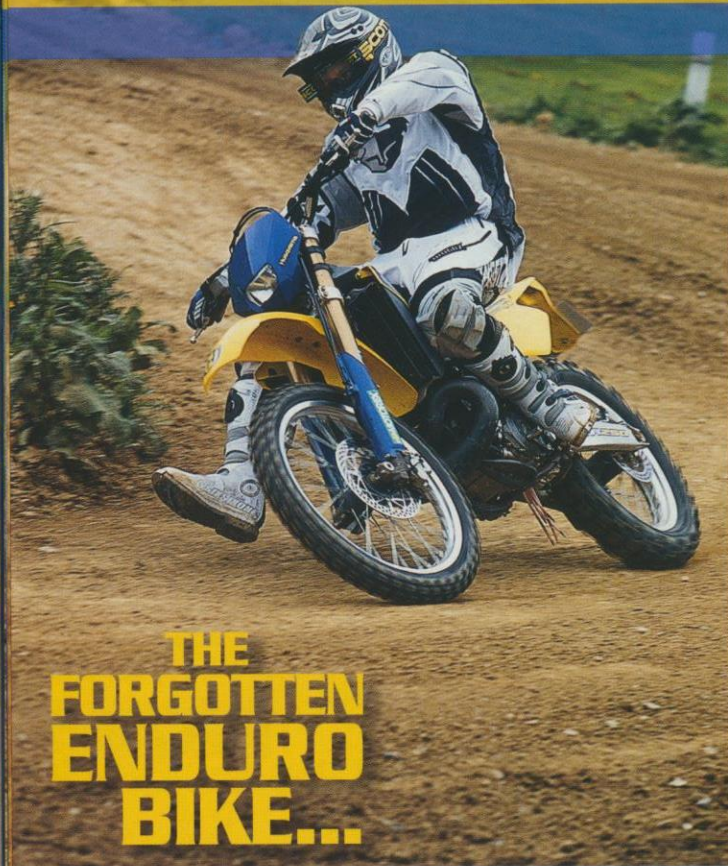
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# THE FORGOTTEN ENDURO BIKE...

impressed. It may not be quite as 'easy to use' as a Gas Gas EC250, nor as ballistic as the KTM 250EXC, rather it sits somewhere between the two. And that's not a bad place to be. The chassis is racy without being nervous, the motor strong though not vicious (except at the very top). The build quality looks to be high, and it comes well specced, road legal and with decent switchgear. So if the WR is a pretty darn good enduro bike, then why does it appear to have been forgotten?

Well, the popularity of the orange brand, and its recent new quarter-litre two-stroke motor, must surely shoulder some of the blame. KTM have maintained development of their strokers alongside their thumpers, resulting in a 250 stroker which is hugely competent, and competitive. Husqvarna, as with many other manufacturers, have directed much of their energy into developing four-strokes. And so it's their thumpers which have the greatest presence, whilst the strokers sit in their stable-mates' shadows.

However, with the current backlash against four-strokes, with dealers unwilling to offer much in the way of 'trade-in' for your used thumper for fear of expensive rebuilds, perhaps that will all change.

And hopefully, with the resurgence of the two-stroke, a few more people will discover, or perhaps that should be *rediscover*, just what a great bike the Husqvarna WR250 is...

**Thanks to: The Kent TRF boys for inviting us along on their trackday, and not poking too much fun at our jumping abilities. Dan and Steve Beamish at Golding Barn Raceway. The track is open for Enduro practice on Wednesdays and selected Sundays, and is also available to hire (as the Kent TRFers did). Definitely an 'enduro friendly' track, for more information go to their website [goldingbarnraceway.co.uk](http://goldingbarnraceway.co.uk) or phone the track-line on 01903 816758. And also many thanks to Mike and Dave at Husky Sport (01962 771122).**

## HUSQVARNA WR250

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<b>Bore/stroke:</b>	66.4 x 72mm
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<b>Brakes F/R:</b>	260/220mm, Brembo calipers
<b>Seat height:</b>	965mm (claimed)
<b>Ground clear:</b>	345mm
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# TRADE SECRETS

## Keep it clean...1

At this time of the year plenty of riders use a backpack drinking system to keep themselves hydrated on a ride. And as long as you only ever use plain water in it and remember to clean out the bladder part (and hang it up to dry afterwards), all should be okay.

If, however like us, you fill it with orange squash on a hot and muggy day and then afterwards just sling it in the boot of your car, the next time you come to use it you'll probably find it's got more wildlife than Yarmouth. Sugary solutions (like squash drinks) are the perfect medium for growing bacteria, so you need to do something about cleaning it



A cable-tie wrapped around a kink in the tube will allow your hydration pack to work properly again

out before you use it again.

The simplest way of doing this is to get a sterilising tablet (like Steradent), pop it in a bowl of cold water and then immerse

and fill the bladder and leave it to soak for an hour or two.

Alternatively if it's really bad, consider using a sterilising solution (you can buy these

from chemists for sterilising brewing equipment/babies' bottles etc). Make sure that the water gets into all parts of the hose. Don't worry if the bladder part looks a bit stained - as long as it's clean inside it'll be okay.

If on the other hand you find that the bladder's tube is growing little black spores like one of ours did, then chuck it away. Replacements only cost a few quid but getting poisoned could last forever - if you get our drift!

One other little tip, if you've got a kink in the drinking tube and every time you go for a mouthful of fluid all you get is a fat lot of nothing, then try this. Get a small cable-tie and wrap it tightly around the kinked part of the hose. This should restore the hose to its original shape, ensuring you can drink again...

## Keep it clean...2

And while we're on the subject of getting things really clean - here's another nifty little moneysaver.

If you're looking to get your bike spruced up in order to sell it and you don't want to invest in a new set of plastics. Run the bath with nice hot water, add plenty of bubble bath and bung in all your bike's old plastics (together with the seat) and give them all a good wash down with a soft sponge. They need to be in there a while to get rid of all the caked-on grime which accumulates under side-panels and in all the nooks and crannies. Once you've finished washing them, take them out and dry them down with a towel and they should look as

clean as they're ever going to be.

Meantime remove any of the discoloured metallic parts from your bike (clutch cover, ignition cover, gear and brake lever, even top triple clamps etc) and bung 'em all in the dishwasher. Toss in a dishwasher tablet and set it going. A word of warning though... while you can also put your bike's plastics in the dishwasher, best not to do it if they've got graphics attached to them, because they won't be on there when it's finished the washing cycle. Oh and before you load up the dishwasher with a bunch of oily metal parts, check that there's nothing else important in there (like the baby's bottle or valuable china).

Once it's washed you won't believe how good it all looks. Brings up metal parts like new...

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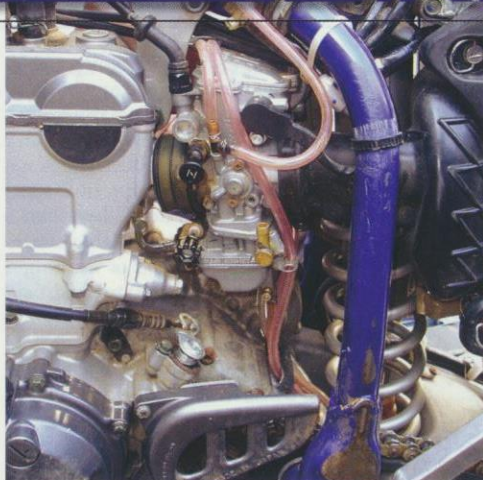


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# STAFF BIKES WR250F



**M**ixed news for our long-term 2005 Yamaha WR250F this month. The bike continues to give good service with the bare minimum of maintenance though it's already starting to look quite tatty, and we still haven't managed to eliminate the carburetion glitches which we've reported on before - though we think we may now have a solution.

A quick reminder of where we're up to on this subject. When we first got hold of our WR it wouldn't pull swiftly through its midrange without bogging-down. A trip to the dyno revealed that the stock '05 muffler was choking-up the engine, resulting in a sizeable midrange flat-spot. An aftermarket silencer from CRD subsequently restored the bike's midrange (confirmed on the dyno), but test rides revealed that our bike was still running too rich (with a slight wooliness up to about one-third throttle). And now it wouldn't pull well off the bottom.

With little available knowledge of the ideal jetting for the '05 bikes we elected to try dropping the needle a couple of positions to try and lean it off, before taking the bike out for more test riding in the sunny Beaujolais region of France. So it was off with the seat and tank, exposing the top of the Keihin flat-slide carb, and after loosening off both rubber manifold boots we were able to twist the carb just enough to gain access to the two allen-headed bolts which hold the carb top plate in place. Remove these and you can look down into the carb and see the top of the needle. Then it's just a matter of opening the throttle and carefully fishing the needle out of the slide with a pair of fine-nosed pliers before adjusting the clip position. Our bike had its clip set to the second

lowest position (relatively rich) so we raised the clip two notches - thereby lowering the needle and leaning it off.

Once back together we fired it up to discover that although the throttle response was much improved - most of the midrange wooliness had now disappeared - there was still a problem right off the bottom. Basically if you cracked open the throttle hard from just above idle, the bike would cough and occasionally stall. Now flat-slide carbs are notoriously prone to over-fuelling and cracking the throttle on any four-stroke can have this effect, but our WR-F felt particularly bad.

Over in France the Yamaha fired up first prod and in the 34 degree heat warmed up in no time. Along the French roads the bike carburetted perfectly until I slowed for the first off-road section (a stony climb up from the road). I knocked it down a couple of gears and gassed it... and just as I opened the throttle, the engine sort of popped and died. Stone dead!

She fired up on the button and with a few more revs dialled in, the WR-F stormed up the first climb, scrabbling its way up the rocky landscape in a flurry of wheelspin. For the next 20-odd minutes it never missed a beat and then the same thing happened again: as I opened the throttle slightly (from closed) it bogged and died.

During the next two hours it repeated this trick three or four times - bogging down really badly - though only cutting out once more.

In all other respects our WR felt on the money. It snaffled up the French going effortlessly - with just enough power for the faster tracks, the suspension felt excellent and the bike demonstrated good stability on the rocky substrate, with the reassurance of decent brakes. And it managed a full 2.5 hours of relentless high-speed running before needing reserve. I've no complaints. Only the annoying glitch in the first eighth part of the throttle let the bike down...

But finally I think I've found a solution to the problem. Though Yamaha haven't made much of the fact, I've discovered that they actually make an alternative needle (part OBEQP) that comes with the 'spare parts' kit. And a call to the Yamaha Off Road Experience in Wales confirmed that they also use an alternative needle to the stock one, in Dylan Jone's bike (a DEP Blue needle).

So it sounds like we may finally be getting somewhere. As of yet we haven't got our hands on a new needle, but rest assured that come next month, we'll have tried one and should be able to report on the results. Watch this space...

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## SIMPLE



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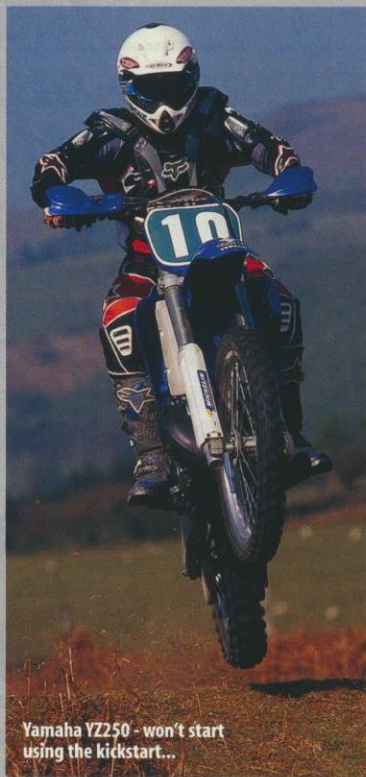
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### False Start

Hello Steve

I have a 1999 YZ250 that I use for enduro and hare 'n' hounds events. I've had the bike converted to enduro spec with lights, 18in rear wheel etc and it's lovely. Only now I have a problem.

It all started after my second hare 'n' hounds. After I fell off (I do this quite a lot) I tried to kick it over and there was



Yamaha YZ250 - won't start using the kickstart...

no resistance - you could push the kickstart down with your finger. Yet when I rocked it back and forth in gear, it felt fine. And so I bump started the bike and carried on.

When I got home I kicked it over and it fired up. It's done this now every time I've been out. When it's hot the kickstart does nothing, but leave it to cool and it works fine. I've asked around at local dealers/shops and they've never heard of this problem before. As you can probably guess, I'm not enjoying the racing as much as I used to as whenever I fall off I end up having to find a hill to push it up to bump start it! Any help would be very gratefully received.

Hardy Johnson  
Via website

Yep, that's certainly a strange one, Hardy, and I can understand why it's tempered your enthusiasm for racing. So it obviously needs sorting! Firstly, remove the engine's side casing, then carefully remove the kickstart mechanism. Check that the compression spring isn't broken, that the splined gear slides smoothly, and that there aren't any burrs on the kickstart shaft. Hopefully, in doing this, you'll find the cause of the problem. If you're unsure about doing this work then get yourself a workshop manual, which should take you through the procedure step-by-step, or alternatively take the bike to your local dirtbike, or Yamaha Off-Road, dealer. Once the problem's sorted, don't forget to change the gearbox oil regularly. Gear oil isn't expensive, so look to drop it every second or third race. And while you're working on the YZ you can also fit the new pair of Michelins you've won for the best technical query.

### Snap, Crackle and Pop

Dear Steve

I have a 2002 KTM 640 Adventure and have recently fitted an Akrapovic slip-on end-can along with the recommend airbox mods and rejetting. This has helped the performance, however the bike now backfires a lot on the overrun below 5000rpm. As you can imagine this attracts lots of unwanted attention. Can I do anything to rectify this or do I just learn to live with it? I would be very grateful if you can give me any advice on this.

James Knight  
Kent

Its sounds to me like it's running a touch lean, James, or that you've got an air leak in the exhaust joint between the header and the can. Get yourself a tube of high temperature sealant and run this around the joint (on the inside obviously, as you'll want it to look good). You might also want to adjust the air screw on the carb to richen the mixture a touch. Hopefully that'll sort it.

### Stroker's Cough

Hi Steve

I've bought a 1994 Suzuki TS125R and initially all was fine. However, on a few recent treks off-road I've now noticed that it's not starting as well as it used to, and also when the throttle is opened fully in second and third it seems to splutter and lose power slightly. This means I have to short-shift, whereas before I could open it right up. Any ideas?

Simon  
Via website



Ace Adventure: pops and bangs usually mean an air leak...

I don't think this is likely to be anything too disastrous, Simon. The first thing to do is remove the carb and give it a clean out with carb cleaner. Once you've done this I'd also give the air filter a clean, just as a matter of course, ensure that there aren't any blockages in the silencer, and invest in a new sparkplug. That should sort it. If the problem persists, then it'd be worth getting a compression check done.

Suzuki TS125... Spluttering problem





# PLAIN & SIMPLE

## Spring Time

Dear Steve

I own a 2004 DR-Z400E and I think the suspension is a touch hard for my 11 stone. Can you recommend any base settings for the suspension, such as how much sag I should be running and what I should do with the rebound and compression damping. Thanks.

Adam Appleyard  
Via website

Adam, before you make any adjustments, get yourself a notebook and write down all of the settings as they stand. Count the clicks (or turns) of each adjuster until it's wound right in and make a note of the number. You should always do this for each alteration you make, and write down the number of turns from fully wound in, rather than from the last setting. This way you'll always know where you are.

Right then, if you really think that the suspension is too hard then wind the compression damping all of the way out of the forks, and then the rebound damping nearly all of the way out of them too. See what affect this has, and then make one adjustment at a time until you find a setting you like.

The rear shock needs to be set-up with 25mm 'static' sag and 90-100mm 'race' sag (that's with you on the bike wearing your riding kit), then adjust the rebound and compression to suit. You're around the average weight that the Japanese set their bikes for, so you should certainly find a set-up you like within the scope of the suspension's adjustment. Have fun.

## Trouble a Head

Hi Steve

A bit of a 'different' query this, but I hope you can help. My twin carb XR was going to the skip, but I had second thoughts and decided to rebuild it. It received a new shock, PROX crank, 1mm oversize Wiseco piston, new valve springs and seals. Every bearing and all of the cycle parts were replaced. The bike looked good, handled okay, but still wouldn't start when hot and it was virtually impossible to pull away from stationary without stalling. So I replaced all of the carb parts that were available for such an old bike, yet the problem remained. Only once it was running on the main jet did it pull and run well.

Never one to give up, my next plan was to fit a single-carb head off a later XR as they seemed to measure up the same. The cams appear to be



Suzuki DR-Z: Make sure you set the sag correctly...

identical, the only difference being the old one is marked R5, the new one R6. I've tried both parts to eliminate any timing issues.

I've fitted a carb from an XL250 (still an RFVC motor) - a Keihin PD79C accelerator pump model. The header pipes are also from the XL and are a slightly smaller diameter than the XR parts.

Only now the bike is impossible to start without using something like Easy Start. When it does run it sounds good mechanically, though would not slow down and quickly ran hot. Once I'd switched it off it simply wouldn't restart no matter how much I kicked it. I gave up on the Easy Start as it set the airbox on fire!

I've checked the obvious; spark, air leaks, carb internals, cam timing (with the old cam as well). Have I missed anything, or do you think the head's unsuitable? I know it's going to be hard to diagnose on such a modified machine but please help.

Mike Harding  
Via website

From what you've described, Mike, it could be that the motor's running too lean, so I'd take a look at the fuelling. What colour are the sparkplug and the inside of the tailpipe? If they're a whitish-beige colour then it's definitely too lean. Unfortunately though, your XR's too heavily modified to give an accurate diagnosis without having it in front of me.

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## TOOLING AROUND

If Carlsberg made tool chests then they'd probably look something like this! It's certainly the largest, heaviest and most expensive item ever to grace the new products pages of TBM.

Made by Teng Tools, this brand new heavy-duty 53in roller cabinet has one full-width and 12 regular size drawers, and is available either empty or as a complete 666-piece tool kit!

At £1950, it's the ultimate in tool storage solutions, but for those of you whose garages are already pretty full, there are also plenty of smaller options available. Rather clever is Teng's online tool kit design 'click and fill' service which lets you create your own fully customised toolbox.

To find out more call UK distributors Toolstars on 01525 711500 or check out toolstars.co.uk.

## Q HERE

FMF's Q-pipe is probably the best known quiet exhaust on the market, though it's been around for some time now. And so the Flying Machine Factory has brought out a new generation of low-decibel silencers, the Q2.

Instead of simply tweaking the old can, the latest Q is an all-new design, which is both lighter and most importantly quieter than the old one - FMF are claiming that the Q2 should reduce noise levels to 93db on most machines.

Thanks to its free-flowing baffles, the Q2 shouldn't lose too much power over a louder 'race' silencer and certainly looks the part with the anodised sleeve, embossed end-cap and giant FMF logo. When it comes to repacking the pipe, allen bolts at one end make life a lot easier and stainless internals mean that the Q2 should go the distance.



Those looking to save a little extra weight, and obviously spend a bit more money, can opt for TiQ, with its all-titanium construction and sleek looks. It'll set you back £369.95 instead of the Q2's £299.95 price tag. Both exhausts are available to fit most current dirt thumpers, along with a selection of older models. To get hold of one give Rush Racing a call on 01404 549696.

## AMERICAN WEAR-WOLF

There are a few ways to carry your essentials whilst out on your dirtbike: bumbag, fenderbag or rucksack. But using a tankbag is definitely a new one on us. Nonetheless, US company Wolfman have created a compact tankbag to fit on your trailie.

In fact, the Wolfman 'bag should fit just about any off-roader, from EXC to XT-Z. On enduro bikes it butts up against the filler cap and covers a small section of the seat, meaning you won't be able to slide right forward in the saddle, but as you're unlikely to be competing with a tankbag fitted, it's probably of little consequence.

Preventing the Wolfman from moving around off-road is a three-point mounting system and a non-slip rubber base, whilst quick-release buckles allow for easy removal.

Out on the trail, the twin-mesh pockets (one inside, one out) and a key hook should look after your valuables, whilst the main compartment takes care of the bigger items. The removable map pocket, which is velcro'd to the top of the 'bag also means that you can simply glance quickly down to steal a look at your map.

Made in the good ole US of A, the Wolfman tankbag looks to be well stitched together, with quality zips and neat reflective piping, and the Cordura fabric should prove hard-wearing. However, we do wonder how waterproof it's going to be as the seams aren't taped and you don't get a rain cover as with regular tankbags.

If the idea of a tankbag on your dirtbike doesn't appeal, Wolfman also make a toolpack and a 'Enduro Carry All' bag.

And as a special offer for all TBM readers, UK importers Winding Roads are offering a 15 percent discount on its bags - just mention TBM when ordering. The offer is available until 5 October 2005 so give the guys a call on 01332 799866 or check out windingroads.co.uk.



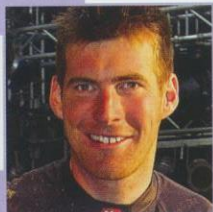
## TANKED UP

Of all the of-the-shelf mods you can do to your bike, few are as trick as fitting an alloy tank. There's just something about that glint of alloy from in front of the seat that rounds off a nicely finished dirtbike.

This shiny Honda 8L CRF250 specimen is from Adly Motos Ltd. Tanks are available in 8-10L capacities for most makes/models and come in around the £200 mark. There is also a big 13L tank but this is currently only made for the Gas Gas 450. For more info and exact pricing, call 01889 577552.







## SPEED

'KNOWING IT WAS 'CONTRACT' TIME PLAYED ON MY MIND A LITTLE AND AS A RESULT I FELT A LITTLE UNSETTLED ALL WEEKEND. RETURNING HOME TO FAMILY AND FRIENDS WAS ALL I WANTED TO DO...'

J

uly has been one hell of a month for me. With two World Enduro Championship events, as well as the European Championship race in Wales, I also visited the KTM factory for the first time ever, where I signed a new two-year deal which will see me continue to ride orange until at least the end of '07.

It was also a difficult month for me. Shortly before the fifth round of the WEC series in the Czech Republic my father lost his battle against cancer and passed

**DESPITE HIS ON-BIKE SUCCESS, IT'S BEEN A TURBULENT MONTH FOR KNIGHTER...**

away on the Isle of Man. Needless to say, my thoughts were elsewhere in Czecho and the determination to win that has driven me so far in '05 suddenly disappeared.

I still managed to win both days to continue my unbeaten run this season, but I just didn't have the motivation I normally exhibit. Also knowing that it was 'contract time' played on my mind a little and as a result I felt unsettled all weekend. Returning home to friends and family was all I wanted to do.

But July *has* been a great month in terms of my racing. Winning both days at the Czech Republic GP meant that I edged further ahead in the E3 championship, which was great as the day after the event I went to Austria to sign a deal with KTM. It was a flying visit to Mattighofen but an interesting one as I got to spend some time looking around the factory, something I'd wanted to do for a long while.

Getting a sneak peak inside the R&D department was certainly an eye-opener,

as was seeing the production lines which were rolling out US spec 525XC machines. The R&D department was a big ol' area where a few new projects were being worked on as well as a Moto GP engine, some factory super-motos and some motocross race bikes.

Getting to speak to the two-stroke engineer was also really interesting as KTM are still pushing forward with two-stroke development. Having always been interested in all kinds of motorsport machinery, being able to get up close to so many, and such a variety of KTM's factory machines made the trip worthwhile in itself.

But the reason I was really there was to sign my new contract. With Kurt Nicoll, KTM's Director of Motorsport, and Alex Doring, KTM's enduro team co-ordinator, both on hand, the signing of the contract was the easy part of my visit - it was the night out that followed that proved difficult.

With French rider Fabien Planet and US rider Kurt Caselli also visiting the factory, what started out as a few quiet drinks in a local bar soon turned into an international drinking competition. Not being a drinker myself, watching Kurt and Alex show off their drinking skills was highly entertaining. But what was great about the evening was once the serious stuff of signing contracts was all done and dusted I was able to socialise with other KTM riders, as well as with Kurt and Alex - something that rarely happens at the races.

From Austria it was back to the Island, and after a few days of rest I spent the weekend prior to the Hafren Enduro playing on a 170bhp Superstock bike at a local trackday! Not the best preparation for a time card enduro, I know, but it was certainly fun. Having not really ridden a roadbike much since the Moto 1 event at the end of last year, getting my knee

down again was a great feeling. Starting to get confident with the bike, riding hard and hitting 170mph wasn't perhaps such a good idea, though, and with a world championship title still to win I decided that enough was enough. I had Euan McConnell staying with me at the time and I've never seen anyone ride a roadbike quite like he does. Starting off on my supermoto, McConnell then jumped onto a GSX-R (wearing his motocross helmet!) and set off for his first proper go on a road-race bike. It wasn't long before he came back into the pits having nearly high-sided at about 120mph. Shaking and almost unable to speak, I've never seen anyone as white as he was!

The Hafren Enduro was a really enjoyable weekend. With none of the pressure of a WEC event it also turned out to be great practice for the French world championship race one week later. Despite being really dusty, the event had two cracking tests, which got pretty challenging towards the end of the race. It was also good to see so many British riders doing well in the European Championship.

From one dusty event to the next, and the sixth round of the WEC in France proved to be every bit as dusty as the Hafren, just with a lot more rocks. As soon as I got to the event and walked the special tests I knew that I'd be capable of winning, as the event featured the best extreme test this year. With no man-made obstacles, the test featured loads of tricky climbs, an even trickier riverbed and loads of technical corners and obstacles. Some of the hills were so steep that if you failed to get up them, which some riders did, you'd slide 20 or 30 metres back to the base of the climb. With the enduro test also featuring a section of dry riverbed I managed to win all but one test in the E3 class on day one and then repeated the feat on day two.

The event was also the toughest of the season so far due to a helluva lot of dust, a helluva lot of rocks and very high temperatures. Come the end of the second day, most riders who simply finished the event scored WEC points - not something that happens very often.



Look, TBM banners, TBM Banners! Oh and David Knight as well, riding the European round in Wales...



Despite being a tough event, I enjoyed the first day more than any other this year. But day two was certainly tiring - something not helped by the fact that I was woken by a fire alarm at 2.30am. Louder than any alarm I've ever heard, when I should have been fast asleep resting for the next day I found myself, along with the rest of the Farioli KTM team, stood in my boxer shorts, half asleep, trying to work out how the hell to shut the alarm up. In the end, one of the team's mechanics removed the alarm from the wall (!), though morning came around way too soon that Sunday. Thankfully, a lack of sleep didn't result in a lack of speed, and my unbeaten run continues...



# SPORT

ROUND 5: MOST,  
CZECH REPUBLIC,  
2-3 JULY

## '05 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

### And the winners are...

KTM factory rider Samuli Aro returned to top form at the fifth round of the '05 World Enduro Championship, held in the Czech Republic. The reigning Enduro 3 world champion topped the E2 class on both days for the first time this season. Joined as a double class winner by his KTM team mates Petteri Silvan in the E1 class and David Knight in the E3 class, the fifth round of the WEC was, like so many events this year, dominated by the Austrian manufacturer.

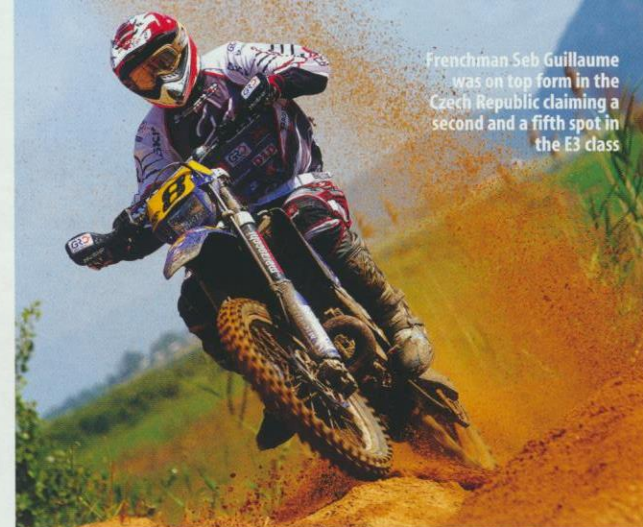
Aro's return to form was a decisive one. Very inconsistent at previous rounds and seemingly

unable to ride with the dominance he did in '04, Aro was a different rider in the Czech Republic. Claiming victory on both days in the E2 class, his winning margin was less than four seconds on day one, but on day two Aro upped his pace and finished 20 seconds clear of his nearest rival - opening up a 17 point advantage at the top of the E2 class; helped in part by French rider Fabien Planet having, by his high standards, a bit of an off weekend.

Pushing Samuli every step of the way was UFO Corse Yamaha rider Stefan Merriman. All but matching the Finn for pace during day one, Merriman and Aro both topped two tests outright and with the

exception of French KTM star Fabien Planet were both head and shoulders faster than the rest of the class. Planet claimed third on day one, just 11secs behind the Australian.

Day two was a similar story to day one. Merriman placed second, albeit further behind the Finn than he'd on day one, while a new name stood on the podium as the third placed finisher. Having finished in ninth on day



Frenchman Seb Guillaume was on top form in the Czech Republic claiming a second and a fifth spot in the E3 class

one, US rider Kurt Caselli was the first ever Californian to make it onto a WEC podium on day two, finishing just nine seconds behind Merriman. Crashing numerous times on the wetter opening day, Caselli calmed his riding down a bit and helped by the drying conditions posted an impressive result at his first ever WEC race.

In the smaller E1 class, Finland's Petteri Silvan hadn't really produced any noteworthy results so far this year - up until this round that is. Finally getting accustomed to riding KTM's new 250cc four-stroke, Silvan, seemingly from nowhere, produced two class-topping results. With day one being wet, conditions that don't really suit E1 championship leader Ivan Cervantes, Petteri was able to claim his first world championship win in over a year by a little more than five seconds.

Thinking more about his possible first world championship than simply claiming another day win, Cervantes rode a very mature race to close to within one hundredth of a second of runner-up Paul Edmondson and take third.

In second, Paul Edmondson claimed his best result of the season so far and came painstakingly close to topping the E1 class on day one. With five

## Paddock Pointers

☑ Us rider Kurt Caselli became the first ever Californian to finish on a WEC podium after coming third in the E2 class on day two.

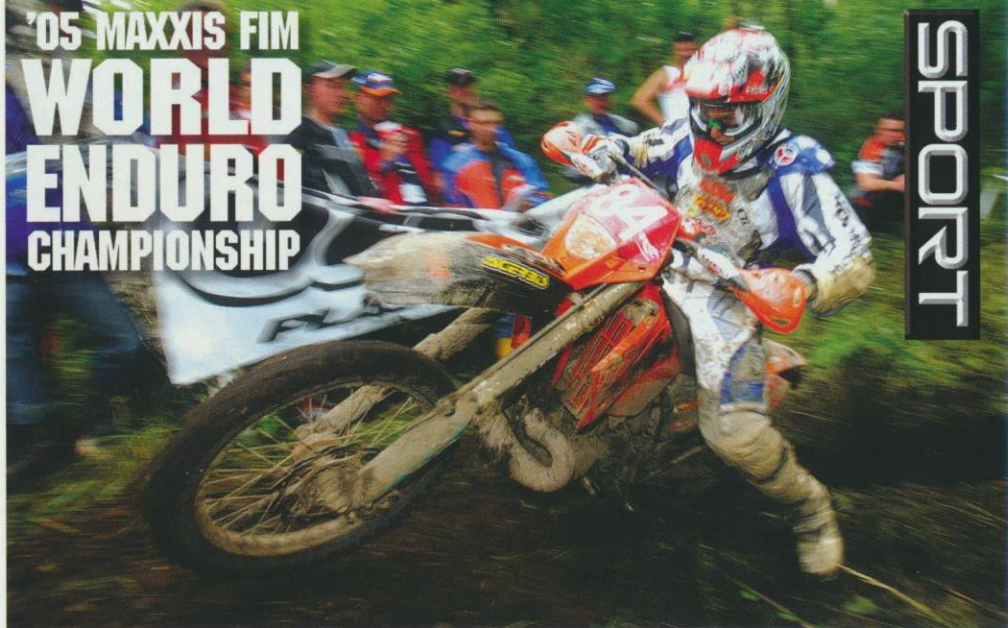
☑ Finn Petri Pohjamo returned to WEC competition in CZ having broken his elbow at the opening round of the season. Despite having one forearm half the size of the other, the TM rider placed in a creditable sixth and ninth.

☑ KTM factory riders Petteri Silvan and Samuli Aro produced their best results of the season in CZ with respective double class wins in E1 and E2. It's amazing how riders manage to up their pace when contract time is around the corner!



# '05 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

SPORT



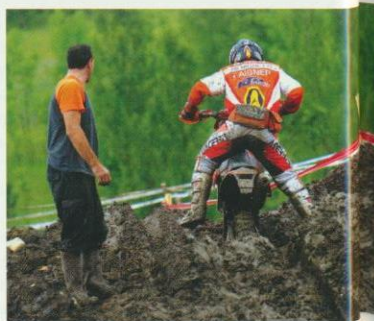
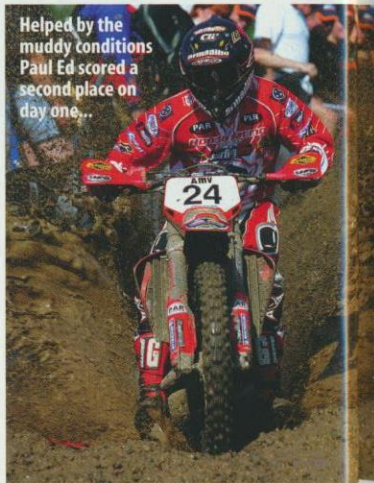
## The event...

Disappointing best describes what most riders thought of the Czech Republic GP as it soon became clear that the course had been built around the paddock rather than the event's tracks and trails taking priority, as they should. With the Czech Republic famed for having an abundance of challenging and enjoyable terrain, the featureless course and short special tests were, as several riders commented, not really up to world championship standard. And with just over 20 minutes worth of special tests ridden on day one it was easy to see why many riders weren't that impressed with the Globalpark Klub organised event.

With the start/finish area housed in the car park of the local Hipodrom (Race Course) day one featured three laps, split into two checks, of a 70km circuit. Within the lap were the now mandatory extreme, motocross and enduro special tests and little else of any difficulty. With the three tests all situated within close proximity of the start/finish area, more than half the length of the course featured little more than simple tracks and trails, which provided little in the way of any real challenges to the riders.

Each of the three tests were however very different to one another, if not all a little too short. The extreme test was a big disappointment compared to the extravagant test laid out by the organisers of the previous round of the series and soon became one long rut from start to finish interspersed with only a few water holes, logs and earth mounds. The enduro tests wound its way through trees and open grassland with its trickiest sections being some very short, very sharp climbs. The motocross test was, for the most part, a series of fast, flat turns on a grassy field but featured several sand dunes over which the riders passed a number of times.

Helped by the muddy conditions Paul Ed scored a second place on day one...



## The Brits...

The Czech Republic GP, for the most part, was a good event for the British competitors and possibly the best of the season so far for those in the E1, E2 and E3 classes. With Knighter again claiming victory in the E3 class on both days and with Eddy finishing as runner-up in the E1 class on day one, the fact that Euan McConnell and Brit based Kiwi Paul Whibley also had a pretty good weekend meant all went home from the event, that marked the mid-way point of the season, with smiles on their faces.

But it wasn't a great event for all. On day one Daryl Bolter placed in a disappointing sixth in the Enduro Junior class, much to his surprise. Feeling that he was riding well, having not been told clearly by his team exactly how he was getting on, Daryl assumed he was riding well enough for another top three finish. But he wasn't.

Only discovering that he was a few seconds adrift of the pace when it was too late, the Husqvarna rider placed in sixth, 23secs behind Spaniard Cristobal Guerrero. On day two Daryl made sure of a top three finish and placed on the final step of the rostrum just 17secs behind class winner Guerrero.

For Honda mounted Si Wakely the Czech event proved to be one in which he performed consistently. Placing seventh on both days, despite still needing to find some additional speed before he can start to challenge for a podium finish, Si looked as if he was in the event to really race, and not just gain experience as he had at some earlier rounds of the series.

In the E1 class TM rider Tim Lewis was a non starter having injured, at home, the same ankle he hurt at the opening round of the series. But competing in the E1 class and racing in his first WEC event of the season was Ed Jones aboard his KTM. Deciding to compete in the European Enduro Championship in '05 after several years on the WEC trail, Ed placed in 14th on day one and then 17th on day two.

seconds separating Silvan from Edmondson, and next to nothing separating Edmondson from Cervantes any one of the three riders could have topped the day and Eddy was frustrated that it wasn't him. Nevertheless having had mixed results at several earlier rounds, the Honda rider was more than pleased to be back on the podium.

On day two things were again extremely close at the top of the E1 class. So close in fact that just one second separated Silvan from Cervantes. The two riders were a level above all others on the second day with French rider Marc Germain claiming the third spot aboard his Yamaha, some 35 seconds adrift. For Edmondson day two didn't go quite as well and he placed fifth.

But having ridden exceptional-ly well on day one Eddy ended

the event just five points off third in the E1 championship standings. With Ivan Cervantes more than 50 points clear at the top of the class, and Marc Germain a comfortable second, a number of riders including Eddy, Simone Albergoni, Alessandro Belometti, and Petteri Silvan all came away from the event knowing that everything is still to play for.

The fifth round of the world championship series wasn't an easy one for current E3 class leader David Knight. His father having sadly passed away shortly before the event, understandably, Knighter's thoughts were elsewhere during the build up to the event.

But despite his loss the steadfast Manxman was still able to maintain his winning ways and edge further towards his first world championship title.

# PADDOCK POINTERS

☒ On day one of the Czech Republic GP Finn Samuli Aro, the event's fastest rider, completed just over 22 minutes of special tests. Compare that to round three of the series in Italy where riders raced for over an hour on special tests.

☒ The extreme test in the Czech Republic was renamed the mud 'n' ruts test as the short special stage featured numerous water holes. Laid out on waste ground, the short, technical stage still caught out several of the event's top riders.

☒ Not particularly difficult on day one, the course in the Czech Republic could have been ridden on a scooter on day two as the only challenging sections were cut out to reduce the length of the lap.

Topping day one by just under 20secs, a relatively small amount by Knighter's standards, on day two DK was back to his best form heading the class by 48secs and finishing the day as fastest rider in the event.

Behind David on day one, Gas Gas rider Seb Guillaume and KTM's Marko Tarkkala battled for the runner-up spot with Seb coming out on top by four seconds. On the second day however Tarkkala claimed the runner-up spot, albeit a long, long way behind his KTM team-mate. Joining Knight and Tarkkala on the podium was Husqvarna rider Mika Ahola.

Like all classes on day one in



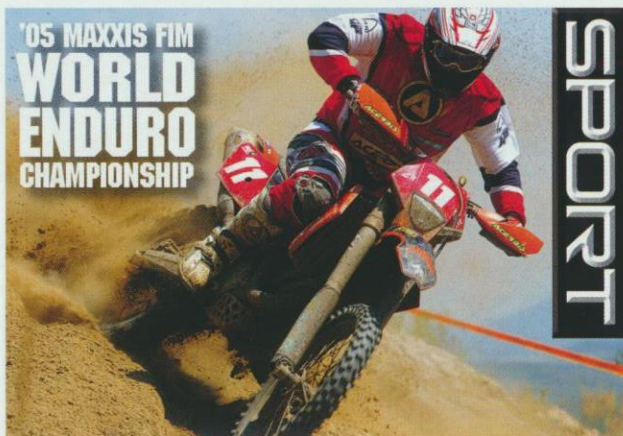
the Czech Republic the Junior category saw only a few seconds separate the class winner, Spain's Gas Gas mounted Cristobal Guerrero, from runner-up Marc Bourgeois aboard his Husqvarna.

With just a little over two seconds separating the top two riders Aussie Jake Stapleton returned to the series following his enforced stay in an Italian hospital to place third. On day two Guerrero again topped the class with Stapleton moving to the runner-up spot, just under seven seconds behind - the closest he has got to the Spaniard all season. After a disappointing sixth on day one Daryl Bolter placed third on day two, 17secs behind Stapleton.

### The manufacturers' race...

As is becoming the norm' at WEC events this season it was Austrian manufacturer KTM that shone in the Czech Republic claiming victory in each of the three senior classes. As if KTM weren't already bathed in enough glory, the fact that the event's wild card rider, Californian Kurt Caselli, was also riding orange en-route to his podium finish meant that KTM could simply do no wrong.

The battle to be the best of the rest was won, narrowly, by Gas Gas as their Enduro Junior ace



Cristobal Guerrero handed them two more class victories while their E3 class rider Seb Guillaume claimed the runner-up spot to Knighter on his 300EC on day one.

Yamaha's honours were again upheld by Stefan Merriman who finished as runner-up in the E2 class on both days, while Honda claimed only one podium finish thanks to Paul Edmondson on day one. Husqvarna also claimed just one podium finish with Finn Mika Ahola placing third in the E3 class on day two. TM scored two podium finishes with Aussie Jake Stapleton coming home in third and second in the Enduro Junior class.

### RESULTS - DAY 1

#### ENDURO 1

1. PETTERI SILVAN (KTM) 22:22.79
2. PAUL EDMONDSON (HONDA) 22:27.92
3. IVAN CERVANTES (KTM) 22:28.08
4. MARC GERMAIN (YAMAHA) 22:37.95
5. ALESSANDRO BELOMETTI (KTM) 22:40.18

#### ENDURO 2

1. SAMULI ARO (KTM) 22:06.34
2. STEFAN MERRIMAN (YAMAHA) 22:09.88
3. FABIEN PLANET (KTM) 22:17.52
4. ANDERS ERIKSSON (HUSQVARNA) 22:42.64
5. VALTTERI SALONEN (HONDA) 22:45.40

#### ENDURO 3

1. DAVID KNIGHT (KTM) 22:16.61
2. SEB GUILLAUME (GAS GAS) 22:35.89
3. MARKO TARKKALA (KTM) 22:40.44
4. MIKA AHOLA (HUSQVARNA) 22:44.63
5. ALESSANDRO ZANNI (HONDA) 22:55.04

#### ENDURO JUNIOR

1. CRISTOBAL GUERRERO (GAS GAS) 23:05.50
2. MARC BOURGEOIS (HUSQVARNA) 23:07.60
3. JAKE STAPLETON (TM) 23:13.78
4. ORIOL MENA (GAS GAS) 23:20.42
5. JULIEN DUBAC (HUSQVARNA) 23:27.27

### RESULTS - DAY 2

#### ENDURO 1

1. PETTERI SILVAN (KTM) 34:15.84
2. IVAN CERVANTES (KTM) 34:16.85
3. MARC GERMAIN (YAMAHA) 34:51.28
4. ALESSANDRO BELOMETTI (KTM) 34:51.38
5. PAUL EDMONDSON (HONDA) 35:03.04

#### ENDURO 2

1. SAMULI ARO (KTM) 34:27.74
2. STEFAN MERRIMAN (YAMAHA) 34:48.12
3. KURT CASELLI (KTM) 34:57.09
4. ALESSANDRO BOTTURI (KTM) 34:57.71
5. FABIEN PLANET (KTM) 35:01.41

#### ENDURO 3

1. DAVID KNIGHT (KTM) 34:02.43
2. MARKO TARKKALA (KTM) 34:50.50
3. MIKA AHOLA (HUSQVARNA) 34:57.89
4. ALESSANDRO ZANNI (HONDA) 35:07.91
5. SEB GUILLAUME (GAS GAS) 35:15.09

#### ENDURO JUNIOR

1. CRISTOBAL GUERRERO (GAS GAS) 35:36.76
2. JACOB STAPLETON (TM) 35:43.73
3. DARYL BOLTER (HUSQVARNA) 35:54.69
4. MARC BOURGEOIS (HUSQVARNA) 36:16.66
5. PAOLO BERNARDI (HONDA) 36:42.65

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# EURO VISION...

Forget the final results for a moment, what does it take to run an international enduro? Jonty Edmunds reports on the European Enduro Championship round in Llanidloes in July...

HUSQVARNA HAFFREN FOREST ENDURO



STORY & PICS: JONTY EDMUNDS

**T**he Husqvarna Hafren Forest Enduro '05 was an event the Hafren Dirt Bike Club had talked about running for years. With its small but enthusiastic nucleus of club members having proved that it could take on the running of British Enduro Championship events during recent seasons, hosting an international event would be the HDDB's most ambitious project to date. It would be one that would be financially difficult for the club, require months of planning and preparation but if done well be the focal point of the '05 season as far as the British enduro scene was concerned. It would also prove to the European enduro community that Britain is still capable of hosting international competitions after a five year absence. Or so it was hoped.

The general opinion among riders that took part in the event, the spectators that turned out to watch it, the sponsors and Forestry Commission Wales who generously supported it and the HDDB members themselves was that the event was a success. Not financially, it was never going to be, but because it united the British enduro community in a way few events have in recent years. It ran smoothly, for the most part, was helped by great weather, saw only a few injuries and received praise from riders and spectators alike.

## Decisions, decisions

The hosting of an EEC event had been brought up at several HDDB meetings over recent years with all club members agreeing that it was high time that international enduro competition returned to the UK. But it wasn't until late '04 that the club seriously started considering running a round of the '05 series. After months of 'should we, shouldn't we', in November the club held a meeting in which a decision was made. Already aware that the event would almost certainly be awarded if applied for, like all ideas the realities and practicalities of hosting the event had to be thrashed out first. Some simply didn't see the point in worrying about the small details until a later date while others voiced their concerns. Would the event stretch the club just a little too far? Last year's BEC event, due mainly to the horrendous weather conditions on the opening day, highlighted several areas of weakness within the club. Areas that unless addressed could spoil a European round good n' proper.

The pros and cons for running the event were relatively simple. By taking on the Euro round the club would be unable to run a round of the British championship, but that would hopefully encourage any clubs thinking



# EURO VISION...

HUSQVARNA HAFREN FOREST ENDURO


of running a BEC event to go for it. Then there was the list of the club's strength compared to the list of the club's weaknesses. In its favour was the fact that several BEC events have been run in recent years, all of which ran relatively smoothly apart from when the worst of Welsh weather intervened. The forest had what was needed to challenge the competitors, the start area at the Llanidloes Rugby Club had proved to be an accommodating one during past events, and motivation and enthusiasm to run such an event was high within the club. The club was also fortunate enough to have a few quid in the bank from past events.

On the flip side the club's biggest strength was also its biggest weakness. With the majority of the club's most enthusiastic and knowledgeable members being either riders or fathers, wives, brothers or girlfriends of riders, hindsight had shown on several occasions that come the start of an event the number of people able to help was always fewer than required. One other thing that the club knew was that while it has lots of very experienced and hard working Indians, a chief with the time and motivation to take on the overall organisation of such an event was absent. That, added to the fact that the club had no experience of running international events and that it was well aware of the fact that it would lose money, were the main points raised for not running the event. Despite all the concerns, the decision was made to apply for the event and in January the UEM announced that the Hafren Dirt Bike Club would host the third round of the European Enduro Championship. The club had a little over six months to prepare for the big day.

## Getting the house in order

With the decision taken to run the event, key personnel within the club were then awarded various positions so as the workload would be shared. Co-ordinating the event, and the efforts of those directly involved, was former Wales and British ISDE team manager Phil Wilkinson. Having been heavily involved in the WTRA organisational team that staged a round of the '99 World Enduro Championship, Phil made sure that nothing was missed and went through the EUM rule book with a fine tooth comb. A paddock co-ordinator was then appointed (Matt Darby), Clerk of the Course (Malcolm Bates), Chief Marshal (Wyn Hughes), Secretary (Kate Rowbottom), Permits & Permissions secretary (Marianne Walford), Forestry Commission liaison manager (Geraint Jones) with myself taking care of Sponsorship and Promotions. Jeff Edwards then came on board as chief timekeeper with ACU Trials and Enduro Chairman John Collins keeping a close eye on everything and helping tie-up any loose ends.

Next a general meeting was organised by the HDBC to gauge the level of interest in the event from the wider British enduro community. Well aware of the fact that running the event would be too much for the HDBC alone, if little interest was shown in the event by others the club would struggle to pull it off as professionally as they wanted to. Thankfully, people from all over the country came to the meeting, which was extremely encouraging for the club. With WTRA Central Wales Auto Club, representatives from DISS MCC, The Fast Eddy Organisation and many, many more offering to



'THE ENTRY FEE FOR THE EVENT WAS SET AT 100 EUROS, AN AMOUNT CONSIDERABLY LOWER THAN IT COSTS TO ENTER A ROUND OF THE BRITISH ENDURO CHAMPIONSHIP...'


assist the club knew that it had the backing and support it needed to make the event a success.

Paperwork, personnel and the course and special tests were the main areas that needed to be sorted and as the event drew closer, matching the list of volunteers to the list of things that needed doing became more and more important. With the tests planned to be in the same areas as the '04 BEC event they would be one of the last things to be sorted, while work on the course started early this year. Left to Wyn Hughes and Geraint Jones, the course would be a revised version of the one that was used in the '04 BEC event.

## Money, money, money

With the entry fee for the event set at 100 euros by the UEM, an amount considerably lower than the club charged those competing in their British championship round last year, the fact that numerous additional costs would also be incurred meant that additional funding had to be raised. That meant sponsorship, which would also be used to help promote the event. Aware that finding money enough to fill the gap between what it cost to run a BEC event and what it would cost to run the EEC event wouldn't be easy, event title sponsorship from Husqvarna eased the club's financial concerns. Unable to raise any 'gate money', and aware that giving the companies that agreed to support the event a serious return for their money wouldn't be easy, the required funds were eventually raised and the event's 11 sponsors put in place. As the day drew closer club meetings became more frequent as the finer details were tidied up and finalised.

## The big day



Not knowing exactly what to expect during the five days most overseas competitors would base themselves at the start/finish area at the Llanidloes Rugby Club, the HDBC tried to ready themselves for all eventualities and make sure that no unwanted surprises would spring up during the event. Aware that many hands make light work, it was during the few days prior to the event, and especially during the event, that the help of the many volunteers was most appreciated. Put simply, without the help of those that manned road crossings, helped mend broken tapes on the special test and marshalled the checks, the event wouldn't have run anywhere near as smoothly as it did. Of course the weather helped, but still the HDBC are greatly appreciative of all the help they received. It was also extremely encouraging to see so many different clubs coming together to help one another. Teamwork, hard work and good weather is what made the Husqvarna Hafren Forest Enduro '05 a success.

## What happened

As for the race itself, the British riders did themselves proud with Daryl Bolter's Junior E1 class win and Euan McConnell's Senior E2 class victory being among the highlights. The fact that David Knight competed, as a practise exercise ahead of the WEC events, helped make the weekend just that little bit more special for those that came to watch.

Placing on the top and second step of the Junior E1 class podium respectively Daryl Bolter and Si Wakely both rode fantastically well with Bolter taking important strides towards claiming his first



# EURO VISION...



German Werner Muller looked impressive all weekend in Wales, winning the E3 class

Muller claimed top honours while in the vets class former world champion Gian Marco Rossi comfortably out-paced his classmates to claim the win. Despite just three ladies entering the event, Honda mounted Katie Wakely comfortably topped the Woman's class in her first ever European event.

With a number of rider competing in the race but unable to score points (for a number of reasons) Californian rider Kurt Caselli made his competitive EEC debut and placed third overall in the international class ahead of Gas Gas rider Paul Whibley and behind Honda's Paul Edmondson and KTM's David Knight. But without doubt

EEC title. With British riders Bolter, Wakely, Rob Jones and Greg Evans claiming the first four places in the Junior E1 class on day one, many commented that it was great to see Brits finishing at the sharp end of international results. With the four riders also placing well on the second day, the fact that five Brits finished inside the top 10 in the Junior E1 class suggests that Britain is producing some promising young riders right now.

The Junior E2/3 class saw just two Brits feature inside the top 10. Husqvarna riders Jason Darby and Oliver Moyce both performed consistently in a class flooded with foreign riders. But it was in the Senior E1 class, much like in the Junior E1 class, where British riders again proved to be the dominant nation with Ed Jones making the most of his home event to finish as runner-up to former world champion Fausto Scovolo from Italy. Backed up by Tim Lewis, Dylan Jones and Chris Hockey who placed in third, fourth and fifth places respectively, the four riders were joined inside the top 10 by fellow Brits Andy Frost and Andrew Edwards.

The Senior E2 class also saw great British performances with Scot Euan McConnell topping the class closely followed by Ryan Voase. With Rowan Jones and Chris Birch also placing within the top 10, Britain deservedly finished the event as the strongest nation. In the Senior E3 class Austrian rider Werner

the best performance of the event was that of Manxman Knight. Unable to score EEC points due to past WEC achievements, Knighter was simply sensational all weekend. Winning each and every test outright, even with a fall on the opening test on day two, David got faster as the tests got rougher and even found time for some celebratory tomfoolery on the second day's final test - standing on the seat on the way round.

There's no doubt that if British clubs are prepared to take on and run significant Euro/World rounds that the sport of enduro still has a bright future in the UK. Here's to the next one...

**Thanks**  
The Hafren Dirt Bike Club would like to thank everyone who helped make the Husqvarna Hafren Forest Enduro '05 possible. Special thanks go to Mike Carter at Husky Sport for generously sponsoring the event as well as to FMF, Motul, TrailBike & Enduro Magazine, Michelin, Renthal, Scott, On Fire, XC-ting, Shark, Rangers Peugeot, the ACU and Forestry Commission Wales. The help and assistance of all land-owners, competitors and helpers is greatly appreciated.

## HUSQVARNA HAFREN FOREST ENDURO OVERALL RESULTS

### INTERNATIONAL CLASS

- |   |                |                    |
|---|----------------|--------------------|
| 1 | DAVID KNIGHT   | (KTM) 48:28.38     |
| 2 | PAUL EDMONDSON | (HONDA) 49:55.04   |
| 3 | KURT CASELLI   | (KTM) 50:14.02     |
| 4 | PAUL WHIBLEY   | (GAS GAS) 50:43.95 |
| 5 | KELLY PATERSON | (KTM) 56:15.03     |

### JUNIOR E1 CLASS

- |   |                 |                      |
|---|-----------------|----------------------|
| 1 | DARYL BOLTER    | (HUSQVARNA) 51:09.32 |
| 2 | SI WAKELY       | (HONDA) 51:52.16     |
| 3 | ROBERT KAPAJCIK | (KTM) 51:57.08       |
| 4 | ROB JONES       | (YAMAHA) 52:14.28    |
| 5 | SYLVAIN LEBRUN  | (KTM) 52:24.26       |

### JUNIOR E2/E3 CLASS

- |   |                     |                      |
|---|---------------------|----------------------|
| 1 | LUKASZ KUROWSKI     | (KTM) 51:30.01       |
| 2 | MAURIZIO FACCHIN    | (HUSQVARNA) 52:31.46 |
| 3 | CHRISTOPHE NAMBOTIN | (HUSQVARNA) 52:34.90 |
| 4 | STEFAN SVITKO       | (KTM) 52:36.60       |
| 5 | YANNICK BOSSI       | (HUSQVARNA) 52:51.01 |

### SENIOR E1 CLASS

- |   |                |                      |
|---|----------------|----------------------|
| 1 | FAUSTO SCOVOLO | (HUSQVARNA) 51:27.13 |
| 2 | EDWARD JONES   | (KTM) 51:54.89       |
| 3 | TIM LEWIS      | (TM) 52:23.30        |
| 4 | DYLAN JONES    | (YAMAHA) 52:37.51    |
| 5 | CHRIS HOCKEY   | (HUSQVARNA) 52:55.74 |

### SENIOR E2 CLASS

- |   |                |                     |
|---|----------------|---------------------|
| 1 | EUAN MCCONNELL | (HONDA) 50:49.37    |
| 2 | RYAN VOASE     | (KAWASAKI) 50:59.49 |
| 3 | RICCARDO FERMI | (KTM) 51:22.61      |
| 4 | IVAN JAKES     | (GAS GAS) 52:05.25  |
| 5 | STEFAN GEYER   | (SUZUKI) 52:07.84   |

### SENIOR E3 CLASS

- |   |                 |                     |
|---|-----------------|---------------------|
| 1 | WERNER MULLER   | (KTM) 50:25.39      |
| 2 | MARKUS KEHR     | (KTM) 51:15.24      |
| 3 | KAREL SCHEDER   | (HUSABERG) 51:34.04 |
| 4 | GIOVANNI GRITTI | (HONDA) 52:03.95    |
| 5 | MARKUS TIECHART | (KTM) 52:12.18      |

### VETERAN CLASS

- |   |                   |                    |
|---|-------------------|--------------------|
| 1 | GIAN MARCO ROSSI  | (HONDA) 52:02.14   |
| 2 | EMIL CUNDERLIK    | (KTM) 54:37.92     |
| 3 | NIKOPENSINS TOIVO | (YAMAHA) 56:10.21  |
| 4 | NEIL WILLIAMS     | (GAS GAS) 56:48.15 |
| 5 | GRAEME NAISMITH   | (HONDA) 57:08.09   |

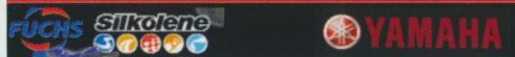
### WOMENS CLASS

- |   |                 |                  |
|---|-----------------|------------------|
| 1 | KATIE WAKELY    | (HONDA) 46:35.15 |
| 2 | ELISABETH MUCHA | (KTM) 48:59.53   |
| 3 | HEIKE PETRICK   | (KTM) 49:30.59   |

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HUSQVARNA HAFREN FOREST ENDURO



# '05 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

**ROUND 6:  
DIGNE LES BAINS,  
FRANCE, 23-24 JULY**

## And the winners are...

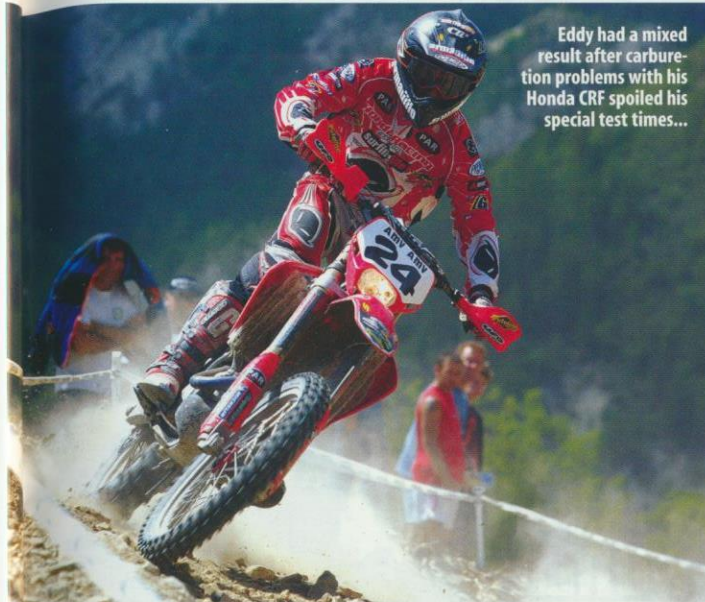
David Knight was a rider on a mission at the Team Moto Passion organised sixth round of the '05 World Enduro Championship, staged at the picturesque town of Digne Les Bains, France.

Topping the Enduro 3 class, and the event outright, on both days, Knighter proved more convincingly than at any other event this year that he is no longer simply a mud n ruts or extreme enduro specialist and that he is now the rider to beat - in any event.

With his confidence running sky high, Knight outpaced his Enduro 3 class rivals with apparent

ease on day one finishing a minute and 23 seconds ahead of his team-mate Marko Tarkkala. On day two, despite having to fit a set of 'spare' forks to his bike while his got fixed after developing an oil leak, he still managed to again win all but one test in the E3 class. Again followed home by Finn Marko Tarkkala on day two, Knight extended his winning advantage to one minute and 28 seconds.

Finishing third in E3 on both days was Gas Gas rider Seb Guillaume. A rider that normally performs at his best in cooler, wetter conditions, Seb placed 20secs behind Tarkkala on day one and 30secs behind on day two.



Eddy had a mixed result after carburetion problems with his Honda CRF spoiled his special test times...

**STEFAN MERRIMAN: 'THE SPECIAL TESTS WERE DRY AND DUSTY AND THE EXTREME TEST REALLY CHALLENGING. IT'S GREAT TO WIN AGAIN THOUGH...'**

The dry and dusty conditions in France also played right into the hands of Farioli KTM rider Ivan Cervantes.

Already a country mile ahead of his nearest championship rival in the competitive E 1 class, the Spaniard claimed two comfortable day wins to further extend his points lead. Topping day one by 28secs he then extended his winning margin to 36secs on day two despite getting stung on the tongue by a bee on the third lap.

Frenchman Marc Germain came the closest to challenging Cervantes, securing the runner-up spot on day two, six seconds ahead of 125cc KTM mounted Italian Alex Belometti. On day two Germain battled hard with Italian Simone Albergoni - just half a second separating them at the finish - Germain having the upper hand.

With one hand already on the Enduro 2 trophy, Finn Samuli Aro is already thinking about lifting his third world title and as a result didn't seem bothered about being beaten by Yamaha's

## Paddock POINTERS

More spectators came out to watch the French event than at any previous round of the '05 WEC series - flocking to the extreme test in their thousands.

The beautiful setting of Digne Les Bains and the warm weather in France were welcomed by the WEC paddock after the dull surroundings of the Czech Republic. The Tour De France sped through the town just days before the WEC arrived.

The WEC is travelling to Canada next season and lone Canadian rider Guy Giroux started and finished both days in France.

## The event...

The Team Moto Passion organised event was tough, and according to many, the hardest WEC race of the season to date. Thirty degree heat on both days along with seven hours in the saddle on the dry, rock-littered and extremely dusty 45km course certainly sorted the men from the boys. At the close of day two just 12 riders reached the finish in the Enduro 1 class.

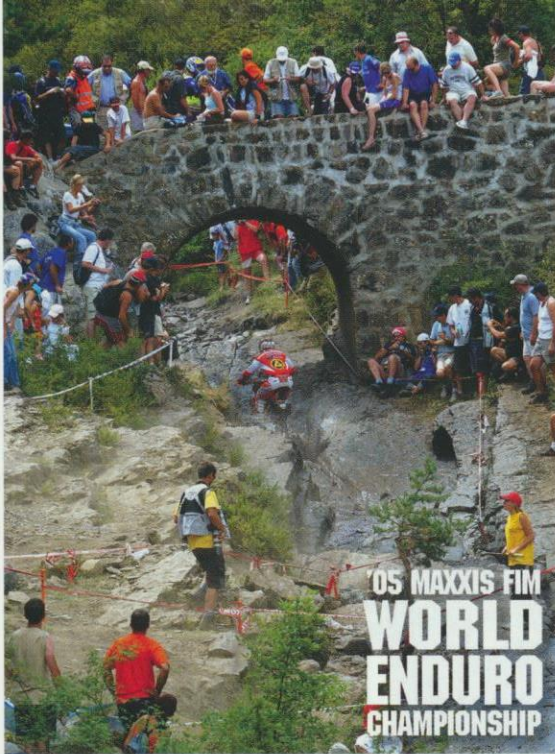
Divided into two time controls, the first check featured the event's extreme test. And what an extreme test it was. Taking the event's fastest rider David Knight around two minutes to complete, it took some of the lesser experienced riders a full 60secs longer. Featuring a trials-like river section just meters from the start, the test saw riders faced with vertical and near vertical climbs and descents as they looped their way up, down and across some of the most challenging natural terrain ever seen in a WEC extreme test.

The motocross test was incredibly dusty and didn't receive too much praise from the competitors. Marked out on the side of a mountain top, the numerous off cambered turns and fast straights were covered in a blanket of dust that made the stage quite dangerous.

The enduro test was an old fashioned, flat out, rocks n' roots type of special test. Littered with rocks from start to finish it weaved its way down a dried up river bed before crossing fields and woodland to the finish.

As for the course, four laps, especially on day two, was way too much for most riders as the combination of heat, rocks and dust left many feeling decidedly second best when they came to the end of the race.

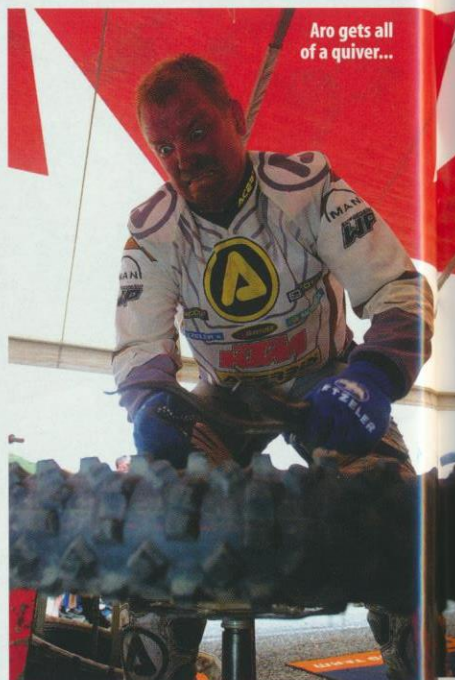




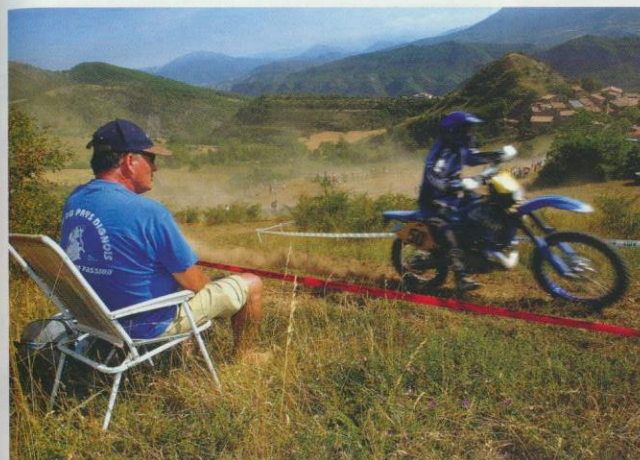
05 MAXXIS FIM  
**WORLD  
ENDURO  
CHAMPIONSHIP**

**DAVID KNIGHT: 'I ENJOYED DAY ONE PROBABLY BETTER THAN ANY OTHER DAY FROM THIS YEAR'S WORLD CHAMPIONSHIP...'**

**IVAN CERVANTES: 'I AM VERY HAPPY WITH MY RACE. IT HAS BEEN GREAT FOR MY CHAMPIONSHIP...'**



Aro gets all of a quiver...



Stefan Merriman who claimed the win on both days in France.

Finishing third on both days was Farioli KTM's Alessandro Botturi. Over one minute behind Merriman on day one, the burly Italian closed to within 38s on day two but posed little threat to either Merriman or Aro.

The first day of the Enduro Junior class saw two of the top riders go out of the event almost in sight of the finish.

First to go was Britain's Daryl Bolter when the ignition packed up on his 125cc Husky. He was closely followed by Spaniard Cristobal Guerrero who also ran into mechanical problems on his

Gas Gas. With Jake Stapleton outperforming all other junior class riders it was actually French rider Marc Bourgeois who eventually claimed the class win after Jake messed up the final extreme test. Claiming second was Italian Paolo Bernardi with Jake finishing a frustrated third.

On the second day Guerrero returned to his winning ways as Jake failed to find the form he had showed on day one. But Guerrero didn't have things all his own way as Bolter kept him honest for much of the day before he aggravated an old back injury and dropped to fourth.

Day one winner Bourgeois

# PADDOCK POINTERS

☒ Enduro 2 class front-runner Fabien Planet fell while practicing for his home round of the series breaking his elbow and requiring reconstructive surgery.

☒ Dust was a serious problem on the enduro and motocross tests in France. With the dry conditions causing visibility problems for all riders.

☒ A meeting of the manufacturers resulted in series promoter Alain Blanchard coming close to walking out after several team managers said they wouldn't travel to Sweden for the first round of next year's series. The event would be the first WEC competition to require spiked tyres.

claimed the runner-up spot with Stapleton finishing third once again on a weekend when he could, and should have topped the class on both days.

Next round: Finland 27/28 Aug

## RESULTS - DAY 1

### ENDURO 1

1. IVAN CERVANTES (KTM) 43:37.90
2. MARC GERMAIN (YAMAHA) 44:06.22
3. ALEX BELOMETTI (KTM) 44:12.51
4. BARTOSZ OBLUCKI (YAMAHA) 44:33.51
5. PETTERI SILVAN (KTM) 44:41.99

### ENDURO 2

1. STEFAN MERRIMAN (YAMAHA) 43:00.13
2. SAMULI ARO (KTM) 43:35.81
3. ALESSANDRO BOTTURI (KTM) 44:10.42
4. DAVID FRETIGNE (YAMAHA) 44:38.86
5. ANDERS ERIKSSON (HUSQVARNA) 44:53.63

### ENDURO 3

1. DAVID KNIGHT (KTM) 42:36.05
2. MARKO TARKKALA (KTM) 43:59.38
3. SEB GUILLAUME (GAS GAS) 44:19.04
4. ALESSANDRO ZANNI (HONDA) 45:03.78
5. ALESSIO PAOLI (TM) 45:05.65

### ENDURO JUNIOR

1. MARC BOURGEOIS (HUSQVARNA) 46:13.90
2. PAOLO BERNARDI (HONDA) 46:14.42
3. JACOB STAPLETON (TM) 46:24.65
4. ORIOL MENA (GAS GAS) 46:51.65
5. MAURIZIO FACCHIN (HUSQVARNA) 47:20.24

## RESULTS - DAY 2

### ENDURO 1

1. IVAN CERVANTES (KTM) 48:40.50
2. MARC GERMAIN (YAMAHA) 49:16.61
3. SIMONE ALBERGONI (HONDA) 49:17.16
4. ALEX BELOMETTI (KTM) 49:52.71
5. PAUL EDMONDSON (HONDA) 50:27.97

### ENDURO 2

1. STEFAN MERRIMAN (YAMAHA) 48:36.23
2. SAMULI ARO (KTM) 48:46.05
3. ALESSANDRO BOTTURI (KTM) 49:15.08
4. ANDERS ERIKSSON (HUSQVARNA) 50:07.93
5. PETRI POHJAMO (TM) 50:23.35

### ENDURO 3

1. DAVID KNIGHT (KTM) 47:42.48
2. MARKO TARKKALA (KTM) 49:10.51
3. SEB GUILLAUME (GAS GAS) 49:40.73
4. ALESSANDRO ZANNI (HONDA) 50:18.14
5. XAVIER GALINDO (KTM) 50:37.01

### ENDURO JUNIOR

1. CRISTOBAL GUERRERO (GAS GAS) 51:35.48
2. MARC BOURGEOIS (HUSQVARNA) 52:00.09
3. JACOB STAPLETON (TM) 52:06.60
4. DARYL BOLTER (HUSQVARNA) 52:07.72
5. ORIOL MENA (GAS GAS) 53:13.77

## The Brits...

Disappointingly, the French event wasn't a great one for the majority of the Brits competing. Paul Edmondson struggled with a carburetor flat-spot on his 250cc four-stroke Honda which made the special tests much more of a challenge and as a result found himself finishing in seventh and fifth positions over the weekend.

Daryl Bolter had an event to forget in France. He DNFed the opening day with a terminal ignition problem and then re-aggravated an old back injury on day two.

Si Wakely finished in eighth on day one and seventh on day two but was never really a threat to the class leaders.

British based Aussie Jake Stapleton was another rider to have an event to forget as, by his own omission he, 'screwed things up good and proper' on day one.



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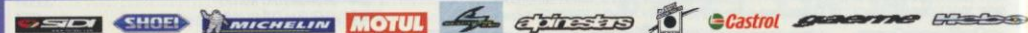
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STORY: BENEDICT SIMON; PICS: IVAN LE PIRAINT

# OFF THE WALL

**Freestyle Trials embraces the skills of feet-up riding with the tricks and jumps of FMX. Young Frenchman Art Coutard is set to be the next big thing.**

**T-Mag caught up with him at a skatepark in Lyon and then afterwards at his purpose-built test-track in the French countryside...**

**T**he first thing you notice about Art Coutard is his size. He's incredibly skinny. Perhaps that explains why gravity appears to have little effect on him. As he leaps his specially adapted Scorpa up and onto the wall of the skatepark for our photographer, he seems to momentarily hang in the air before executing yet another perfect flick-turn. Afterwards he reveals that the only way he manages to keep any weight on him at all is by doing sport and building muscle.

The 21yr old from Seyssuel in the south of France is the third generation of trials rider in his family, but has forsaken the traditional aspects of the sport, for a life of Freeride Trials - a discipline which owes rather more to the tricks and jumps of BMX than conventional observed trials.

'What I like [about the sport] is that there are no restrictions and no past history' he says. 'You have to invent everything from scratch. It is total freedom.'

## **French Resistance**

But Art hasn't always dreamed of having a career in trials. 'When I finished school I was fed up of studying and wanted to work with my hands and become a stonemason. In fact Coutard Junior had even become a bit fed up with motorcycling - a family passion shared from an early age with his illustrious father and grandfather (Charles and Claude respectively).

'You could say that I wasn't very good at trials' he admits sheepishly. 'Slippery off-camber roots weren't really my thing. On the other hand



# OFF THE WALL



# FREESTYLE



as soon as there was a jump I was up for it. Anything that requires a bit of bravery I'm up for - not the technical stuff. Speed is fine. I also rode enduro and did snowboarding for ten years but without really finding my way.'

'And then Julian Dupont, an old mate of mine, got me into freestyle. If you want the discipline to really take off, you need new riders', says Art. 'I'm giving myself six months to work at it really hard. Once my apprenticeship is over and my training complete, then I'll be worth watching' he adds with incredible modesty.

Before that, a meeting five years ago with Patrice Thibaut (the instigator of Freestyle Trials in France) had a profound effect on the young Arthur. 'He was an idol for me, like Jean-michel Bayle is in MX. Patrice had a dream riding area. That day at his place is without doubt, one of my best motorcycling memories.'

## French Flies

Still a relatively unknown sport, freestyle trials is starting to be incorporated into FMX, BMX and skateboard shows. Recently Julian and Art were invited to take part in the Paris



## A Freeride Trials Bike

Covered in carbon, the Scorpa SY250 Art rides has been extensively modified: 'The whole Scorpa catalogue is on this bike' he explains - though the most important modifications are all hidden. The main work is on the suspension, with the standard stuff not really intended for such big hits. Of the forks, only the main tubes have been kept. All the rest, shock included have been prepared by a French company called 4.4.2 to cope with the punishing landings you get when descending from six metres with only 20cm of suspension travel. The engine though is stock - while for the look, a blue anodised handlebar, black wheels and Braking discs have been added.

Benjamin Delamotte, the Commercial Director of Scorpa explains: 'At Scorpa we've always liked freestyle and believe in its future. That's why we wanted to show that the SY can also be a fun bike. Too often trials is associated with riders of a certain age. This year we don't have a rider, so we decided to help Arthur, a talented youngster with an original personality.'



OFF THE WALL

FREESTYLE



Freestyle Show at Bercy where Julian was the first person ever to do a 360 degree spin on a trials bike, and Arthur pulled off a backflip.

'It was huge' exclaimed Coutard. Bercy Stadium was awesome, somewhere where no-one from my family had ever ridden before. The commentator put a lot of pressure on me, saying I was descended from a long line of champions. It was my first public show, and my first backflip.' Adding for good measure that: 'My grandfather thinks I have become a circus act. But he also thinks it suits me!'

## French Connection

To make his freestyle debut, Art got plenty of help. French manufacturer Scorpa didn't hesitate to supply a bike specially prepared for the youngster so that he could train properly.

'Scorpa support me with equipment', he says, 'proof that people are showing interest in this new discipline which is a little bit more fun than conventional trials.'

And it's not just sponsors who are backing the rising young French star. 'Julian [my mate] motivates me, my family and friends are behind me, my







Art dreams up new stunts on a Scorpa 4 Tricks, a cross between a BMX bike and a C90. The bike's lack of weight and incredible manoeuvrability means that his imagination is the only limiting factor...



OFF THE WALL



(Claude). In fact Claude has just moved to the area and Dad still runs the local bike dealership in Seyssuel. The multi French champion has finally come round to accepting the choice of occupation for his offspring.

'I got him started in trials very early' says Charles, 'but always had the feeling he would rather be doing something else. He wasn't very good at the technical stuff but loved to jump and show off. Why not, as long as he doesn't take too many risks.'

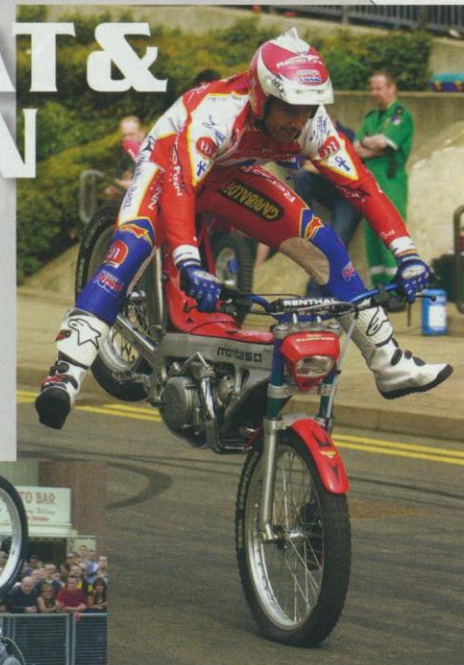
An opinion shared by Claude who came along to watch his grandchild's antics. 'Modern trials is nothing like what I used to do. If Arthur prefers to clown around, I'm not against it. And he looks like he is doing pretty well.'

A viewpoint which, judging from the pictures, is difficult to refute...

## PHAT & FINN

Britain's Jason Finn has been riding 'Freestyle Trials' for more than ten years.

His stunt show travels the length and breadth of the country wowing crowds with his



own brand of trials trickery. Like Arthur Coutard, Jason perfected his tricks on a BMX, before switching to trials at 18. However, unlike Arthur, Jason's style is all about incredible machine control rather than balls-out jump tricks...



# What's the Story?

STORY & PIC: MIKE RAPLEY



**B**ACK in the Swinging Sixties, one of the bright young trials riders at the time was Midlander Scott Ellis who hailed from Studley. An extremely competitive rider, Ellis notched up a significant number of national trials wins on Triumph Tiger Cubs and BSA C15s.

The picture shows Scott as a talented 24 year old competing in a very muddy Kickham Trial back in 1965. We'll let Scott take up the story: 'The picture must've been taken early in '65 because I'd been on a Cub for the previous four years and this picture shows I'm riding a BSA which has a steel front rim fitted. It was a factory sponsored machine, but I didn't get the lightening parts until a bit later in the year when amongst other things it had alloy rims. The bike already has the slimline tank fitted, and at that time I was riding as many trials as I could.

'I don't recall exactly how many national trials I had won until then, it must have been about a dozen. The problem was that there was another bloke around who was doing most of the winning (Sammy Miller), but I even managed to beat him a number of times.

'I stayed with BSA until the Comp Shop folded in 1967 and by then I had been riding for ten years, most of the time as a sponsored rider. I bought the BSA from the factory and though I don't have it now, it's in safe hands as fellow rider

Colin Dommatt is the current owner.'

At the time, Scott Ellis was renowned for the appalling tatty cap that he always wore, it was as much his identity as Gordon Farley's chequered bobble cap and Gordon Jackson's tie, as Ellis recounts:

'I've still got that cap somewhere' he says, 'but when helmets came in I didn't really feel any sentiment for the cap. And since then I wouldn't dream of riding a bike without a helmet', he adds.

It's around 40 years since the picture was taken (on a Baldamatic camera using

Agfa slide film), and Scott is still riding - a Beta being his current weapon of choice.

'I'm still very competitive, but I've had some knee operations and currently have some problems with my eyesight, so I don't know for how much longer I shall be able to ride. But I observe at times and get out and about to

the events that I enjoy, so I'm still very much part of the whole scene.

'The Kickham was at the time one of the major national trials of the year. Held in the Radstock area of Somerset, it included a sidecar class as well as solos. I remember it often being incredibly wet underfoot (as the photo clearly shows). It was a good trial with a good variety of sections, but I think it is one of those trials that has since passed into history - at least as a national. Shame really.'

**'The problem was that there was another bloke around doing most of the winning (Sammy Miller), but I even managed to beat him a number of times...'**





TRIALS  
MAGAZINE

week running - on a completely different trials bike? Well in our case the odds are pretty high. Firstly, because we're a bunch of incompetents who fall off a lot, and secondly because if it wasn't for *bad* luck, we'd have no luck at all.

When TBM's comedic columnist Chris Evans joined us for a Sunday morning trials ride (and borrowed our '02 Gasser TXT250) we of course assumed he'd crash a lot, but that nothing much would come of it. So when he failed to make it up a particularly treacherous climb we weren't too surprised. After all this is the bloke who's been known to stumble on the way to the bar to shout his round. But when we heard the Gasser screaming for its life - we knew something was very wrong.

Getting to the bike was our first problem - getting it to stop was another thing entirely. Naturally the kill switch wouldn't kill it, and the plug lead refused to unplug. We obviously couldn't stall it or stop the back tyre in any way and when Chris tried to turn off the fuel - he only succeeded in switching it onto reserve so it ran on unabated! Eventually we yanked off the fuel pipe and the Gasser expired in a hiss of exploding coolant.

For his sins, Chris looked suitably shame-faced, then spent the rest of the morning jealously eyeing up my spotless 2001 Cota 315R which seemed (to him) a safer bet. But naturally enough... I wasn't letting him anywhere near it! **Si Melber**

## HOT STUFF TRIALS MAGAZINE

### OFF THE PEG

These aptly named (and brand new) Ghost footpegs from Trial Cast don't just look good, they're practical too. Handcrafted from 'aluminium bronze' - a durable alloy that's corrosion resistant - the Ghost pegs offer improved bike control, yet won't damage your boot soles like normal steel ones. And early reports from riders who have fitted them say they can withstand more abuse than standard pegs.

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**KTM 400 LC4**, 2000, X-reg, orange/silver, MoT, 2400 miles, green lane use only, exc cond, £2100. Tel 01233 851112 (Kent)

**Kawasaki KL250**, 1978, four-stroke trailie, T&T, totally standard inc exhaust, low road miles, 12v conversion, long ownership, must be seen, £675 ono. Tel 07946 653033 (Leics)

**KTM LC4 400E**, 2001, T&T, two very mature owners, mostly road miles, bashplate, handguards, clean original cond, £2250 ono. Tel 01964 532270 (E Yorks)

**Honda XLR250 Baja**, K-reg, MoT, 11000km, light use commuting/green lanes, serviced, good tyres, reliable and genuine, vgc, £1250 ono. Tel 07957 613523 (London)

**Suzuki DR350**, 1993, sound bike, spares, enduro exhaust, reliable, £1200. Tel 01691 648870 (Shrops)

**Honda Transalp**, 2003, 53-reg, 2600 miles, one mature owner, centrestand, exc cond, £3250 ono. Tel 01276 33847(?) (Hants)

**Honda CRM250 mKIII**, nut and bolt rebuild inc suspension, clutch, DEP system, Renthath, full 'guards, new c+s/tyres, the best you'll find. Tel 07941 903691 (Cheshire)

**Honda CRM250 mK1**, F-reg, red/white, T&T, green lane use only, well maintained, £1100 ono. Tel (mobile) 07859 374047 or 01782 542328 (Staffs)

**Honda XR250R**, 1998, T&T, 10500km, recent dealer overhaul with piston/rings etc, exc cond, photos available by email, £1795 ono. Tel 01380 727993 (Wilts)

**Yamaha XTZ750**, J-reg, T&T, new tyres/screen, stainless exhaust, spares inc K&Ns, Dynojet, exhaust, vgc, £1800 ono. Tel 07764 561383 (Cheshire)

**KTM 525EXC**, 2003, usual extras, new c+s, very regularly serviced, little use in last year, £3500 ono. Tel 07973 493956 (Notts)

**KTM 450EXC**, 2003, never raced, proof of oil/filter changes, road tyres, many new parts, priced to sell at £3200. Tel 0115 952 9044 (Notts)

**Honda CRF450R**, 2002, road reg'd, lighting kit, speedo, 11oz flywheel, sump/hand/radguards, Renthath, subframe support, vgc, £2900. Tel 0191 526 5990 (Tyne & Wear)

**BSA Bantam D7**, rebuilt as trials bike, MoT, tax exempt, engine/suspension rebuilt, alloy rims, stainless fasteners, £550 ono. Tel 01932 848016 (Surrey)

**Yamaha YZ125**, 2000, handguards, reliable, vgc, £1400 ono. Tel 01580 819377 (E Sussex)

**Yamaha TTR250 Raid**, 1994, MoT, 10000km, elec start, long range tank, large headlight, road tyres, exc cond, £1595. Tel 01244 528994 (Flintshire)

**Honda XR400R**, 1998, T&T, 7000km, good cond, with spares, ring for more info. Tel 0121 477 0849 (W Mids)

**Suzuki DR-Z400E**, Sept 02, road legal, 4500 miles, one owner, CRD exhaust, handguards, green lane use, light scratches on original plastics, good cond. Tel (mobile) 07734 855566 or 01474 874775 (Kent)

**Suzuki DR-Z400S**, reg'd Dec '02, 1500 miles, light use, pair of road tyres, good cond, standard bike, exc on- and off-road, £2500. Tel 07855 828509 (Kent)

**Honda XR400R**, 2001, red, T&T, Renthath, sumpguard, Acerbis handguards, very clean bike, £2650. Tel Graham on 01380 830983 (Wilts)



# FREE CLASSIFIEDS

**Yamaha WR250F**, 54-reg, taxed, 30 miles from new due to injury, full road kit, £3400 ono. Tel (mobile) 07813 977347 or (work) 01292 292971 (Scotland)

**CCM 404E**, June 2004, 04-reg, taxed, 3000 miles, race can, wide sumpguard, £2650 ono. Tel (mobile) 07918 130869 or 01204 888179 (Lancs)

**Gas Gas EC250**, 2004, taxed, hand/sump/frameguards, new clutch/c+s/wheelbearings, vgc, £2600. Tel 07974 172127 (Dorset)

**Gas Gas EC450FSE**, 2003, GMX rads, Talon, Fatbars, new tyres/mousses/fork seals/c+s, serviced, £3200 ono. Tel 07759 825919 (N Yorks)

**KTM 625SX**, 04 model, 11 months old, taxed, 950 miles, immaculate cond, can email pics, £3800 ono. Tel (mobile) 07811 689597 or 01452 856487 (Gloucs)

**KTM 400EXC**, 2002 model, MoT, never raced, recently serviced, new tyres/tubes, £3200 ono. Tel 07831 884881 (Kent)

**Honda CRM250 mkl**, T&T, ever reliable, ready for more green lane adventures, original cond, £1250 ono. Tel 01256 812086 (Hants)

**Yamaha WR400F**, bored to 440, new build hence zero miles, road legal and registered with V5, sell complete or as spares, £2000. Tel (mobile) 07838 369845 or 01977 780152 (W Yorks)

**Honda Transalp**, 1991, 51500 miles, T&T, looks amazing for its age, can email pictures, £600. Tel (mobile) 07740 812651 or 01473 271726 (Suffolk)

**KTM 300EXC**, 2004, only 1000 miles/36hrs use, many extras/spares, selling due to lack of use, exc cond, £3500 ono. Tel 01522 532684 or 01522 682255 (Lincs)

**Honda XR250**, 1998, Renthals, new Michelins, lively and quiet bike, exc cond, DIY overload forces sale, £1575. Tel (mobile) 07837 571208 or 01686 629734 (Powys)

**Suzuki DR-Z400S**, 2002, T&T, 4500 miles, Renthals, Scottolter, Datatag, can email photos, superb cond, £2325. Tel 07808 912335 (Hants)

**Husaberg FE400**, reg'd May 04, only 20 hours' use, approx 650 miles, green lane use only, very reluctant sale, exc cond, £3000 ono. Tel (mobile) 07885 616703 or 01793 759164 (Wilts)

**Yamaha WR250F**, 51-reg, 1900 miles, CRD performance exhaust, CRD sumpguard, gold Excel rims, Renthals, hand guards, hardly used, mint cond, £2500 ono. Tel 01325 258032 (Co Durham)

**Yamaha WR250F**, 52-reg, late 2002, Renthals, Acerbis handguards, CRD sumpguard, Trailtech digi computer, spare plastics, frameguards, low green lane mileage, mint cond, £2650 ono. Tel 01325 258032 (Co Durham)

**Kawasaki KLX300**, 1999, wave discs, CRD can/bashplate, recent service and camchain, great bike but little time to ride forces sale, £1800 ono. Tel 07711 647935 (Oxon)

**Yamaha WR250F**, 2002, reg'd June 2003, road legal, taxed, 2500 miles, trail use only, £2800. Tel 07719 289605 (Worcs)

**KTM 525EXC**, 04 model, 53-reg, ten hours/161 miles only, KTM hand/sumpguards, totally as new cond, £4000 ono. Tel (mobile) 07885 228423 or 01904 400469 (Yorks)

**Montesa Cota 315R**, 2004, only ridden three times this year, rider retiring due to medical condition, superb condition, £2650ono Tel 07730 521109 (S Gloucs)

**Honda Dominator 650**, J-reg, T&T, 21000 miles, new tyres, good cond, £1250. Tel (mobile) 07815 326165 or 01926 427602

**KTM 250EXC 2T**, new c+s/bearings, serviced, big tank plus included, stickers/equipment and two-bike trailer included, all for £1650. Tel 07770 820860 (Surrey)

**Honda XR650**, 2000, W-reg, MoT, low miles, standard bike in good cond, £2200 ono. Tel (mobile) 07860 556381 or 01425 478366 (Hants)

**KTM EXC300**, 2000, full spec, T&T, ideal green lane/competition, new c+s/pads, ID required on inspection, £1800 ono. Tel 01594 837502 (Gloucs)

**Yamaha WR250F**, 2003, elec start, road reg'd, bashplate, DEP

exhaust plus original, usual scuffs on frame/ plastics, good cond, £2800. Tel (mobile) 07786 866596

or 01782 714194 (Staffs)

**CCM 604DS**, 1999, T&T, 2500 miles, SM wheels/ discs included, road use only, £2300 ono. Tel (mobile) 07941 334327 or 01507 313406

**Kawasaki KLX 300R**, 2001, MoT, new exhaust cam/ACR mechanism / inlet valves / camchain / piston / small-end bush and rings, reworked front forks, respoked rear wheel, £2195 ono. Tel (mobile) 07796 136390 or 01454 773972 (Bristol)

**Yamaha XT600 Tenere**, 1987, blue, been stored, no MoT, Micron pipe, good runner, £550 ono. Tel 07931 392116 (Oxon)

**Honda SL230**, S-reg, T&T, under 5000 miles, low seat height, good cond, £1100. Tel 07917 190318 (S Yorks)

**Honda XR400R**, 1999, T&T, new tyres, five hours use since full service, CRD can, very clean, £1950. Tel (mobile) 07801 689408 or 01342 892427 (Surrey)

**Honda SL230**, 2003, silver, low seat height, elec start, disc brakes, Honda dealer serviced and maintained, good cond, £2195. Tel 01600 772400 (Monmouth)

**KTM 450EXC**, 2004, only 12 hours' use, green lane use, spares kit included, exc cond, £3950. Tel (mobile) 07940 383568 or 01434 683326 (Northumberland)

**Suzuki DR350 enduro**, 1993, recent rebuild with too many new parts to list, fantastic green lane bike, exc cond, £1350 ono. Tel 01625 531705 (Cheshire)

**Suzuki DR-Z400S**, 2002, yellow, 5000 miles, standard except Renthals/handguards, new tyres, exc cond, superb, reluctant sale, bargain at £2399. Tel 07834 275636 (Hants)

**CCM 604E DS**, 2002, yellow, T&T, supermoto wheels, FSH, light green lane use, £2750. Tel 07801 872474 (Northants)

**KTM 200EXC**, 2001 model, road reg'd, handguards, spare wheel, hardly used, kept in heated garage, exc cond, £2450. Tel 01189 722239 (Oxon)

**KTM 200EXC**, 2003, 52-reg, FMF pipe, bashplate etc, new c+s, good cond, genuine reason for sale, £2600 ono. Tel 01246 231723 (Derbys)

**KTM 950 Adventure S**, June '04, Gauloises blue, 1900 miles, as new, cost £8865, bargain at £7000. Tel Steve on (mobile) 07929 930740 or 01530 459644 (Leics)

**KTM 300EXC**, 2004, taxed, one owner, enduro engineering handguards, maintained regardless of cost, excellent cond, £3300 ono. Tel 01211 501 3901 (W Mids)

**Suzuki DR-Z400S**, 2004, 2000 miles, green lane use only, still under warranty, Renthals, handguards, top bike, £3350 ono. Tel 07909921271 (Lincs)

**Husqvarna TE250**, less than a year old, dealer maintained and serviced, lovely bike, sell for £2900 or swap for Gas Gas EC200. Tel 01458 210413 (Somerset)

**Yamaha DT125R YPVS**, 1994, white, T&T, DEP system, new c+s, mechanically sound and reliable, good cond for year, £750. Tel (mobile) 07986 379042 or 01932 356386 (Surrey)

**Husqvarna TE410 enduro**, 2001 model, owned from new, barkbusters, original spares kit, recent service/c+s/pads, only £1595 ono. Tel 01322 862187 (Kent)

**KTM 520EXC**, 2002, T&T, one owner, green lane use, no racing, hand/sumpguards, just dealer serviced, £2995. Tel 07941 162444 (Kent)

**Kawasaki KDX220**, W-reg, fully road legal, all standard, barkbusters, well maintained, trail use by mature owner, now retiring, £1800 ono. Tel 01686 430519 (Powys)

**Honda XR600R**, 1994, Renthals, handguards, new tyres/pads/plastics, sumpguard, good runner, need T&T, £1250 ono or may p/x. Tel 01787 223115 (Essex)

**Yamaha TT600R**, 1998, R-reg, T&T, Renthals, new gold X-ring chain kit with road and dirt gearing, new road tyres and other parts fitted, £1800ono. Tel (mobile) 07903 947540 or 01784 461269 (Middx)

**KTM 250EXC 2T**, 2003, UK model, original receipts, only 38

hours/750km, taxed, bashplate, DEP exhaust, D-3 Racing revalved suspension, not used for 18 months after injury, £2700. Tel (mobile) 07967 658928 or 01400 266278 (Lincs)

**KTM 200EXC**, 2004, taxed, clutchsaver, Acerbis hand guards, new c+s, recent rings, oil changed regularly, Factory Support kit, £3350 ono can deliver. Tel (mobile) 07810 161527 or 01380 722196 (Wilts)

**KTM 125EXC**, 2000, one owner, full history, recent Eurotek engine rebuild, exc cond, ready to race, £1850. Tel 01665 574599 (Northumberland)

**KTM 200EXC**, 1999, road reg'd, very low genuine mileage, clear tank, centre stand, outstanding cond, £1950. Tel 01665 574599 (Northumberland)

**Husaberg FE550e**, 2005, 20 hour's use, sump/hand/frameguards, standard bike, very well maintained, exc cond, £4500. Tel (mobile) 07977 139970 (Chester)

**Yamaha DT200WR**, Japanese trailified enduro, T&T, 12000km, history, standard and unmolested, exc cosmetics/mechanics, rare cond, £1195 ono. Tel 01943 879299 (W Yorks)

**CCM 604 Sport**, 1999, yellow/black, T&T, hand/sumpguard, used cond, £2000 ono. Tel 01805 624990 (Devon)

**Yamaha WR426F**, Dec 2001, T&T, new c+s, ridden five times, some spares, good runner, £2695 ono. Tel 01480 471919 (Camps)

**Honda XR650R**, 51-reg, MoT, low miles, new c+s, lots of extras, £2450 ono. Tel 07863 338010 (Lincs)

**CCM 604E**, 2001, T&T, 5500 miles, mature owner, both sets of wheels, Supertrapp road/race pipe, spares for everything off-road and on-, vgc, £2950 ono. Tel 01947 602303 (N Yorks)

**Yamaha YZ125 enduro**, 2003, 18in rear wheel, forks just serviced, recent piston/clutch, mint cond, £2095. Tel (mobile) 07766 013549 or 01597 822798 (Powys)

**Yamaha TTR600**, 2001, Y-reg, T&T, 3500 miles, air-cooled single, with lights/indicators, mint cond, £2100 ono. Tel (mobile) 07754 750279 or 01577 862402 (Perthshire)

**Kawasaki KLX250**, 1996, T&T, 3500 miles, some spares, £1475 ono. Tel (mobile) 07850 657819 or 01594 564428 (Gloucs)

**125cc four-stroke trailie**, dual start, Acerbis lighting, MX style/TTR looks, delivery miles, suit beginner/shorter rider, pics available, £995. Tel 01484 710915 (W Yorks)

**Husqvarna TE410**, 2000 model, W-reg, T&T, 6000km, regular oil changes, good cond, inspection welcome, can email pics, £1950. Tel 01560 321584 (Ayrshire)

**Honda XR400R**, 2000, T&T, owned from new, FMF exhaust, mint cond apart from some light scratches on plastics, best offer gets it. Tel (mobile) 07773 174467 or 01727 821914 (Herts)

**Suzuki PE250X**, 1981, engine rebuild, powder-coated frame, new seat/plastics/bars, ready to race, very rare classic, must be seen, £1200. Tel 01993 880326 (Oxon)

**KTM 300EXC**, 2004 model, 53-reg, taxed, superb bike, new bike forces sale, £3295 ono. Tel (mobile) 07813 107097 or 01384 891741 (W Mids)

**Honda XL500R**, X-reg, T&T, original, exc trail bike, new rear tyre, money required for other projects, £1200. Tel 01296 330949 (Bucks)

**Husaberg FE400e**, 2003, 12 hour's green lane use only, standard bike, absolutely mint cond, first to see will buy, £2900 ono. Tel 01702 549915 (Essex)

**Husaberg FE450**, '04 model, 53-reg, only 500 miles light green lane use by mature rider, as new cond, only £3295. Tel 07831 440852 (Notts)

**Kawasaki KLX250**, 1995, M-reg, T&T, dual start, Acerbis tank, good road legal cond, £1295. Tel 01539 725292 (Cumbria)

**Yamaha TT600R**, March '04, only 850 miles, Ohlins shock, 46mm Paioli forks, this bike is still as new, £2995. Tel 01983 402611 (IoW)

**KTM 450EXC**, road reg, new tyres/graphics, sump/handguards, vgc, £3900 ono. Tel 07879 683811 (S Yorks)

**KTM 495 sidecar enduro outfit**, 1986, road reg'd, GWS chair, good fun, £800 ono. Tel (mobile) 07845 340781 or 01246 812995 (Derbys)

**Beta Alp 3**, 2002, red/silver, two careful owners, bought from BVM Moto, new engine rebuild, light use only, never raced, good sound clean cond, £1700 ono. Tel (mobile) 07867 547835 or 01453 822498 (Gloucs)

**Jincheng M50D monkey bike**, Y-reg, 1300km, currently on SORN, big-bore kit and carb, front disc and telescopic forks, uprated rear springs, all original parts included, £8750no. Tel (mobile) 07753 531182 or (eves) 01280 701799 (Northants)

**Alfer VR250 enduro**, 2002, Renthals, new enduro tyres, brush guards, adjustable powervalve makes this a fast and flexible bike, £1800 ono. Tel 07976 470972 (Middx)

**Gas Gas FSE400**, 2002, low miles all on trail, Renthals high rise bars, engine/sumpguards, Trailtech computer, vgc, any trial, £2500. Tel 01953 602436 (Norfolk)

**KTM 200EXC**, 53-reg, 47hour's/900 miles, Doma pipe, uprated fork springs etc, very tidy, £3500 or may p/x 525 E/MXC. Tel (mobile) 07939 150457 or 01633 882890 (Monmouthshire)

**Honda XLR250**, 1992, J-reg, import, 15300km, perfect green laner, full UK history, x-ring chain, many spares, totally reliable, exc condition, £1450. Tel 07973 821004 (Gwent)

**Triumph Adventurer 500cc trail bike**, 1974, MoT, 10,900 miles, good original cond, phone for more info, £3500 ono. Tel Robert on (work) 01865 250147 (Oxon)

**Honda XR250R**, 1997, MoT, fully restored, new piston/conrod/rebores/tyres/brakes and c+s, FMF exhaust, exc cond, £1595. Tel (mobile) 07764 230279 or 01327 342485 (Northants)

**Suzuki DR-Z400S**, Nov 2002, 2500 miles, no dents/scratches, exc cond, free trailer, £2300. Tel 01484 546472 (E Yorks)

**Honda CRM250 AR**, 2000, W-reg, red/black, 7000km, one of the last imported, ready to go, £2250 ono. Tel (mobile) 07900 600436 or 01924 478692 (W Yorks)

**Kawasaki KDX220**, P-reg, autolube, pillion pegs, good cond, £1400. Tel 01606 882399 (Cheshire)

**KTM 450EXC**, '04 model, one owner, hand/sumpguards, green laned, serviced, £3700 ono. Tel 02392 412713 (Hants)

**Honda CRM250 mkl**, MoT, Renthals, DEP silencer, truly superb cond, £1200. Tel (mobile) 07970 655021 or 01926 612979 (Warks)

**KTM 640 Adventure**, 2003, taxed, 8000 miles, FKTMSh, new c+s, £4000. Tel 01751 430515 (N Yorks)

**Kawasaki KMX125**, 2003, 900 miles, green lane use, great learner legal trailie, vgc, £1895 ono. Tel (mobile) 07753 218066 or 0191 431 2226 (Tyne & Wear)

**Gas Gas EC400FSE**, T&T, not used for past year due to work commitments, usual extras, superb cond, £2000 for quick sale. Tel 01284 810672 (Suffolk)

**Yamaha XT550**, 1985, road reg'd, KTM USD forks, disc brake, Predator stainless pipe, exc green lane bike, £750 ono. Tel 07967 157260 (Oxon)

**KTM 400EXC**, 2002, T&T 1400 miles, new back tyre, plastics etc, green lane use only, exc cond, £3400 ono. Tel 01634 818004 (Kent)

**Gas Gas EC300**, 2001, T&T, new yellow '04 plastics/sprockets, recent tyres, little used, green lane use, only outstanding cond, £2050 ono. Tel (mobile) 07973 294157 or 01484 721078 (W Yorks)

**Suzuki DR-Z400S**, 2000 model, X-reg, T&T, 4000miles, green lane/road use only, Renthals, bashplate, £2000. Tel (mobile) 07915 656018 or 01457 855927 (Derbys)

**CCM 604E**, 1999, T-reg, T&T, 3400 miles, forks rebuilt, new tyre/pads/bearings/c+s/battery, exc cond, £2000. Tel (mobile) 07910 173555 or 01953 498469 (Norfolk)

**KTM 400EXC**, reg'd May '04, 48 hours' use/1100 miles, taxed, sump/hand/clutchguards, Red Bull graphics, new front tyre/pads/grips/plastics, £3500 ono. Tel (mobile) 07748 637996 or 01827 525922(?) (Staffs)

**Suzuki DR-Z400E**, Dec '01, one owner, green lane use only, standard bike with usual scuffs, £1800 ono. Tel 01732 874436 (Kent)

**Yamaha Serow**, 1994, MoT, elec start, handguards, carrier, Scottolter, Haynes manual, regularly serviced, lots of spares, vgc, £1300 ono. Tel 01252 714574 (Surrey)

**KTM 450EXC**, Nov 2002, T&T, 5700 miles, road use, Technosel graphics, rad/handguards, bashplate, computer, recent tyres, vgc, £3600 ono. Tel 01438 216056 (Herts)

**Suzuki DR-Z400S**, taxed, 4600 miles, CRD pipe, bushguards, regularly serviced, very reliable bike, £2450 ono.



# FREE CLASSIFIEDS

Tel 07887 622361 (Hants)  
**KTM 250**, 1994, road reg'd, road kit, some spares, very tidy, £1100 ono. Tel 01280 815225 (Bucks)  
**Yamaha WR400F**, 2001, T&T, road legal kit, fully serviced, new tyres, very light use, good bike, £1995. Tel (mobile) 07796 961010 or 01524 792736 (Lancs)  
**KTM 525MXC**, 2003, road reg'd, bashplate, handguards, clutchsaver, new plastics, trail use only, tidy cond, £2995. Tel (mobile) 07796 961010 or 01524 792736 (Lancs)  
**Lifan LF125 trailie**, 2001, Y-reg, red, T&T, 1600 miles, reliable, economical, vgc, £700 ono. Tel (mobile) 07949 003891 or 01978 860728 (Denbighshire)  
**Gas Gas EC400FSE**, 2002, T&T, Ohlins forks, new wheel bearings/c+s/tyres, trail use only, exc cond, £2700 ono. Tel 01722 327122 (Wilts)  
**Honda XLV600 Transalp**, 1995, blue, T&T, 9400 miles, gold rims, centre-stand, exc cond, £2000. Tel 07766 128897 (Oxon)  
**Honda XL500R**, T&T, 1983, rebuilt engine/suspension, original except for silencer, many new parts, good cond, ring for details, £1000 ono. Tel 01993 823326 (Oxon)  
**Yamaha DT125R**, 1997, white/blue, T&T, 13000 miles, good cond, £1050 ono. Tel 01993 823326 (Oxon)  
**Suzuki DR-Z400**, 2002, 52-reg, yellow/white, not taxed but fully road legal, bashplate, new c+s/tyres, can email pic, £2400 ono. Tel 01283 531066 (Staffs)  
**Honda XR400R**, 2002, MoT, approx 1000 miles, professionally serviced, standard bike, exc cond, £2350. Tel 01628 635215 (Berks)  
**KTM 400EXC**, June 2004, 600 miles, just serviced, light trail use, includes factory race kit stand, find a better one, £3950 ono. Tel 01670 504478 (Northumberland)  
**Honda XR250**, P-reg, white, T&T, elec start, 280 conversion, light trail use, stainless exhaust, £1300 ono. Tel (mobile) 07801 063548 or 01525 222051 (Beds)  
**Gas Gas 280 Pro**, 2003, ex-works bike, road reg'd, mint condition, needs to be seen to be believed, £2500. Tel 07812 202412 (Staffs)  
**Honda XR400R**, 2003, very little off-road use, loads of extras, mint cond, £3200. Tel 07812 202412 (Staffs)  
**Yamaha WR250E**, 2002, road reg'd, regularly serviced, very sound, good tyres, not used for a year, good cond, divorce forces sale, £2500. Tel Steve on 07843 468005 (Bristol)  
**KTM 400EXC**, 2005 model, road reg'd, only 250 miles/12 hours' use, all the usual KTM extras, bargain at £3995. Tel Si at TBM on 020 8840 4760 (London)  
**Honda CRF250R**, 2004, Q-pipe, Autoclutch, Hot Wheels graphics, Scar pegs, handguards, Acerbis discguard, plus more, can email pics, £3200. Tel 07973 254579 (Hants)  
**Gas Gas Pampera**, 51-reg, T&T, new c+s, £1400. Tel (mobile) 07773 011116 (W Mids)  
**BMW R1150GS**, 2000, blue/white, T&T, 18000 miles, Remus Ti pipe, Power Commander, LED lights, superb cond, £5400 ono. Tel 07803 854210 (Herts)  
**Honda Transalp 600**, 2000, W-reg, T&T, 9500 miles, new rear tyre, Nonfango panniers, tankbag, Scottolier, vgc, ready for touring, £2450 ono. Tel 01442 823488 (Herts)  
**KTM 300EXC**, 2005, only ten hours' fun use, Datatag, handguards, clutchsaver, all original, genuine reason for sale, £3695. Tel 01245 325081 (Essex)  
**Husqvarna TE510**, 2004, taxed, only 700 miles, trail use only, vgc, £4000 ono or poss p/x. Tel 07803 854210 (Herts)  
**KTM 640 Adventure**, 2001, Y-reg, T&T, 6500 miles, GPS bracket, centre-stand, new tyres, fantastic cond, £3475 ono. Tel 01442 823488 (Herts)  
**KTM 200EXC**, 2005, road reg'd, taxed, all usual KTM extras, done five events, immaculate cond, £3350 ono. Tel 07720 890484 (Scottish Borders)  
**Honda CRF250X**, 2004, well maintained, green lane use only, carbon sumpguard, handguards, White Bros E2 exhaust, Hot Wheels graphics, £3700 ono. Tel 01706 819101 (Lancs)

**Honda XR400R**, 1999, red/white, T&T, WP suspension, FMF Q-pipe, White Bros header, engine/frame/handguards, spares, very good tyres, vgc, £1900. Tel 01352 759853 (Flintshire)  
**KTM 525MXC**, 2004, hand/sumpguards, steering damper, spare sprockets/filters/pads, well maintained, good cond, £3850 ono. Tel 07876 467218 (Oxon)  
**KTM 200EXC**, 2003, great cond and well maintained, call for full details, £2500 ono. Tel 02920 693768 (S Wales)  
**KTM 400EXC**, 2002, 2700 miles, hand/sumpguards, moussets, hardly used last 12 months, £2750 ono. Tel (mobile) 07814 038982 or 0121 604 2996 (W Mids)  
**KTM 250EXC**, 1998, road reg'd, new o-ring c+s, recent full engine rebuild, FIM tyres, clubman use only, vgc, £1250. Tel 07967 988349 (Hants)  
**KTM 525EXC**, 2004 model, 53-reg, new c+s, had good deal on new bike with no p/x hence £3000. Tel 07801 835555 (Shrops)  
**Gas Gas EC400FSE**, 2002, MoT, owned from new, very reliable, GMX rads, Trailtech computer, recent c+s/tyres, Renthals, well maintained, vgc, £2500. Tel 07908 177929 (Essex)  
**Husaberg FE400**, 2002, T&T, well maintained, new everything, green lane use only, exc cond, £2300 ono. Tel (mobile) 07739 212088 or 01254 704636 (Lancs)  
**Husqvarna TE570**, 2002, blue/yellow, T&T, exc cond, includes SM wheels, £3000 ono. Tel 0116 291 4763 (Leics)  
**Suzuki DR-Z400E**, 2003, 03-reg, taxed, under 1000 miles, 909 bars, barkbusters, bashplate, otherwise stock, exc cond, £2400. Single-bike trailer available at nominal cost with bike. Tel (mobile) 07736 599854 or 01380 830550 (Wilts)  
**Gas Gas EC200**, 2001, T&T, regularly maintained, Marzocchi, powervalve spacer, extras, tidy and reliable, £1900 ono no timewasters. Tel 01252 640310 (Surrey)  
**KTM 250EXC Racing**, 2004, road reg'd, only 8 hours'/150 miles, hand/sumpguards, clutchsaver, Factory graphics, rugby injury forces sale, £3500. Tel 0141 9522932 (Glasgow)  
**KTM Pro Junior 50**, auto two-stroke, orange, exc first bike, suit seven years up, £550 ono. Tel 01942 324882 (Lancs)  
**Husqvarna 250 two-stroke enduro**, late '80s, white/blue, exc machine, great fun, £700 ono. Tel 01942 324882 (Lancs)  
**Suzuki DR250 DOHC**, 1995, M-reg, T&T, 23000km, elec start, some new plastics, vgc, £1500. Tel 07752 935253 (Yorks)  
**Husqvarna WR250**, 2003, road reg'd, taxed, one owner, hardly used, vgc, £2850 ono. Tel (mobile) 07818 403699 or 01932 227548 (Surrey)  
**Yamaha WR250E**, 2003, road reg'd, standard and FMF exhausts, spares, vgc, horse forces sale, £3000. Tel 01594 529238 (Gloucs)  
**Husqvarna TE350**, 1996, professional bore to 410cc, auto-decompressor, full service inc suspension, indestructible, a must have at £900 ono. Tel 07958 600700 (Somerset)  
**Honda XR400R**, R-reg, hand/sumpguards, FMF, fully maintained, good original cond, ready for use, £1850. Tel 07713 332767 (Cleveland)  
**Honda XR600R**, V-reg, T&T, a few spares, nice clean bike, not abused, no knocks or rattles, £2000. Tel 01709 770182 (Yorks)  
**Honda CRF230**, 2005, only one month old, taxed, 100 miles, elec start, immaculate on-/off-road machine, emigration forces sale, £2800. Tel 07730 014299 (Lincs)  
**Yamaha XT225 Serow**, 1989, MoT, £900 ono. Tel Steve on 07810 892438 (Essex)  
**Yamaha YZ125**, 1998, road reg'd, T&T, engine rebuild in 2003, Pro Tapers, FMF system, O-ring chain, little use, exc cond, £1250. Tel 01782 505541 (Staffs)  
**Yamaha XT225 Serow**, only 6000 miles, stainless spokes, sealed wheel bearings, lovely bike, selling due to ill health, £1650. Tel 01252 793391 (Surrey)  
**Honda SL230**, 1998, green, T&T, 9000miles, four-stroke, electric start, low seat, new c+s/pads, good cond, £1495ono. Tel 07811 362997 or 07815 062021 (Somerset)

**Husaberg FE501e**, 2003, road legal, dual start, new c+s, many extras, well maintained, green lane use only, £2800 ono. Tel 07790 003019 (Notts)  
**Gas Gas Pampera 250**, 2002, 02-reg, 2000 miles, mature owner, ideal green lane bike, £1750. Tel (mobile) 07966 753890 or 01327 877094 (Northants)  
**Suzuki DR-Z400S**, 2004, yellow, 3500 miles, CRD bashplate, handguards, AC10s, regular oil/filter changes, vgc, £3000. Tel 07717 321764 (Staffs)  
**Honda XR250R**, 1991, T&T, new c+s/pads, regular oil changes, good runner, good cond, any trial, rider injured, £1400 ono. Tel 07812 243704 (Leics)  
**Yamaha WR250E**, 2003, taxed, elec start, full guards, road kit, dyno'd, exc cond, £3200 ono. Tel (mobile) 07837 550939 or 01538 371656 (Staffs)  
**Yamaha YZ450E**, 2003, Ceet graphics, good cond, £2300. Tel (mobile) 07814 537853 or 01974 831338 (Mid Wales)  
**Honda XR650R special**, 2003, MoT, race tuned, Pro Circuit exhaust, WP forks, Ohlins shock, hand/sumpguards, good reliable starter, £2300 ono. Tel 01462 743717 (Herts)  
**Beta Alp 200**, X-reg, black, T&T, 2130km, fully road legal, brushguards, Pirelli FIM enduro tyres, WES alloy exhaust, plus all original parts, £1450ono. Tel Mike on (mobile) 07761 685295 or 01748 850962 (N Yorks)  
**Cagiva 900 Gran Canyon**, T-reg, red, fuel injected Ducati-powered mega-moto, T&T, only 6500 miles, recent service/tyres, looks and rides like new, vgc, only £2500. Tel (mobile) 07815 685524 or 01493 721744 (Norfolk)

## WANTED

**Wanted parts to convert elec start DR350 to kickstart**, ie kickstart lever, shaft, idler gear etc. Tel 01761 436688 (Bristol)  
**Wanted front wheel for Honda CRF250X**, no damage/broken spokes, with or w/o tyre. Tel 07981 791263 (W Yorks)  
**Wanted 2005 or '04 KTM 525MXC**, p/x for 2003 model 200EXC, low hours, mint cond. Tel 07939 150457 (S Wales)  
**Wanted rear wheel from Yamaha WR400/426 etc**, must be 18in, fit YZ426f, standard WR part is okay, real prices and in the south west area please. Tel (mobile) 07790 249839 or 01346 653218 (Devon)  
**Wanted KTM 950 Adventure**. Tel 01442 823488 (Herts)  
**Wanted seat for 1982 XL100S**, could do with one that hasn't rusted-und underneath, top not too important but must be save-able. Tel (mobile) 07790 249839 or 01364 653218 (Devon)  
**Wanted two-bike trailer in vgc for £100**, in Oxford area though can travel. Tel 07900 913426 (Oxon)

## SPARES

**Acerbis 16l tank to fit DR-Z400**, black plastic, 190+ mile range, £100 plus postage. Tel (work) 01438 350527 or (home) 01767 316575 (Beds)  
**TRF Trail magazine**, 17 issues, 299-317. 28 issues of TBM, 85-98, 100-109, 111, 112, 114, 115, offers. Tel (mobile) 07712 132201 01530 249978 (Leics)  
**Suzuki DR-Z400S parts**, Gadget sumpguard, £25. Blue rad panels, £20. Blue front fender, £7. All used but good cond. Tel 01823 661274 (Somerset)  
**Honda XR600R parts**, forks, CDI, carb, both calipers, switchgear etc. Tel Matt on 07956 306808 (London)  
**Piston for Yamaha DT250MX**, new, complete, 1mm oversize, £20. Tel 01580 819377 (E Sussex)  
**O'Neal Typhoon 2 enduro jacket**, size XXL, to fit 50-52in chest, armoured jacket with removable sleeves, as new £50. Tel 07763 336667 (Surrey)  
**Gadget sump- and frameguards for Yamaha WR200/DT200WR**, in vgc, cost £80 new, a bargain at £40 inc p&p. Tel 01241 434166 (Angus)  
**FMF Q series exhaust system to fit 2001-02 KTM 520EXC**, in great cond, £250. Tel 07816 604132 or 02920 345532 (Cardiff)  
**WP rear shock and swingarm to fit CCM**.

Tel 07816 604132 or 02920 345532 (Cardiff)  
**Parts for KTM EXC 2T**, 13L clear tank, gel seat, set of levers, as new, £1500ono the lot or will split. Tel 01594 837502 (Gloucs)  
**Copies of TBM**, 66, 75-80, 82-108 except 85, 110, 112, 115, 117, 118, all good cond, 36 issues in total, buyer collects or pays postage at cost, offers. Tel 01992 442257 (Herts)  
**Set of genuine plastics for Kawasaki KMX**, black, good cond, £100. DEP silencer, as new, £50. Other bits available. Tel (mobile) 07815 498504 or 01629 733072 (Derbys)  
**Pair of Bridgestone tyres**, front Gritty ED661 90/90-21, £20. Rear Gritty ED12 110/100-17, £30. Both brand new, never fitted. Tel (mobile) 07815 498504 or 01629 733072 (Derbys)  
**Kawasaki KDX220 parts**, graphics, manuals, sumpguard, DEP silencer, Renthals, gear lever, cables, bulbs, air filters, sprockets, alloy fuel cap. Tel 01380 729982 (Wilts)  
**Wheels for CCM 404**, as new, with sprocket/discs and Pirelli MT21s. Also performance exhaust and spare plastics. Tel 01982 560408 (Powys)  
**Kawasaki parts**, KDX200 original sidepanels, new, £15. Round-slide carb for KLX300, £45. Grippy seatcover with timecard holder, £15. Tel 01285 720921 (Gloucs)  
**Acerbis 19L tank to fit Husaberg**, for 1999 model onwards, brand new, any offers. Tel 01787 223115 (Essex)  
**Standard alloy end-can for 2003 KTM 450EXC**, few scratches but good working order, can email pics, £30 plus p&p. Tel 01773 776466 (Notts)  
**TBM back issues**, issues 75-116, only 89 missing, mint cond, £50 plus p&p. Tel 01706 839860 (W Yorks)  
**Three Akront gold wheels**, 21in front, 18x1.85-36 front, 18x2.15-36 rear, from old Armstrong, rims would suit Maico, £50 the lot. Tel 0117 985 6043 (Bristol)  
**Stainless steel sumpguard for XR400R**, made with 3mm steel, gives excellent case protection, absolutely bullet proof, £45. Tel 07855 795592 or 01772 690100 (Lancs)  
**FMF Powercore 4 silencer to fit XR400R**, in exc cond, £120. Tel 07855 795592 (Lancs)  
**Predator stainless end can to fit Suzuki DR-Z400E**, road legal, as new, cost £250, accept £140. Tel 07771 823051 (Suffolk)  
**11.5L fuel tank to fit 1999 KTM 200**, may fit others, clear plastic, £60. Tel 01566 785118 (Cornwall)  
**FMF Gnarly pipe and silencer to fit 2004-05 KTM EXC/SX**, new and still packaged, cost £265, accept £200. Tel 01629 813078 (Derbys)  
**Parts for Honda XR600**, One Ind graphics set, UFO headlight, front and rear fenders, sidepanels, all brand new in packaging, plus rear pads. Tel 07973 427017 (W Mids)  
**Dave Cooper three-bike trailer**, lightboard, ramp, spare wheel, solid towing trailer, cost over £450 new, sell for £300 ono. Tel (mobile) 07971 864668 or 01438 216056 (Herts)  
**Wheels to fit KTM EXC**, gold Excel rims, no disc, as new, £250 ono. Tel Mark on 01322 668430 (Kent)  
**Daxara two/three-bike trailer**, one year old, Indespension, 750kg capacity, full electrics, flatboard, ramp, spare wheel, £485. Tel 01628 635215 (Berks)  
**CRD bashplate to fit 2003 KTM 450EXC**, £30. Brake master cylinder for 2004 DR-Z400S, £80. Tel 07830 288080 (Essex)  
**Big-bore kit for Honda XR250**, with new piston set, call for more info, £120. Tel 01772 621522 (Lancs)  
**Parts for 1975 Suzuki TS250**, front forks, £30. Front wheel, complete, £30. Top and bottom yokes, £10. Rear fender, £5. Tel (mobile) 07929 055059 or 01246 271281 (Derbys)  
**FMF Q-pipe and Powerbomb header to fit WR250E**, £180. TBM back issues, 10-119, offers. Tel (mobile) 07837 550939 or 01538 371656 (Staffs)  
**Supermoto wheels to fit KTM models**, disc, sprocket, new Dunlops, £400 ono. Tel 07905 919204 (Staffs)

## STOLEN

**Stolen KTM 640 LC4E**, 2001, orange, reg X247 YGY, chassis no VBK GSL409YM733879, engine no 0058415306, stolen on 4 July from bay in Hallam St, London W1. Any info please contact John on (mobile) 07957 834999 or 020 8693 2478 (London)



