



David Knight

In an extreme world
It helps to be the strongest



www.renthal.com



LEARN
BABY
LEARN

HONDA XR125L V
YAMAHA XT125R
V HIMO GY125

3-RIDE

'06 GASSER EC300
v '06 KTM 300EXC

HELLO WORLD!

TRICK OVERLAND
YAMAHA TT600R

WIN!

A DREAM
GARAGE!



INCORPORATING
TRIALS
MAGAZINE

13 Hydration Packs Reviewed

SEP 05 £2.95 121

Plus | Dawn to Dusk | Maico 250 Mega2 | 250F



"OFFICIAL UK GAS GAS IMPORTERS"

NEW 2006 MODELS AVAILABLE NOW!

GAS GAS

M O T O S L T D

EC250



EC300



These new '06 EC 250/300 models have the following changes;

- NEW DELTAROX PROFILE FRAME TUBES
- NEW OVERSIZE HANDLEBARS
- NEW KICKSTART
- NEW 'V-FORCE' REED BLOCK
- NEW STICKERS
- EU2 EUROPEAN HOMOLOGATION

NEW RRP prices; EC125 £4277.54 EC250 £4452.25 EC300 £4452.25

FSE450 £5517.41

Delivery and O.T.F. charges are extra.

MEGA DEALS ON 2005 BIKES!
Contact your local motor dealer for more information

These Gas Gas UK bikes are imported through the Official Gas Gas UK Dealers, are sold with a 6 months parts warranty. Delivery and O.T.F. charges are extra. All the bikes carry FULL European Homologation and are supplied with the required Type Approval paperwork. *You can also be rest assured that the VAT has been paid and you will receive a correct vat invoice from the chosen dealer.

OFFICIAL UK IMPORTERS OF GAS GAS MOTORCYCLES: Harpur Hill Industrial Estate, Harpur Hill, Buxton, Derbyshire, SK17 9JL United Kingdom
 ☎ 01298 766813 ☎ 01298 766816 www.gasgasuk.com mail@gasgasuk.com

www.gasgasuk.com

A+B MOTORCYCLES
 ALAN SMITH TRIALSPORT
 ALL SPARES
 ANDERSON MOTORCYCLES
 BEHIND BARS
 BIKE DEPOT
 BIKE TECH
 BIRKETTS
 BOB SHEERAN
 BORDERBIKES
 BRADSHAW MOTORCYCLES
 CLARKS RACING
 GRAHAM CHARLTON
 COBB & JAGGER
 CYCLOLOGICAL
 DAVID JONES MOTORCYCLES
 JOHN ELLIOTT
 ERIC ROSS JONES & CO LTD
 FEET UP TRIALSPORT
 HAVEN TRIALSPORT
 HUBBARD LEISURE
 HUNTER MOTORCYCLE
 INTA MOTORCYCLE
 J.A.M SPORT
 JIM BARRIE
 JOHN LEE
 JOHN MCHUGH
 JONATHAN MCHUGH
 KEEP BIKEING
 KELCOAT
 LEWISPORT
 MERLIN MOTORCYCLES
 MICK ANDERSON MOTORCYCLES
 WICK MOTORCYCLES
 WICK DOMINGO MOTORCYCLES
 PAUL NASH MOTORCYCLES
 NORMAN WATTS
 NTB RACING
 RAS SPORT
 ROBINSONS
 ROL
 RIDGE SPORT
 RPM
 R.P. MOTORSPORT
 SAGE MOTORCYCLES
 STEVE GOODE
 STEVE PLAIN
 STEVENS & STEVENS
 THE OFF-ROAD CENTRE
 TRAVIS MOTORCYCLES
 WYLE & HOLLAND
 WHITE BROS
 YORKSHIRE QUADS

Merthyr, Tydfil
 Guilsborough
 Ballygowley, N. I
 Killybeggs, Co. Lond.
 19106 85544
 19109 452614
 19128 745765
 01229 716906
 00 353 12019961
 14163 82745
 14163 82745
 141371 850728
 01642 730700
 01274 591017
 01443 218700
 01274 591017
 01924 840511
 01189 745448
 0161 4324375
 01723 865277
 01469 52600
 01723 865277
 01784 440033
 01622 758499
 01252 725335
 01690 710303
 01933 312027
 01723 865277
 01723 865277
 01280 705100
 01538 383547
 01877 376283
 01493 257626
 01493 257626
 01266 890003
 01266 890003
 02892 638766
 01484 711720
 01904 780101
 Wiggington, York
 Brighouse
 Rhosalei, Cornwall
 Kingswinford
 Rodley, Leeds
 01132 553636
 01909 587125
 Sheffield
 Grantham
 01476 861855
 Blackpool
 01208 891774
 01938 850544
 Welshpool, Powys
 Powys
 0208 3014111
 Bexley, Kent
 Mansfield, Notts
 01623 428777
 01938 850544
 Wellington, Shrops
 01922 248868
 01325 483121
 Sheffield, Co. Durham
 0845 612 1777
 Sheffield, South Yorkshire

MOTUL



M16 Jacket
 Nylon ripstop main body fabric is water repellent & resistant
 Zip off sleeves
 Zipper pockets at back body for detachable sleeve storage
 Zipper venting at underarm, back body and chest

GUNNER Jersey
 Casual fit
 Designed to work on and off the bike
 Technical wicking polyester fabric construction

FOXEUROPE.COM - 0191 487 6100

EDITORIAL

What's In a Name...?

One of the more esoteric things I love about TBM's weekend warrior readers (compared with your typical motocrosser for instance), is their innate inability to not take themselves too seriously. Nowhere is this better illustrated than when it comes to the team names they chose for themselves when racing. For instance at the recent TBM Dawn to Dusk 12hr Enduro (where TBM's own Suzi-Perry impersonator - the Mockney Mel Falconer - was commentating) you could find some of the best team names we've ever come across.

Monikers such as Mud Life Crisis, the Jersey Sweaters (three lads from Jersey) and the Seedless Grapes, rubbed shoulders with the splendidly entitled Yammie Dodgers, Numb & Number, Fossils racing and Still Norfolk & Good (say it in a Norfolk accent).

We particularly liked: And Then There Were Two (old Genesis references will always find a welcome home in TBM), The Welsh Hill Billies, Von Ryans Excess, Unfinished Business and the Grumpy Old Gits. Other great names ranged from the sublime: Blonde Moment Racing, Dawn Till Dinner, and Which Way Up, to the downright ridiculous: The Top Heavy Lovelies, Two Dogs Racing and Cillit Bang!

And while we laughed at Phat B'stard Racing, Team Strap On, Packet of 3, The Knobby Spankers, Owen Money, Caution - Contains

Nuts!, Drunken Monkeys, What No Team (he was riding alone), and Rinaldi Yamaha (I Wish), we did struggle to get our heads around: A No 2 Squirrel Protocol, Bizbot and Team Tortelloni.

But by far and away our favourite team name has to be the immortal: To Infirmary & Beyond. Well done guys, a minor classic.

It's probably just as well then that TBM readers aren't employed to come up with the names for dirt bikes, although you've got to wonder how some off-road models came by their names. Moto Guzzi's Quota for instance - was it because it exhibited more than its quota of breakdowns - or because it consistently failed to reach its quota of sales? MuZ's Mastiff... (cos it was Bull?). The Kymco Stryker... (less of a striker, more like on the subs bench), the Enfield Bullet Trail... (save the last bullet for yourself?), or the ultimate cut 'n' shut: the forthcoming Gas Gas' Endupam... (they even cut 'n' shut the name!).

Whatever the case, none of the above can lay claim to being the best named dirt bike which is of course reserved for that now legendary Seventies classic: the Hodaka Super Rat. Any dirt bike which takes its name from a large flea-ridden rodent responsible for the death of half the population of Europe (Have you ever heard of the Bubonic Plague, Manuel? It was very popular here at one time?), has got to be some kind of ultimate...

SI MELBER

6 PERSPECTIVE

Images capturing the essence of dirtbiking...

12 NEWS

16 TBM'S ULTIMATE GARAGE GIVEAWAY

WIN yourself a Dream Garage...

24 LETTERS

You said it...

34 TALKING DIRTY

Chris Evans on the fine art of column writing...

36 COMPLETELY RUTTED

Williams is an old-fashioned Stick in the Mud...

38 HACKED OFF

'Please can I be excused sir', asks Alex Hearn...?

40 RIGHT TO RIDE

Committees, Quangos and No-Go's...

44 ROCKS AROUND THE CLOCK

The annual TBM Dawn to Dusk 12-hour enduro...

56 GET UP AND GO!

John Rushworth's TT600R overland 'dream bike'...

64 ALL DAY DRINKING...

13 hydration packs reviewed

74 LEARN BABY LEARN

Learner-legal 125 trailies: XR125, XT125, Himo 125!

88 TRADE SECRETS

Make tyre changing easy-peasy...

90 STAFF BIKES

Benny and the Jets: an update on our WR250F...

96 TRICK BITS

98 KNIGHT SPEED

Knighter's looking forward to this year's ISDE...

100 FROM THE ARCHIVES

The story of the Mighty Maicos...

110 BRITISH ENDURO CHAMPIONSHIP

Round 3: The WTRA Crychan Enduro, 13-14 August

126 RAP MUSINGS

Rappers on the British round of the WTC...

130 WHAT'S THE STORY

What the Butler saw...

Edited & produced by: SI Melber
Deputy Editor: James Barnicoat
Staff Writer: Mel Falconer
Contributors: Mark Williams,
Chris Evans, Jonty Edmunds,
David Knight, Mike Rapley,
Alex Hearn, Steve Plain, Foto-X
Designed by: Caleb Mason

ISSN 1359-0324

TBM

Editorial Address:
TBM PO Box 9845
London W13 9WP

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

Subscriptions:
Met: 020 7903 3993

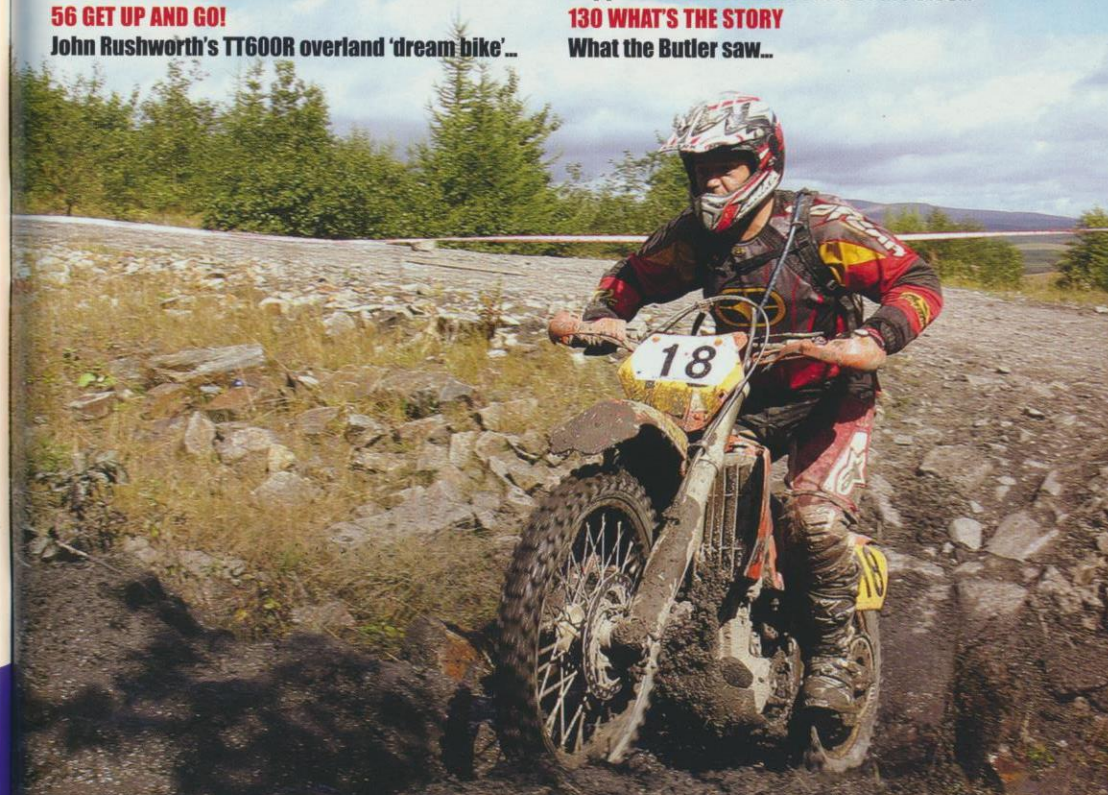
Advertising Manager:
Natalie Watson
01225 786815

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

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

Company No: 3051747. All rights reserved.

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



CONTENTS

NO.121

SEPTEMBER 2005

PERSPECTIVE

Tape Measured: David Knight makes use of every single spare inch of the special test (and a few extra ones) at the recent BEC Crychan Enduro...

Pic: Jonty Edmunds



DirtBikeStore.com

<p>Moose</p>	<p>TireBalls</p>	<p>SFB</p>	<p>PowerPegz</p>
<p>Extreme Pro-Wear</p>	<p>GPR</p>	<p>For-Ever-Levers</p>	<p>PowerBlade</p>
<p>Tools</p>	<p>2005 Mail Order Catalogue Call for your copy</p>		<p>Thor</p>
<p>Two Stroke</p>	<p>ENQUIRIES 01278 424979 FREEORDERLINE 08000 718718</p> <p>DirtBikeStore.com</p> <p>93-97 Bath Rd, Bridgwater, Somerset, TA6 7PN</p>		<p>Four Stroke</p>
<p>Thumper BigBore</p>	<p>Trade enquiries welcome</p>		<p>Talon</p>





Stark Contrast: Jari Mattila tackles the extreme special test at the WEC round in Digne-Les-Bains, France...
Pic: Jonty Edmunds

PERSPECTIVE

PERSPECTIVE

Every year a whole bunch of regular clubman riders come out in force to do battle with the TBM Dawn to Dusk 12hr enduro... Pic: TBM



Introducing the **MORPH** knee brace from **INNOVATION SPORTS**

OPTIONAL FITTING
BY MEDICAL
PROFESSIONALS

£595 PER PAIR
UK Mail Order ONLY

- Yoshitaka Atsuta
- Darrell Bolter
- Tom Church
- Paul Cooper
- Josh Coppins
- Gordon Crockard
- Eric Eggens
- Stuart Flockhart
- Chris Hockey
- Mark Hucklebridge
- Brian Jorgensen
- David Knight
- Dougie Lampkin
- Billy MacKenzie
- Carl Nunn
- Neil Prince
- Wayne Smith
- Stephen Sword >>**
- Ben Townley
- Jussi Vehvilainen



The technology of C.Ti.2 in an off-the-shelf knee brace from the manufacturers of C.Ti.2 custom and Edge off-the-shelf knee braces



Technology in Motion
132-134 Arthur Road
London SW19 8AA
tel: 020 8944 9919
www.ctikneebraces.co.uk

OUT OF THE BLUE

Sherco unveils its new 510cc open classer!

With expectations high for the imminent arrival of Sherco's new DOHC 250 four-stroke (the 2.5i), the Spanish-French firm has just unveiled a new 5.1i open classer.

With a 510cc displacement, the new bike promises a lot more power than the rider-friendly 4.5i TBM tested back in March this year, with the same extremely versatile chassis.

The 5.1i benefits from the tweaks that have been made to the existing 4.5i model for 2006, including better 2nd/3rd gear transmission ratios, revised fuel injection and a lighter fly-



wheel for improved engine response. The automatic de-compressor has also been redesigned in order to improve reliability and function. Suspension-wise the rear Paioli shock has been shortened - lowering the seat height by 2.5cm.

The 4.5i should be available late September this year with the 5.1i following in December although the 250 is not expected to appear (as a production model) until well into 2006. Rest assured, we'll be testing them as soon as we can get our hands on 'em...

COPY CAT

About to hit the sections is the limited edition Montesa Cota 4RT Repsol trials bike. Only 500 of these replica works machines (as ridden by Dougie Lampkin and Fujigas in this year's World Trial Championship) will be made, so bikes are likely to be scarce.

With championship-inspired graphics, the replicas use the same Rental bars as the Repsol Montesa HRC Team machines, along with aluminum footpegs and a plethora of carbon goodies (including headlight lens frame, exhaust muffler shield, front fork triple clamp, clutch cover guard and carbon fibre fork guards).

Bikes will be available from the middle of Sept but at the time of going to press, no price had been announced.



BUY BUY PAMPERA



Sadly it looks like the end of the road for one of TBM's best-loved bikes - the Gas Gas Pampera mkIII. Gas Gas UK confirmed last week that the Spanish factory has stopped building the two-stroke trials-engined trail bike in order to gear up for its replacement - the four-stroke Endupamp. The final batch of bikes are in dealers now and are likely to sell out quickly once word gets around that they're being discontinued. Although clearly built down to a price, the mkIII Pampera was by far the most versatile and successful of all the models, and made an excellent, easy to ride and affordable low-seat height trailie. It'll be sadly missed by Umpa-Lumpas everywhere. If all goes to plan, next month's TBM will take a closer look at the nuts and bolts of buying and owning one of these much underrated little trailies...



ELECTRIC DREAMS

After ten years of R&D the electric Blade T6 bike is here. Totally silent, the light-weight T6 claims to deliver the same performance as a regular MX machine.

Designed and manufactured in the USA, the Blade's top speed is an estimated 40mph and the 48-volt battery currently lasts between 30-60mins trail riding, depending on the type of terrain.

Weighing in at nearly 81kg fully charged the T6 has a powder-coated laser-cut double down-tube frame with

replaceable rear sub-frame, adjustable Ohlins forks and a programmable controller, which allows the throttle to be made soft or snappy depending on personal preferences. There is also a half-speed mode switch mounted on top of the controller that cuts power in half immediately - useful for novice riders or for precision slow speed throttle control.

The first bikes should be arriving in the UK shortly - check out goblade.co.uk for more info...

VIP TREATMENT

Fancy getting a sneak preview of all the latest dirtbikes before your mates this year? Well, TBM have got together with the Dirt Bike Show 2005 to offer two lucky readers the chance to win a VIP ticket worth £20!

Running from 17-20 November the show opens to the public from 12:00pm on Thursday 17th, but our ticket winners will have VIP access from 9:00am.

New for this year is the virtual paddock outside the main entrance and a new area especially for Classic Twin Shock and 'Evo' bikes.

For those of you not lucky enough to win, tickets will cost £13.50 for adults and £7.50 for youths and senior citizens, although tickets for Thursday afternoon (12:00-5:30pm) will cost just £10 for adults and £5 for youths (aged 7-16).

You can also save an extra ten percent on all tickets (with the exception of VIP day) by booking in advance -

go to dirtbikeshow.co.uk or call the hotline number 0870 240 9019.

Of course TBM will be there in our usual spot (Linkway between the first and second halls), off-loading all manner of dodgy goods. So come along and say Hi, buy us all a drink and be prepared to have your wallet levered open.

All you have to do to get into the draw to win the tickets is answer this simple question: 'What did the

Romans ever do for us...'

Send your silly answer in to us with your name, address and contact phone number to: Dirt Bike Show Comp, TBM, PO Box 9845, London W13 9WP, by no later than Friday, 4 November 2005 and the winner will be the person who most appeals to our warped sense of humour. [Terms and conditions: TBM will decide the winners and our decision is final]. Now go to it everyone, and we'll see you there...

SNIPPETS



LIGHTNING BOLT

Husky Sport rider Daryl Bolter has won the E1 Junior European Enduro Championship in style with two winning rides at the final round of the four-round series.

Taking place in Germany on 20-21 August, Bolter, racing for the Italian Mucci Racing Husqvarna team, topped the first day by just four seconds before going on to win the event outright on day two.

Daryl won the championship on 192 points, 36 points clear of runner-up KTM rider Robert Kapajcik.

YORKSHIRE TRIPPER

The Yorkshire Enduro Club are running their annual enduro in Cropton Forest on 24 September.

The course will consist of a number of 18-mile laps depending on class - all classes from trailbike to championship will be catered for. Contact Tim Spencer on 07989 941803 for more details.

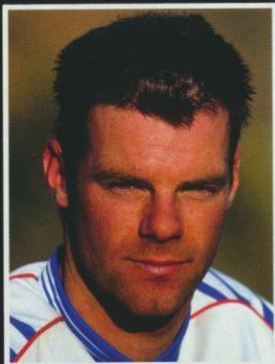
FUN IN THE SUN

Want to win a brand-new Yamaha XT660X? Outdoor equipment manufacturers Karrimor are sponsoring Run From The Sun, an unsupported two-man motorcycling expedition from Beijing to London.

Just text 'Karrimor' to 60999 before 30 December 2005. Texts cost £1.50 - go to karrimor.com for full details.

FILLING UP

Fuel transfer specialists Safety Fill are now offering a £2 discount on all their plastic and metal jerry-can nozzles for all ACU members. Their products were featured in TBM issues 112 and 113 and very good they were too! To claim your discount, just order online at safetyfill.com and have your ACU number handy.



5 MINUTES WITH...

NEW ZEALANDER PAUL WHIBLEY COMPETES IN WEC AND BEC EVENTS ABOARD A 250 GAS GAS...

WHAT WAS YOUR FIRST ENDURO BIKE YOU OWNED?

It was a 1990 Yamaha WR200. I had been riding a Honda XR200 and wanted to start racing. The bike was pretty good but I don't remember why I went for the Yamaha as Kawasaki's KDX200 was much more popular in New Zealand at the time. My parents brought the bike for me and I remember that I finished all the races I entered and even won a few.

WHAT WAS YOUR FIRST ENDURO?

That would have been a local race to me in New Zealand, a round of the Central Enduro Series. You needed to be 16 to compete but I managed to get a ride for no points when I was 15. The event went well but I found it tiring as I'd only done MX before that point. It was pretty wet, normal for that part of NZ.

WHAT IS YOUR FAVOURITE ENDURO?

I really liked the Breckland Enduro. I only rode it twice, and didn't get great results either time, but I really enjoyed it. The tight check times and sandy, whooped out terrain are pretty neat. That's a cool event.

WHAT HAS BEEN THE HARDEST ENDURO YOU HAVE EVER RACED?

When I returned home to New Zealand at the end of 2003 I raced a three-hour cross-country race, which was in deep sand. The only bike the Husqvarna importer had for me to use was a TE250 four-stroke. It was

so hard racing it in the biggest whoops I've ever seen! I managed to get the holeshot, lead for much of the race before getting passed close to the end. I managed to win though, which was great.

WHICH RIDER HAS HAD THE BIGGEST INFLUENCE ON YOUR CAREER?

In terms of wanting to follow in a rider's footsteps I'd say Stefan Merriman. But Ben Townley (2004 MX2 motocross world champion) is a rider I have a lot of respect for. I have spent time training with him in the summer back home as we are both in the MNZ high performance programme. He has helped me to learn new techniques. It's great that a Kiwi is also on top of his game on the world stage too.

WHAT DO YOU CONSIDER YOUR BEST EVER PERFORMANCE?

Finishing third on the first day of the French world round last year. It was a tough race and really muddy with snow on some parts of the track. I was doing pretty well and then I had a great last test, which lifted me to third. I finished one second behind Gio Sala. Getting my first WEC podium was a pretty cool feeling.

WHAT HAS BEEN YOUR BIGGEST CRASH?

I've been really lucky and only broken one bone racing. But my biggest crash was from a motocross race. My bike kicked sideways as I took off a third gear drop-off and that was the last thing that I remember. I got away with just a sore neck and some damage to one of my knees.

WHAT DO YOU CONSIDER YOUR MOST DISAPPOINTING RESULT?

It was at a four-lap race in NZ, which took about three and a half to four hours to complete. I lead most of the race from motocross rider Daryl King, who at the time was a very fast world championship motocrosser. My [goggle] roll-offs broke close to the end of the race and I had problems seeing properly and got passed ten minutes from the finish. We had a great battle during the last few miles of the race but I finished second, which was really disappointing having led the race from such a fast rider for so long.

WHAT IS YOUR MOST TREASURED ENDURO MEMORY?

A friend of mine named Maurice competed in a New Zealand Enduro

Championship event a few years back, close to Hamilton on the North Island. We piled all our stuff into my van and headed off. The race was a long way from anywhere so we slept under the stars. The next day I won my class and Maurice did really well too. It was just a great trip.

WHAT BIKE HAVE YOU ENJOYED OWNING/RIDING THE MOST?

I'd have to say a Honda CR250, just because I have spent so many years racing them. I've had one pretty much every year since 1994. I've liked each and every one of them but the 2000 model sticks in my mind.

WHAT IS YOUR PREFERRED TERRAIN?

Probably sandy, loamy whooped out forest tracks and fast farmland. I also seem to go pretty well in muddy conditions. I kind of like tough going, which you don't get too much of nowadays in the WEC.

WHAT DOES ENDURO SPORT NEED MORE OF?

More tight checks. The events are won and lost on the special tests now, which I'm not a huge fan of. Even if riders do lose time the organisers normally scrap the checks.

WHAT DOES ENDURO SPORT NEED LESS OF?

Rules. There are too many rules and not enough racing. I think that things should be simpler. I know that the sport would change from what it is now but I think it would make it more exciting.

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

The way the WEC is going the events will have shorter laps with more special test deciding the winners. As events are getting shorter I can see enduros and cross-country events getting more similar. Cross-country events might take over from enduros altogether, but I hope not.

WHAT MORE DO YOU WANT TO ACHIEVE IN YOUR CAREER?

To continue to get better and not to get stagnant as a rider. To continue to enjoy what I'm doing and I'd like to get some more WEC podiums and try and win some more races in the UK.

GOOD SHOW!

TBM have teamed up with the International Motorcycle and Scooter Show 2005 to offer two lucky readers the chance to win a pair of tickets to the UK's biggest motorcycle exhibition.

It runs from 27 October to 6 November at the Birmingham NEC and will offer visitors indoor bike try-outs on off-road,

track and race circuits. There's also live-action demos and race-paddock featuring displays from some of the world's top race teams.

To be entered into the draw to win a free pair of NEC tickets, simply email show@trailbikemag.com with your name, address and daytime phone number. For more info on the show visit motorcycleshow.co.uk or call 0870 732 2005.



MAGIC NUMBERS

Seven months into the year and overall motorcycle sales are the same for the third month in a row, down one percent from the same time a year ago.

Surging ahead yet again is the Adventure/Sport category, up another five percent from last month, taking it to a whopping 32 percent increase on last year's figures.

The 1200 Beemer is still top dog, shifting another 246 machines. Suzuki's ever-popular V-Strom has taken back fourth place this month from KTM's LC4, while there's a new entry in fifth position for the Yamaha XT660X.

Trail/Enduro figures are down one percent from last month's, a drop of five percent from the same time last year, although there's



no stopping the pint-sized Honda XR125L, up yet another 63 units (see this month's 125 test on page 74 to see how well it stacked up against the competition). Complete figures are as follows:

ADVENTURE SPORT	
1 BMW R1200GS	1355
2 Honda XL125V	426
3 Triumph 955 Tiger	359
4 Suzuki 650 V-Strom	317
5 Yamaha XT660X	277
TRAIL/ENDURO	
1 Honda XR125L	511
2 Suzuki RV125	331
3 Yamaha DT125	318
4 Honda CRF250X	251
5 Yamaha WR450F	219

SPRING HAS SPRUNG

Innovative footpeg manufacturers PivotPegz have issued an upgraded version of their pivot spring which is available free of charge to all existing customers. Call the guys on 01306 632962 if you haven't received yours already. You can now also visit pivotpegz.net and

register for a two-year warranty, which covers the pegs' main stainless steel components.



MY FIRST BIKE

YAMAHA'S OFF-ROAD PR AND PRESS MAN HARLEY STEPHENS EXPLAINS HOW HE BECAME A 'TRUE BLUE' KINDA' GUY...



I don't remember much about my first bike - I was only 18 months old at the time! It was a little Italjet 'Bambino' with stabilisers and a rope to slow me down fastened to the rear mudguard. My parents still have it - it's nearly 30yrs old now and probably thinks it's been put out to pasture, but it's really just resting till some grandkids come along.

I got my first trials bike at ten, a little TY80 that was quickly followed by the sturdier Whitehawk. Racing legend Paul Smart lent me a TLM50 but at my very first trial I slipped off it, put my leg through the back wheel, rear shock and swingarm. They had to stop the trial, cut and prise the bike apart to release my leg and Dad ended up having to buy it.

My dad, Stan 'The Top Tuner' (Stan Stephens) turned the little 50 into a 100cc-tuned motor which local ace Graham Jarvis rode to the British C class championship.

My first adult trials bike was a TY250S which I 'ran in' by sneaking to my local MX track, skying it over the first big jump, landing throttle down and revving it to destruction. Bit embarrassing really. When I turned 16 I was gutted to learn that all I could ride was a 50 even though I was on a 250 trialler. So we found a trick DT50 watercooler and allegedly big-bored it. I then progressed to a DT125, so I was destined to be a Yamaha man!

When the new Beta Techno came out it was the trickiest thing ever, developed by my hero Jordi Tarres. I got one but had a nasty stomach op so I only got to look at it for a long time. First trial out at Hook Woods, I was on the way to the first section, landed on a rock and broke my elbow badly. So another couple of months looking at the bike but not hopping around much.

People kept telling me the way I rode that I'd be better off doing MX, so last year I borrowed a YZ250F and went to a Southern MX event and spent the rest of the year regretting it with a snapped cruciate ligament.

I still love trials for the sense of achievement it provides though I'm getting more into trail riding for the 'camaraderie' of watching other people fall off in rivers, bogs and ditches - though it's usually me first...

TBM's ULTIMATE GARAGE GIVEAWAY

WIN!



Win yourself a Dream Garage in our simple to enter competition!

Okay, so you've convinced the missus to let you spend all your joint-savings on a dirtbike instead of that new kitchen you'd promised her, and now there's not a penny left to equip the workshop area you'd planned for the back of the shed. Well fear not, because help is at hand. TBM has teamed up with some of the industry's leading suppliers to offer one lucky reader the chance to win their Ultimate Dream Garage. And when we say ultimate - we do mean *ultimate*. The products we've chosen are all hi-end brands, synonymous with top quality, and one lucky reader is going to walk off with the lot.

That's right we've taken all the hard work out of equipping your shed or garage by getting hold of all the stuff you need (and have always promised yourself), and we're offering it as a single prize in a simple-to-enter competition. All you need do to win yourself thousands of pounds worth of incredible prizes is to subscribe to TBM before the end of November 2005 and we will draw the winner from the battered TBM crash-helmet. Simple as that.

And don't worry if you prefer to buy your copy of TBM from your local newsagent - you can always subscribe for a friend or other family member (as a present) and enter it that way...

TBM's ULTIMATE GARAGE GIVEAWAY

1 So what's in our Dream Garage? Well first of all we've got a professional tool-chest from Teng Tools.

Say goodbye to those pathetic little bendy plastic toolboxes you get from DIY stores. The Teng TC706F Top Box is a proper professional 660mm item fashioned out of steel, complete with six drawers (with ball-bearing sliders), metal handles and a locking top. Teng are renowned for their premium quality tools and tool-chests and we've managed to get one for you.



2 Inside your toolbox you'll find the best set of dirtbike T-bars we've ever come across - Beta 941s - (we've been using a set at TBM we bought five years ago and they're virtually indestructible). The Beta 941s are the dirt biker's choice and we've got a set which includes sizes 7, 8, 10, 12, 13, & 17mm for you.

3 But in order to work on your bike you'll need it at a reasonable height, which means you'll want one of those hydraulic pump-up bike stands. We've skipped the rest and gone for the very best - the HMC Moto Lift from Surf & Turf.



Fabricated in Holland, this high-quality piece of kit is a real eye-opener and simple to operate. A single push-down bar operates the lifting ram (which is specially made for this application rather than simply utilising a bottle-jack like most stands), and lifting the bar with your foot, slowly lowers the bike back down. The HMC Moto Lift is finished in stainless chequerplate and is an absolute essential in anyone's Dream Garage.



4 Also essential in a well-stocked garage is a full range of top-quality lubricants for every occasion. The Motul brand is not only trusted around the world, it also has strong links with off-road bike sport. Motul

have supplied our lucky winner with everything he or she is ever likely to need for their dirt bike (whether it's a two-stroke or a thumper) including fully synthetic (4T) engine oil, two-stroke oil for pre-mixing, transmission oil (2T), carb cleaner, brake cleaner, air-filter cleaner, air-filter oil, silicone spray, and of course off-road specific chain lube. If you're making demands of your dirt bike, you better be sure to use a lubricant which can cope - that's why we chose Motul for you.



5 Aside from regular fluid changes another of those all-important jobs is tyre changing, and to make this tricky task as easy as possible we've got our lucky winner a proper tyre-changing rig from Bert Harkins Racing. Whether you're just fitting new tyres or planning on changing moussets, BHR's Titax Tyre Changer makes the job a whole lot easier as it not only holds the wheel in place while you work on it, but it also features a bead-breaker, and is suitable for wheels from 16-21in. The Titax tyre changer is only one of a range of off-road-specific products you'll find in the well-stocked BHR catalogue, check it out.

6 And when you're changing tyres (and especially moussets) you'll need a quality set of BIG tyre levers. Don't mess around with other stuff, Italian company Buzzetti (imported by Venhill Engineering) make the best ones we've come across with a specially-designed rim-stop at one end. Here at TBM we use a set of Buzzetti's we bought years ago and they're still going strong, so you've got to have a set in your Dream Garage.



7 And if you've just changed tyres (and aren't running moussets in them) then inflating them just got a whole lot easier. Sealey Power Products are a huge tool factors, and their website is the place to find virtually all your garage requirements. Sealey's compact and portable 1hp SA2306 Compressor is the ideal tool for tyre inflation



and an absolute must-have item for anyone's Dream Garage. Fitted with twin gauges displaying tank- and working-pressure, and anti-vibration suction feet, we've mated it up with one of their SA930 Air Line Gauges and included them here. You lucky, lucky devils.



8 Okay, cleaning your dirt bike after a muddy ride can be a time-consuming business, but thanks to Bosch, it should be a whole lot easier from now on. With German design and engineering, Bosch are rightly renowned for their high quality products, and the Bosch Aquatak 1350 pressure-washer is no exception. With its gutsy 2400W induction motor it can supply from 30-135 bars worth of pressure and features not only an automatic motor stop for minimum power and water consumption, but also an integrated detergent tank. And this, along with their unique Roto-Power Lance, makes it ideal for cleaning dirt bikes - that's why we use one here at the magazine.

9 For cleaning your bike down properly you really need some bike wash and for your fully equipped garage we've sourced you 10L of X-Tech bike cleaner from Bert Harkins Racing. This stuff really does make the job a whole lot easier and brings the bike up beautifully. It's also fully biodegradable, which is no bad thing these days.



10 Okay, workshop security is a serious business, the last thing you need is for some low-life to relieve you of your bike and all your workshop equipment. That's why we've opted for a three-stage security system. To keep your bike as safe as houses you need a ground-anchor to attach it to, and the Motrax Groundhog 5 is the industry standard-bearer. Sink this baby into the garage floor and it's gonna take someone with the powers of the Fantastic Four to remove it. The clever telescopic design of the Groundhog 5 means that when it's not in use it stays flush with the floor.



11 Attached to that will be a superb 1.5m long Motrax Superlink three-stage core-hardened English Chain. This chain is made from the highest-grade tensile chain available with whopping 13mm diameter links which are zinc-plated (for corrosion resistance) and then sleeved in an abrasion resistant sheath. That is then secured by an EC130 Series Lock with a close-shackle design (allowing no room for bolt-cutters) - it's got a high-security radial cylinder mechanism, and a rotating hardened steel anti-drill protection guard - good enough to attain a 'Sold Secure' Gold rating. Motrax offers a huge selection of bike security on their website along with many other products.

12 Okay, that takes care of your bike but to ensure the security of the whole garage/workshop, we've opted for a Meta Garage alarm from Nevis Marketing. The Meta System C11 offers instant security thanks to its easy mains plug-in (with battery back-up), 118dB siren, remote control, panic facility, two override keys and status LED. In fact it couldn't be simpler to operate, that's why we've chosen one for our Dream Garage.



13 Right, you're going to be spending a whole load of time in there so we've added some other items just to finish off your workshop and make it feel like the special place it's going to be. First of all there's a 3m-long professional Team Yamaha workshop mat which helps keep the place snug, absorbs any leaking fluid, makes working a whole lot safer (cos it's non-slip and padded) and looks well trick. Whether you ride a Yamaha or not, this addition is going to make your workshop look like one very cool place.



14 For the safe storage of fuel we've secured you a 20L Jerrycan, but not just any Jerrycan for our Ultimate Garage. Oh no. This one is made out of T304 stainless steel (with a screw-



TBM's ULTIMATE GARAGE GIVEAWAY

on cap) and polished to a bright finish. How good is that? Demon Tweaks Direct have supplied it for us along with a smaller 10L painted steel Jerry and a pair of matching nozzles. These are just four of the thousands of items you'll find on their new dedicated website.

15 And while we're on the subject of fuelling, we've also got a pair of the excellent Safety-Fill nozzles which automatically shut-off the fuel delivery once the bike's tank is full. We use these items ourselves and they're excellent - so you've got 'em in your Dream Garage.



16 Also when you're at the races, you'll need a push-up stand for working on your bike in the pits (or just a stand for easy everyday use). Everything Fro makes is neatly designed and of high quality, and their cantilevered Lift Up Stand is no exception. Its zinc-plated construction features a rubber non-slip mat and a built-in tool tray. When you see FRO's catalogue you'll understand why we chose their stand.

17 And finally, no respectable garage would be complete without a decent 'girly' calendar on the wall. Crossbow are world-famous for their bike calendars, so of course our Ultimate Garage just has to have one of their 2006 Crossbow calendars in it. And we've got nine more to give away as runner up prizes.



Terms & Conditions

This offer is only open to TBM subscribers (both UK & abroad) whose subscription is current on 30.11.2005. The winner will be notified by telephone before 30.12.2005. NB the prize-winner must collect their prize in person and agree to be pictured in the magazine receiving their prize. TBM's decision is final, and no correspondence or discussion will be entered into. No cash alternatives will be offered, and TBM reserve the right to alter, amend, withdraw or substitute any part of the prize. TBM cannot accept any responsibility for any damage, loss, injury or disappointment suffered by the winner or any other persons using any or all of this equipment. TBM employees, prize suppliers or any members of their families or households are not eligible to enter this draw. TBM reserves the right to verify the eligibility of all entrants. This draw and its terms and conditions will be governed by English law.

What do you have to do...?

Okay so you've seen the prize, now you need to know how to win it. Simple, all you have to do to be in with a chance of winning TBM's Ultimate Dream Garage is to subscribe to TBM before the end of November (or be an existing subscriber). As a subscriber you'll enjoy the benefits of paying less for your magazine, getting it delivered directly to your door, never missing an issue and right now we're currently offering every new subscriber (and re-subscriber) a free XL TBM T-shirt - so everyone's a winner! Pick up the phone right now and dial up our subscription hotline on 020 7903 3993 and talk to Mel or Roisin (if it's busy, leave your name and number and we'll get right back to you). Alternatively, log onto trailbikemag.com and subscribe securely online, anytime. At the end of November we will draw a random name from our subscriber list and one lucky winner gets the Dream Garage. Nine runners-up will also get 2006 Crossbow calendars.

TBM would like to thank the following suppliers for contributing prizes to our Ultimate Dream Garage. If you're considering putting together a Dream Garage for yourself, check these out:

- Beta:** UK website coming soon
- Bosch:** 01895 838782 boschgarden.co.uk
- Buzzetti/Venhill Engineering:** 01306 885111 venhill.co.uk
- Crossbow:** crossbow-calendars.com
- Demon Tweaks Direct:** demon-tweaks.co.uk
- Fro Systems:** 0121 559 1351 frosystems.co.uk
- HMC/Surf & Turf:** 0161 776 9923 surfturf.co.uk
- Meta/Nevis Marketing:** nevism.co.uk
- Motrax:** 01933 418414 motrax.co.uk
- Motul/MD-Tech:** moto-direct.co.uk
- Safety Fill:** 01529 462034 safetyfill.com
- Sealey:** sealey.co.uk
- Teng Tools/Toolstars:** 01525 711500 tengtools.co.uk
- Titax/X-Tech/BHR:** 01582 491076 bertharkinsracing.co.uk
- Yamaha:** yamaha-motor.co.uk


27823

RACE DEPT.



LEOPARD

3400

ALF. Approved

Stephen Sword
MX2 World Champion

NUOVA 791 CROSS

THREE COLOR TRIPLE DENSITY



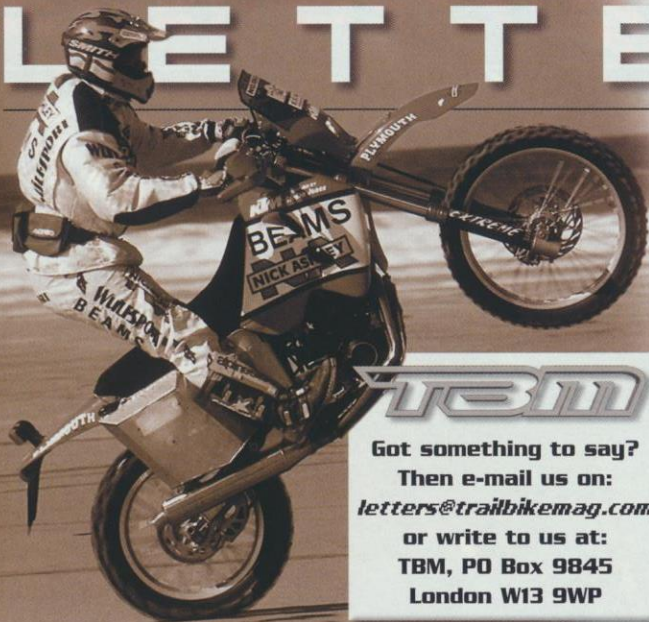


www.progrip.com

PROGRIP

MITO UK
Distributor/Sole Importer

01202 667323
www.mitouk.com



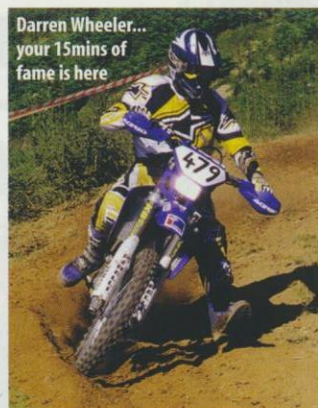
TBM
Got something to say?
Then e-mail us on:
letters@trailbikemag.com
or write to us at:
TBM, PO Box 9845
London W13 9WP

Name and Shame

Dear TBM

This is just a small complaint but one that means a lot to us. My partner Darren Wheeler has been doing the British Championships for the past two years with great results, so he entered this year's European round held in the Hafren Forest.

In your last issue, the reporting on this EEC round failed to



Darren Wheeler... your 15mins of fame is here

mention Darren, despite finishing seventh in his senior E1 class ahead of a lot of well known other riders. But that wasn't all - although the coverage on the British riders mentioned eighth and ninth places (as well as the usual first, second, third and so on) Darren was still passed over.

This isn't the first time this has happened - Darren has been consistently finishing high up in the British Championship results but keeps getting left out of the published reports. It's just so frustrating that all these other riders are sponsored and that Darren, as a privateer, pays out of his own pocket and the EEC round wasn't cheap as you can imagine.

As Darren is trying to find sponsorship and help, it's impossible if his name and results are never mentioned. Don't get me wrong, privateers and families do this sport because they love it, otherwise I wouldn't be in the pits and at fuel stops every weekend

whatever the weather. However, a little bit of recognition for a brilliant ride may not seem like a lot but to us people that give up their weekends it means everything.

Just a small gripe but after years of Darren's name being left out of reports I just had to say something. So, hopefully I've finally now got Darren's name in print!

Sarah Cox, Oxon
 via email

Well, Sarah, you've definitely got Darren's name in print. Jonty Edmunds (who covers the BEC/WEC rounds for us) apologises for overlooking Darren in his reports, and will try and include him in future. That said, as you can probably appreciate, Jonty is kept pretty busy at these events and he can't be everywhere at once. But he would like to meet Darren and indeed any other rider who wants to make contact, so please feel free to come and introduce yourselves at the next event.

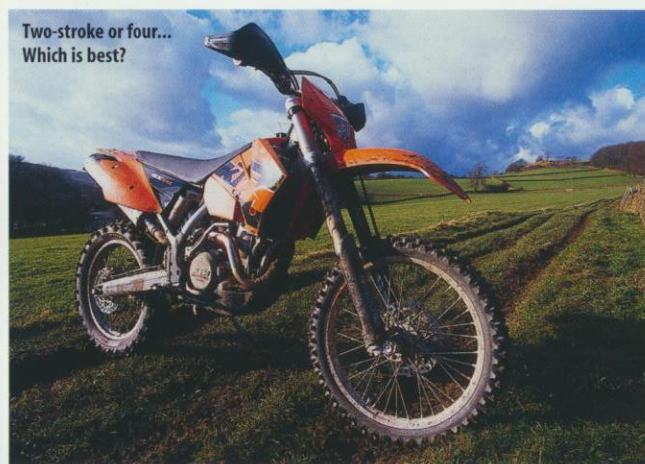
Two by Four

Dear TBM

Having been a four-stroke user for a long time now, (the last two-strokes I really rode were back in the late Seventies), I am wondering which is really best for enduro/H&H events and general trail riding.

I would have thought that the lowdown grunt of a thumper is better but so many entrants are using two-stroke machines and seem to cope well with the general conditions.

Currently I have a KTM 400EXC - previous bikes were



an XT350 and XR280. I favour the four-stroke for its ease of maintenance, use, and most importantly the leccy start. But it does have the disadvantage of being heavier and tires me out.

The bike's weight and height are important, as I am five foot eight inches tall and of medium build, plus I compete at sportsman level, though this is of course self-rating! Based on this, what would you recommend - two- or four-stroke - and what manufacturer?

Great mag of course, really like Doing the Rounds, but how about inviting a guest rider along with you as well - I'm up for it! Keep up the good work.

Jonathan Moulton
 Winslow, Bucks

Not an easy question to answer Jonathan, both types of bikes have their advantages and disadvantages. And while it's true that four-strokes are heavier to ride for extended periods of time, the rapid-fire power delivery of two-strokes can also quickly tire you out. For racing I would always opt for as light

a bike as possible (and the smallest capacity you can get away with - a 125/200 two-stroke or a 250cc four-stroke). But given that you also ride the trail, I'd say stick with what you already own. It's probably the best compromise for what you need.

Six Appeal

Dear TBM

I've just read with great interest D Robins' 'Fast 'N' Furious' letter in the August issue, and agree, a 650(ish) shootout would make for a great article!

Reader Rick Moore has volunteered his KLR650 for a TBM test. Any other takers..?



Why not include a couple of old thumpers/strokers to see how things have developed/changed over the years and base the testing on reliability and robustness as well as out and out power?

If you're interested, you could borrow my tired 1990 Suzuki DR650R Djebel. It's currently geared for off-road at 15/47 (16/42 standard) but was good for about a ton on the road if you were brave enough!

Rick Moore
 Milford, Surrey

Er... thanks for that Rick.

Bright Spark

Dear TBM

I read with some interest the article in issue 118 (June) about the Suzuki PE400X ignition problem. Having re-built a few classic bikes in my time I came across a problem that sounds very similar during my last project. The bike was a four-stroke 1983 KL250 that had been stored in a barn - all the symptoms were the same, the bike would start with a new plug and run well for a few miles before the plug would



foul and the engine die.

Anyway, went through all the usual suspects - CDI, coil, visible connections etc (engine had had a complete re-build) and couldn't find anything wrong. The final action was to test all of the loom relating to the ignition circuit. When it was cold it was fine, I ran the bike up and rode it until it died, then re-tested the suspected part of the loom and hey presto, the resistance value had changed! When I cut open the loom between the mag and the CDI I found it had become very badly corroded so I replaced the offending wiring and the problem never re-occurred.

I don't know whether this info is worth passing on but having never suffered this previously during restorations I feel it may be worthy of further investigation for the reader with the PE.

Peter Williams
via email

Thanks for the advice Peter

PE175X PE250X PE400X

PE175X
A truly superb, top-spec, 175cc Supermoto-style motorcycle. It's got the look, the power, the handling and the performance to match. The PE175X will give you the most fun you can have on a motorcycle.

PE250X
Along with the superb PE175X, the PE250X is a top-spec, 250cc Supermoto-style motorcycle. It's got the look, the power, the handling and the performance to match. The PE250X will give you the most fun you can have on a motorcycle.

PE400X
The PE400X is a top-spec, 400cc Supermoto-style motorcycle. It's got the look, the power, the handling and the performance to match. The PE400X will give you the most fun you can have on a motorcycle.



Reading TBM can be a dangerous occupation. TBM says: when scuba diving you should always concentrate on your surroundings. How is your mate by the way?

Scuba Doo

Dear TBM

Just like to say what a great mag! I thought I'd send you a picture of my trail riding buddy Neil Ashworth reading TBM 20m under the Red Sea in April this year when we went scuba diving to Sharm El Sheikh in Egypt.

Shayn Dillingham
via email

Using the latest digital enhancement techniques we discovered there was more to this photo than first met the eye...

Lost and Confused

Dear TBM

I have been a keen subscriber of your mag for about a year now, but only just got a trail bike in the last few weeks. It's a KDX250 but I'm not too sure about it being a KDX as it does not look like any other KDX that I have seen.

It seems to resemble a KMX with a lighting kit on it. The switchgear doesn't match the bike as it has a switch for indicators and no speedo, although there is a speedo drive on the front wheel. The battery is in the airbox and it has no lighting coil so the battery has to be charged externally.

Anyway, the main reason that I've written in is that I'm having trouble finding lanes that are both fun to use and legal - I have a Ordnance Survey map but it only shows the road as a white line... hope that you can help.

Lee
via email

Regarding the lanes Lee, many routes which are legal to ride are not identified as such on current OS maps. Your best bet is to join your local TRF group (check out www.trf.org.uk) and they'll help you out with lanes in your area. As for the bike, send us in a picture and we'll try and work out what it is you've actually bought...

Empty Headed

Dear TBM

This weekend has been terrible for me! For the past three months all I've thought about has been my first enduro in Otterburn, in the Otterburn Experience.

I had prepared everything - DT125, boots, kit etc, and then my dad took the bike for a fuel consumption test so we could work out how far the bike would go before re-fuelling. Then three miles down the road it seized - to say the least I was absolutely gutted!

So I had to cycle the three miles to help my dad push it all the way home before ripping the engine to pieces only to find that the DT had a collapsed big-end bearing, the casing of which had seized the piston into the bore.

However at the time we didn't realise this as the rollers were still in place around the big end, so we couldn't feel any pain. In the end we cleaned up

the piston, reset the rings and kicked up the engine again to find that the piston was hitting the head - the big end bearing had totally collapsed.

That was between 3-9.00pm on the Friday with the race starting at 9.00am the following day, so I had no way of competing (and there was me thinking DT125s were bulletproof?)

After a hell of a lot of swearing and arguments we wondered if the reason for the bearing collapsing could have had something to do with the DT oil pump system.

Because, if the bike is on its side (right-hand side) and the oil reservoir bottle isn't full to the brim, air can get into the feed pipe for the pump, that could result in the bike running on air for numerous miles with no oil.

I wondered if this might be the right explanation and if it is, whether Yamaha should address the construction of the oil reservoir? Or the entire pump system?

Anyway, what a waste of a

perfectly good weekend, and a bad way to (not!) to start your first enduro.

Matt Round, N Yorks
via email

...And guess what Matt, your subscription's expired so you owe us money too... Only joking mate! In all seriousness we can't see how this problem could have come about in the manner you describe unless you were to kickstart your bike, tip it onto its side and then clear off on holiday. The DT is known to be virtually bulletproof in normal use, and although you don't say how old your bike is, wear and tear obviously occurs with all engines and we suspect this is just one of those cases where a worn bearing was due for replacement. Better luck next time, Matt...

Which Bike?

Dear TBM

After searching for a decent off-road magazine I would like to say how impressed I was with yours, after trawling through what seemed like lots of untrustworthy publications and unreadable information.

It's been over ten years since my Yamaha DT125 was stolen and since then I have wanted to get back into off-roading and buy another bike, something for on and off-road use. I've completed my CBT test and with bike specifications having changed, I'm really unsure on what bike to get. I'm looking at 250s, and would be grateful of any advice you could give me with regards to the best models, price etc and any other info you



Yamaha's DT125: Usually bulletproof... But not always completely faultless

LETTERS

think will help.

I look forward to your next issues with great joy - keep up the good work, especially upon the Right To Ride issue. Much appreciated.

Brian Kemp
Edinburgh

Brian, the January issue of TBM always includes a fully updated Dirt Bike Buyer's Guide. Back issues containing the guide are available from our website at trailbikemag.com, just click on the 'Online Store' and then the Back Issues button. Or alternatively call 0207 903 3993 and ask to buy the most recent January issue...

Land Locked

Dear TBM

Re 'Right To Ride' in issue 118 (June)

'TBM has long believed that the ACU should be looking to purchase land to ensure the long-term survival of our sport. But could clubs (or even TBM) do the same? And would *you* be prepared to contribute to the purchase of the land (providing you were a share holder), and how much would you be prepared to pay to protect your sport?'

I'm Jamie Clarke of the Sidcup & DMCC and we own Canada Heights where we run motocross, trials, enduros and LDs. We are not alone among land owning/leasing clubs but I'd thought I'd make some comments.

26 TBM

Other clubs include Woodbridge & DMCC & CC at Blaxhall pits, Halstead & DMCC at Wakes Colne, Norwich Vikings MCC at Caddes Hill, Salop at Hawkstone Park, Scarborough

& DMC at Low North Park, Westmoreland MCC, Rhayader & DM&LCC at Cwmythig Hill, Cookstown & DMCC at Desertmartin, Nantwich & DMC at Hatherton Hall, Torridge at Waggon Farm, etc. →

Buying land for riding on is not simply a matter of being able to afford it...



Air Filters from £7.95



Jumpy Aluminium Reinforced Bush Guards £39.95

2023 Double Hinged Knee Pads £39.95



1675 Headlight £34.95



1705 Headlight £34.95



2242e Beluga Waist Pack £27.95



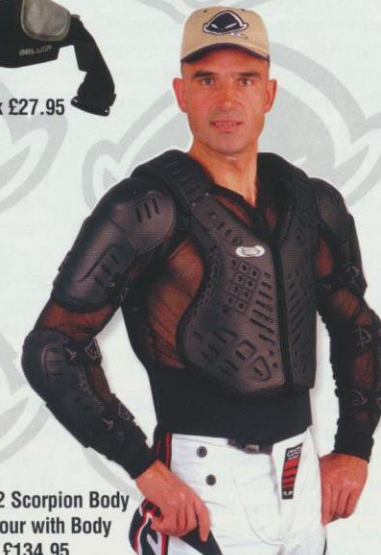
4139 Enduro Jacket Red/Grey £99.95



4140 Clear Ride Jacket £16.95



2062 Scorpion Body Armour with Body Belt £134.95



UK Distributor MD Racing Products

Trade Enquiries Welcome

Tel: 01935 429646 Fax: 01935 431271

Email: mdracingproducts@btconnect.com

Units 1-6, Armoury Road, Lufton Trading Estate, Yeovil, Somerset BA22 8RL



We purchased our land back in the early 1980s with some Sports Council assistance but mainly from club funds and kind loans from various other clubs, the local ACU centres and individuals. This was achieved mainly through a 'hundred club' of £100 loans that were repaid over time (all paid off by the early to mid 1990s).

Fundamentally, like most on the list above, we already used the land for a long time (since pre WW2) and were thus established users with the local community. When the farmer died we had first refusal on the land and purchased it at below commercial prices, after a lot of searching for the money and soul searching in the club about the kind of risks we were taking on.

These risks are the main issues neglected when people make bold assertions like 'buy land' to 'save the sport'. The club/promoter/leaseholder etc take on the onus of being the landowner as well as the leaser, and thus have some hefty considerations to take into account.

To list but a few, the land needs maintaining (grass cutting, trees trimming, fences maintained, etc - all taking volunteers' time and money), you're legally responsible for the land (for example we're spending thousands of pounds building a lagoon to help prevent the local village flooding). Of course, once people know that motorcycles have been ridden there, every man and his dog will want to ride there despite whatever

planning restrictions/preventative efforts you make - harming your relations with the locals and council and damaging your land (the considerations/risk section could go on forever).

This leads onto planning, which a quick dig around LARA's website will show you that obtaining planning permission for off-road motorcycles is like getting blood out of stone and would possibly restrict your existing 14/28 day permitted development rights (assuming you're not in an SSSL, AONB, National Park, etc), and that's just to ride motorcycles - you'll want some sort of secure stores to store track equipment, tractors, etc again requiring planning permission and perhaps expensive utilities.

One example I must mention is that long ago (my late grandfather's generation) the local ACU centre (South Eastern) brought a farm that came up, with the express intention of creating a bit of land to be used by the then three off-road sports; grass track, trials and scrambling.

However, the locals soon won an injunction against motorcycle sport taking place on the land. The centre was able to sell on the land without losing too much money but it's a perfect example of what we're up against.

Despite these cons, which are rarely (if ever) mentioned, there is nothing wrong with land ownership and it can be very rewarding for those involved. A quick browse of the Internet shows that various types of land in various sizes are available for sale/lease and there is no reason why this

should not be followed up.

However I must raise two issues with your statement quoted above:

Firstly you put the onus upon the ACU and secondly and perhaps most fundamentally for TBM - do we need to be talking land ownership for enduros/H&H?

Putting my ACU official's hat on (although this is no ACU, SEC ACU or Sidcup & DMCC official statement), the ACU is the governing body of motorcycle sport but why do people imply that the ACU should be buying land?

The ACU governs the sport and fundamentally doesn't promote events or own land. That's not to say a well planned out proposal would not receive assistance from the ACU or the local centre. The ACU, in most of its governing members' opinions, shouldn't be involved in land ownership as the direct owner.

Conversely the AMCA a long time ago took a different stance and owns around 11 tracks last I heard, but they have encountered problems in maintaining them, local relations and size (MX riders trucks keep getting bigger, outgrowing the paddock space). They funded this via a 'land levy' upon entry fees - although they have scrapped this to keep entry fees down.

Secondly I must raise your attention to 'other' land. The SPS debate was over land owned/managed by the farmer and so applies to SPS. There is other land out there that isn't in SPS - notably MOD and forestry land. I know that the Forestry Commission is desperate to 'diversify' as they don't make money out of timber and nobody else wants to hire a

forest - ie there is nothing stopping a bona fide organisation hiring forestry land.

One look at an OS map shows how much of it is about. On a similar note the MOD owns vast tracts of land that is available to hire - if one is prepared to confront the bureaucracy of Land Marc. We in the Southeast have had a long relationship with both the MOD and forestry and there is more land than clubs willing to put on events.

Coming back to the above clubs that own land most are just MX tracks and paddocks - Woodbridge hire forestry land for their enduros, Hawkstone famously hosts a UKXC round, while we just squeeze a short course enduro onto Canada Heights and the neighbouring land. What I'm getting at is that for enduros/H&H you need a lot of land, which makes the proposition even more expensive and difficult.

So, overall you're right to highlight the land ownership issue and organisations should think long term and consider it. If land came up for sale I'm sure the ACU, other clubs, TBM and the motorcycling public would support the organisation concerned - however I hope I've also highlighted the 'cons' involved and we shouldn't jump into land ownership without considering it thoroughly.

Jamie Clarke
via email

Better Than Sex

Dear TBM

Hello girls 'n' boys, your mag is just like sex - fantastic, amazing, brill but I only get it once a month! Dirty matters aside here's an invite - come to wet and wild Wales and stay with my KDX and me. I'll get rid of the kids and we can ride the Sarn Helen (Welsh for paved causeway) one day, and the Brecon run on another.

Sean Hodges
via email

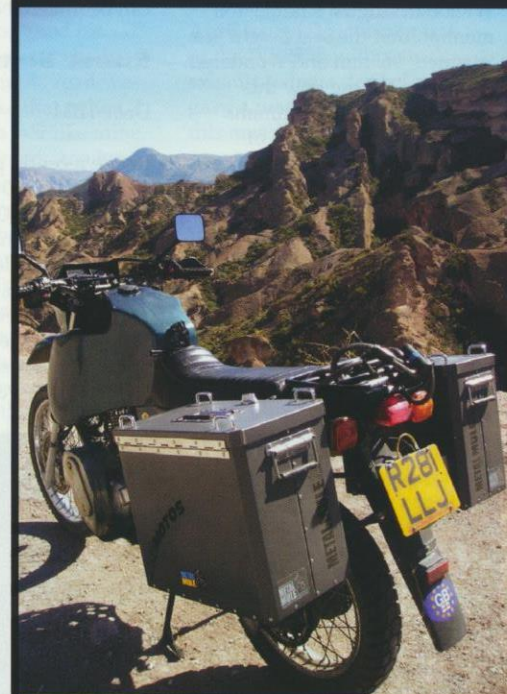
PS we can also go out for a curry! Please keep up the good work.

What's the difference between Welsh trail riding and sex? Nothing. Both are wet and totally sheep-infested...

metalmule.com

METAL MULE

adventure equipment for motorcycles



PANNIER & TOP BOX SYSTEM

High quality construction and advanced design for the harshest of environments.

- Super-fast attachment - can be mounted to or removed from your bike in seconds.
- Robust rack construction.
- Strong and secure panniers withstand water and dust.
- Choice of finishes.



www.metalmule.com

Tel: 44 (0)1273 842094 Email: info@metalmule.com



Height of the Matter

Dear TBM

I enjoyed the test of the Husky WR250 in August's issue. You mention that the seat height is a 'claimed' 965mm and wondered if you can tell me how this would compare to a Yamaha 450 and a CRF250, both of which I currently own.

At five feet eight inches tall I find the Yamaha too high and would like to be slighter nearer to the accident in the forlorn hope that I may be able to influence the outcome.

Does your comment that the riding position 'felt quite compact' suggest that the

Husky might suit?

Michael Wilmshurst
via email

No. It's only compact once you're on it, and the seat height is fairly tall - though any bike can be lowered of course...

Sweet Sixteen

Dear TBM

I have recently purchased a Yamaha WR400 and I wish to compete on it. Given that I'm only 16 and can't travel very far, I was wondering if there are any enduro, H&H or cross-country events in which I could compete within the South Wales area.

Also, how would I go about

signing up for these events? This is my first ever attempt at competition and I have no idea of where to start (eg licences, rules etc).

Robert Stevens
Ebbw Vale, Gwent

Robert, most closed-course H&H events are open to anyone who is aged 16 or over - though it's obviously worth checking with the organisers before you start sending off any money.

The best way to find out more information is to log onto a site like enduronews.com and then download some regs for an event in your area. The race license required (or not, in some cases) will depend upon the type of event you enter - again check with the organiser...

Stole My Heart

Dear TBM

The time has come for me to write in to the letters page! This is not least because there is a mountain of washing-up by the sink. Before you get sexist I am not a woman writing about my TTR (that's a joke - I have nothing against TTRs, except they are dogs). It's just that the girlfriend is back soon and it was without a doubt my turn.

Anyway, I am not writing to talk about my dishes; I want to tell you my bike theft story. It has both pathos and bathos and a little bit of ethos and some Samos - you'll see...

It all began one day in August when with boots on my feet, helmet in my hand and 40 minutes late for work I walked out of my front door to find my bike missing. Now, my bike was not great but it was mine and I liked it! To say I felt sick that day does not describe it. I rang in disillusioned, abused, and very, very angry. You see (and this is the Samos bit) my bike and I had had a recent sentimental engagement. We had gone to Greece for three months and had had a fine time. We had just got back and to cut to the chase she was uninsured.

It was weeks before I stopped crying in the shower and months before I could hear the sound of a thumper going past and not jump into the road ready to clothesline the rider if it was my bike. I just couldn't let it go.

So I resolved to get her back and began to search. I looked all round my area for clues. I searched all the waste grounds in town for her in case she had been dumped or burnt. I

searched my local paper every week both religiously and righteously.

Oh, and I have to admit - and I am sorry about this - I even eyed the classified section in the back of TBM with suspicion for a time. What friends I had left thought I had gone mad.

Now, this is the good bit. Four months later somebody eight miles down the road was advertising a bike that, when, I rang, sounded rather like mine. And to cut an already too long story shorter, I am now happily reunited with my beloved and we will probably live out the rest of lives together with the help of a very large chain.

Now the reason I have put pen to paper (and ignored the washing-up) is to give heart to other people who are victims of theft. I know the feeling of destitution and degradation, but don't let it get you down. Get pro-active. Search and you may find your bike. Have heart!

Avery Howell
Brighton

Thanks for your story Avery - it had the TBM office all reaching for the Kleenex (not to mention the dictionary). Glad to hear you got your bike back in the end, but if I were you I'd do that washing-up now otherwise you might lose the other significant female in your life...

It's Electrifying!

Dear TBM

I suppose everybody understands that electric motorcycles are inevitable in the future, but the prospect of this becoming a reality seems so remote that most people do not give it a

second thought.

However, the noise problem with trail bikes is reaching a crisis that could see us banned from the national parks and this ought to concentrate our minds on alternatives.

Just how bad things have become was revealed in your April issue (116) when a test of the WR250F with a stock exhaust using a decibel meter gave a reading of 111.4dB. Okay, this measurement was done in a room with noisy equipment but I expect that had the measurement been done outdoors the reading would have been far higher than the 82dB permitted.

Should you decide to test other four-stroke enduro bikes you may find that few, if any, conform to the regulations on sound output.

Of course there are purpose made green lane bikes that do meet these standards. I have a bike that your reviewer described as 'virtually silent' although with a sound output of 81dB it is only slightly quieter than the limit allowed by law. This sound level comes at the expense of performance of course - my bike is boring even by my standards.

Going electric, on the hand, means that performance is not gained at the expense of noise. I've enclosed documents that show experimental electric off-road bikes whose sound output is about 60dB and whose performance is the equivalent of that of a 125cc bike.

Comparing the Internal Combustion Engine (ICE) and electric power output is misleading because electric vehicles have the edge in peak torque at zero revs. This means that they will attain awesome off-road performance with less

Husky WR250. Tall, but not ridiculously so...



LETTERS

power. Such is the speed of throttle response and superior traction that once you've experienced an electric vehicle you will never want to go back to using an ICE machine.

There is still the range issue but I believe that using the highest energy density Lithium-ion batteries could make a range of 70 miles for gentle green laning possible.

There is also an issue with the durability of the batteries. The highest energy density batteries have a three-year lifetime and if they overheat the effect is rather like dropping a lighted match into a box of fireworks.

I dare you to alienate your advertisers by featuring an article on this revolutionary development.

Maurice Courcha
Edmonton, London

Too late. We're already under-way with it - more will be revealed in future. By the way Maurice, I take issue with your point that the law only 'allows' a maximum 82dB. Laws which specify maximum sound output for road-legal motorcycles do so at specific rpms. Compliance is enforced using a 'ride-by test' during the homologation procedure - which is why virtually all Japanese bikes have a midrange flatspot engineered into them between 3500-4500rpm, as this corresponds with the speed/rpm specified in the testing procedure. It stands to reason that noise increases with rpm - just as it does with electric and hybrid vehicles...

Geography Lesson

Mr Melber

Regarding your editorial 'Not National Geographic' in last month's issue - take a look at page 81 at the Husqvarna WR250 test. In your second opinion you state '...and as the Austrian firm have prospered, so the Italian one has suffered'.

I thought Huskys were blue and yellow to reflect their national flag. Has there been a devious buy-out plan? Still the best mag by a long shot.

Paul Birch, Berwick-upon-Tweed
via email

Only about 15 years ago Paul, I guess news travels very slowly up to Berwick-Upon-Tweed :)

Are the internal combustion engine's days' numbered?



TRAILBIKE & ENDURO MAGAZINE / DIRT JUNKIES

SUBSCRIBE

BEFORE THE END OF NOVEMBER
2005 AND RECEIVE A
FREE TBM T-SHIRT (XL ONLY)

£33 FOR 12 ISSUES
P&P INCLUDED

CALL THE SUBS HOTLINE ON 020 7903 3993
OR LOG ON TO www.trailbikemag.com



DIRTY

W

hat do you think the best thing about writing a column is? And before you start overloading your fast diminishing grey matter I'll give you a clue - it ain't the money. Well at least not if you are writing for Extreme(ly tight) Publishing it isn't. I hear that if you land a gig with the Sunday Times you can probably start speccing-up your M3 from the BMW brochure,

CHRIS EVANS ON THE FINE ART OF COLUMN WRITING...

but unfortunately motorcycle magazines in general and the filthy ones in particular don't really enjoy such bulging purses. No the best thing about writing a column is being able to say to people, 'Yes, actually I write a column for a magazine.' It seems to have a particularly powerful effect on women, especially if you don't tell them what type of magazine you write for. Hinting vaguely at something in the world of fashion seems to excite the most interest.

The next best thing about writing a column is meeting people who read it. If they say they like it, that's even better. This happens more often than you might expect. I know that Melber gets sack-loads of letters every month from people telling him how much they like my column. He of course denies this because he is frightened that if I find out the truth he will have to pay me something.

He did however once admit to me that a woman who wrote in to TBM to cancel her deceased husband's

subscription, mentioned that her dearly departed always enjoyed my witterings. I begged him to publish the letter but he said it was far too morbid. I reckon he was just worried it would trigger a chain reaction that would ultimately force him to rename his magazine Chris Evans Appreciation Monthly.

Even better than meeting somebody who reads your column and likes it, is meeting an attractive woman who reads your column and likes it. I would think you could almost certainly have carnal knowledge of such a woman (I have to be careful how I word all this as I know Melber's mother reads the magazine and has the ultimate power of hire and fire). And my own dear mother quite likes my column (at least she always says 'very good Dear' whenever I read it out to her) but of course she doesn't really count for a number of reasons - some of which are legal.

The downside of being able to say you write a column for a magazine is that you actually do have to write something. Which isn't as easy as it might seem.

Imagine month after month having to come up with some fresh new topic to excite your army of fans, while all the time the editorial Sword of Damocles is dangling over your head. As TBM's 'senior' columnist I probably feel the pressure more than my Johnny-Come-Lately colleagues, who having only 'recently' started, clearly don't have the same level of personal commitment as me.

'I ONCE HAD A CONVERSATION WITH ANOTHER OF TBM'S COLUMNISTS WHILE HE WAS STRAPPED DOWN TO A STRETCHER IN A NECK BRACE...'

I say colleagues, but we're not really close. That Mark Williams character grunted at me once at the Dirt Bike Show but didn't actually say hello or anything like that.

Which is a pity as I used to be a bit of a fan of his when he started that magazine for Saab-engined choppers back in the 70s - *yeah baby*. Talk about niche marketing. I think all these rights of way issues have sucked the joie-de-vivre out of him.

I know the younger columnist a little better as I once had a conversation with him while he was strapped down to a stretcher in a neck brace. I think he had just crashed out of the Dakar Rallye, and our chat was a little one-sided, but I remember telling him not to worry, it was only money and that he should come back and have another go next year.

Oh look 633 words already. I'd better starting wrapping it up or I'll get the sack like that nice Mr Blizzard. I wonder whatever happened to him? Apparently he was a chronic over-writer who just couldn't stop stuffing it in. I once met a woman at a party in Paris (darling) who hated him - but he seemed very popular with the readers. The last I heard he was editing a 'splosh' mag called *Fist and Go*, but I might have got that completely wrong.

Anyway back to the fine art of column writing. Once you have the main topic sorted - and I think we have covered that in sufficient detail - you then have find a snappy ending.

I used to spend almost as much time over the last paragraph as I did over the rest of the column, but seeing as how it always got changed, now I just leave it blank.

That new TBM girl who is all tight-T-shirts-and-micro-underpants usually writes it for me and although you'd never have guessed it, she seems quite bright. INSERT SNAPPY ENDING IN HERE PLEASE...



LONG DISTANCE OFF-ROADING IN FRANCE



NEW FRENCH PYRENEES ROUTE!

- Three days riding in the foothills of the French Pyrenees.
- Fantastic riding guaranteed.
- Dates to coincide with the Portsmouth-Bilbao ferry.

DATES FOR 2005

- French Pyrenees 13/14/15 Sep
- French Pyrenees 21/22/23 Nov

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

UK agents for:
Orpi Rallye Maroc, Dakar Rallye
& Australian Safari

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

Tel: 07900 826719

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

COMPLETELY RUTTED



Although I chose not to write about it in the last issue - the horrors of online commerce seemed rather more pressing at the time - the high point of my off-roading year to date was marshalling at the Welsh Two-Day Enduro... And rest assured I'm not going to keep shtum about it any longer. See, marshalling at motorcycle events was something

MARK WILLIAMS ADMITS HE'S AN OLD-FASHIONED STICK IN THE MUD...

I'd always figured was best left to sad old blokes who could no longer cut it as competitors. Or at least I did until I realised that the latter category is one into which I have now reluctantly slumped.

An additional drawback of marshalling was, it seemed, the requirement to stay in one place come hell or high rainfall for the duration, and endlessly repeat the same function, such as punching time-cards or wiping number-plates, which in the case of an event which starts at 8am and finishes around 5pm proved a less than engaging prospect.

But as I was obliquely made aware during the recent debacle over DEFRA's threat to end off-road motorsport, there is little room for selfish prissiness if our noble game is to survive. Also, I was quite impressed that the Chairman of our local TRF group, who is himself perfectly capable of winning a gold medal in the Welsh, was not above

marshalling at local motocross and hare 'n' hounds events. So with uncharacteristic humility, this year I went ahead and put my name down for a 'hi-viz' fluorescent waistcoat several months beforehand. Which was actually quite unnecessary because like most such events, the Welsh Two-Days' organisers invite marshals to turn up virtually on the day, or at least the afternoon beforehand, and still receive a welcome and a task to fulfil.

However you will, if you have sufficient time on your hands to wade through these columns on a regular basis, know that I have acted as a travelling marshal on a couple of occasions at a Welsh mountain bike race, for the rather more self-indulgent reason that it enabled me to ride a lot of quite wonderful tracks that were out-of-bounds 364 days a year. And after a word or three with twice Welsh winner, all-round off-road hero and current course opening marshal, Andy Robertson, I understood that I might have a chance to ride some of the Welsh Two-Day route afterwards. Which in the strange little fantasy world I inhabit I'd somehow inflated to riding at least half the course as a sweeper, much as I'd done with the mountain bike races.

So the 23rd of June - a bright, sunny Welsh morning - found myself and another marshalling friend high-tailing it to the first special test at Llanyre. With the heavy dew still skimming what was in effect a tightly drawn motocross

course, we bumbled around it in the few minutes before the first of the sidecars came through and unlike my companion, I was quite pleased that I didn't slide off on the slippery grass. But then I was going a fair bit slower than him.

At the point we eventually stationed ourselves where the test entered the forest, there was quite a bit of falling off going on as the riders negotiated a soggy culvert and it was interesting watching different lines and degrees of throttle control. But apart from cheering on a few friends and re-tying plastic perimeter tapes, ultimately it was, well... pretty boring.

After that we were due to monitor progress in the extensive Forestry sections west of Llangurig, eventually settling for a steep, narrow descent out of the trees and onto a dusty fire-road. But apart from one poor old sausage letting go of his bike over the edge and into the trees, all we got from this experience was bitten by midges and somewhat dehydrated by the blistering sun.

However when the last of the bikes finally disappeared in a cloud of dust, we were able to take the opportunity to follow bits of the course back to the A44, which were of course by then thoroughly rutted and strewn with exposed roots, and if nothing else it proved I could still negotiate such terrain, although not at the speeds required to secure me a finish, never mind a gold medal.

With the perversity somewhat typical of the principality, torrential rain greeted day two of the Welsh and rather than get comprehensively soaked riding the 25-odd miles to the first special test at Abbeycwmhir where we were due to take up our marshalling duties, I grabbed my wellies, my 'old skool' waxed cotton suit and collected my chum in the car.

Now the Abbeycwmhir special test, even when relatively dry, is somewhat notorious

for its steep hills, slippery grass and hidden boggy bits, but with several inches of overnight rainfall it quickly proved downright treacherous. And yet within minutes of squelching up to a bend on the first hill, here was Andy Roberts zipping around on his EXC125 like it was, well, a walk in the park... albeit a very fast walk.

And it wasn't until the Paul Edmonsons of this world were throwing themselves around with apparent abandon a few hours later than we would again see such style and skill. In between times I found myself considerably exercised picking up, pushing and pulling just about every other rider who attempted the wrong line up this treacherous, adversely cambered and increasingly muddy climb.

By way of thanks for my Samaritan efforts of course, I got soaking wet and covered in goop - and was subsequently reminded how difficult it is to get dried mud off waxed cotton. I also witnessed some surprisingly foul language when riders got held up by their fallen fellow competitors, and rather more edifyingly, our aforementioned TRF chairman, who was well on his way to a gold. And if that in itself wasn't a lesson in humility, marshalling at a major enduro like this taught me something else. The fact of the matter is that such events are much tougher, much faster and, because more people are mounted on much more capable machinery, more competitive than ever.

So no wonder perhaps, and as evidenced by the letters pages in this mighty organ, that the gulf between recreational trailriders and enduroists is widening. And no wonder that I'm rather glad that arriving by car excused me from the humiliation of getting stuck in the mud in my high visibility jacket - and thus suffering the ignominy of being a sad marshal who needed rescuing by one of the competitors...

MARK WILLIAMS

'I UNDERSTOOD THAT I MIGHT HAVE A CHANCE TO RIDE SOME OF THE WELSH TWO-DAY ROUTE AFTERWARDS, WHICH IN THE STRANGE LITTLE FANTASY WORLD I INHABIT I'D SOMEHOW INFLATED TO RIDING AT LEAST HALF THE COURSE AS A SWEEPER...'



I

won't be heading out to Portugal to start next year's Dakar... Contrary to what I said in this very magazine just a few months ago (and thus hoisted by my own petard) I haven't found the determination to make it back into the world's toughest bike race for a second consecutive year.

I've got all my reasons and excuses lined up, and I can't say I'm happy about not being involved again,

'PLEASE CAN I BE EXCUSED SIR?' ASKS ALEX HEARN...

especially next year with the rule changes that'll favour smaller capacity bikes carrying less fuel (which will therefore be much easier and less taxing to ride for the average Joe). So without further ado here they are:

1 - It takes a full year to plan a Dakar attempt, one way or the other. And I found by June I'd only just stopped talking about this year's event and my experiences in it.

Unfortunately, this meant I was five months behind in planning for the 2006 race. As the first payment needs committing to ASO at the end of July, this spelt big trouble for my 2006 attempt.

2 - And also financial trouble too. This is how it works (unless you're a millionaire or involved in telly) - you decide to ride Dakar. Everybody tells you it costs a fortune - as much as £45,000 - but you don't care, because you'll get a bit of sponsorship and maybe some friends will help you

find the cash from business contacts.

So you sign up and send the first payment to ASO. Then, for whatever reason, the promises of help evaporate or just don't materialise. You're responsible, so you find the money somehow, which means you raid savings, sell something, or borrow it.

A keen Dakar competitor once said to me 'Egg Bank is sponsoring me heavily... they just don't know it...' I spent 30 grand of my own money on Dakar this year, with £15,000 of help. It really does cost that much to race in the Dakar and anybody who tells you different is either lying, or simply doesn't know what they're talking about.

3 - My beautiful £15,000 KTM 660 Rallye is still somewhere in the Mauritanian desert, or more likely in the back of some light-fingered low-life's garage. Either way it ain't coming back, I've resigned myself to that. And of course ASO's response is a Gallic shrug of an electronic shoulder via their non-response to my emails and a letter that said (and this is true) 'Dear Alex, we cannot find your bike, we're sorry'.

That may well be the case but as I crashed-out right on the route, and was picked up by the organiser's chopper (therefore with a GPS marker) I can't really see how the sweeper truck failed to find it. If I hadn't been so concussed and confused at the time I may have made sure they'd found it, but at the time I couldn't have found my arse with both hands if my life depended on it, never mind anything else.

'IT COSTS ABOUT 45 GRAND TO RACE THE DAKAR RALLYE AND ANYBODY WHO TELLS YOU OTHERWISE IS EITHER LYING, OR SIMPLY DOESN'T KNOW WHAT THEY'RE TALKING ABOUT...'

To be honest I wouldn't have ridden my 660 again but a lot of the bits would've been very useful in building a 450-rally bike. Or at least I could've sold the bleedin' thing to help finance the next attempt.

4 - The wife. She put up with it once, but the thought of another wrecked Christmas following so closely on the last doesn't go down well. Plus, of course she suffers financially too - the conservatory doesn't get built, the new telly doesn't arrive and two weeks in the Algarve turns into a long weekend in Newquay.

Also, the worry and gnawing doubt that partners of riders who indulge in any sort of semi-dangerous pursuit have to suffer is not to be underestimated - it's miserable. I didn't care of course because riding Dakar turns you by its very nature into the most selfish git on the planet from the moment you sign up.

But people close to you do struggle, which you only realise long after the event when you hear about the sleepless nights spent fretting and worrying.

I'll have another go at Dakar, but it'll have to be the 2007 race I reckon. It sounds a long way away, but it isn't. I'll start talking about it at this year's dirtbike and NEC bike shows, watch the 2006 race on Eurosport in January (while sticking white-hot fish hooks in my testicles because I'm not there) and try and get the money together (hopefully somebody else's this time) by the following June. I'd like to do it in a two-man team, with strong support, on a well-fettled and robust 450.

Then, once I know I'm going in 2007, I can work on getting physically fit and mentally strong for it. Because if I'm honest about it, my

preparation for this year's event was haphazard, almost shambolic really, which left me on the back foot for at least the first five days of the 2005 race.

Now I know what to expect I've a much better idea both how to train and prepare, the areas to concentrate on and what I need to get into that zone of confidence that you need to take on 16 days of extremely physical desert raiding. Not that I've any more chance of finishing, of course.

Anybody in next year's Dakar (especially Patsy Quick, Clive 'Zippy' Town, Si Pavey and

'IF I WASN'T SO CONCUSED AND CONFUSED AFTER CRASHING I MAY HAVE MADE SURE THEY'D FOUND MY BIKE, (THE DAKAR ORGANISERS) BUT AT THE TIME I COULDN'T HAVE FOUND MY ARSE WITH BOTH HANDS IF MY LIFE DEPENDED ON IT, NEVER MIND ANYTHING ELSE...'

Mick Extance) I wish a ton of luck too - they've been coming back year after year and that race runs hard through their veins. Through the last six months I've worked out this much about Dakar - you can find 100 reasons not to do it, but only one to do it.

I'll slip this bit in now, then - just in case there are any rich TBM readers out there who fancy bankrolling a very

serious 2007 Dakar bid, get in touch with me. No dreamers, time-wasters or metaphorical tyre-kickers please and remember - you can always put sponsorship through the business and write it off against tax!

Of course, the conservatory still won't get built at Hearn Towers (sorry dear) this year or next because winter's coming on, which means I need a dirtbike. I've got my eye on one - it's two-stroke, not orange and I thought mightily impressive when I rode the latest 2005 model briefly recently.

Past experiences with this manufacturer haven't been great, but I'm feeling brave so I think an imminent 2006 model year purchase in the offing. Plus of course I'll need cheering up, come January...

RIGHT TO RIDE

This month Mark Williams turns his attention to Committees, Quangos and No-Go's...

For those who haven't already done so, a visit to TBM's newly launched website, (www.trailbikemag.com), as well as being rather entertaining is also highly instructive, especially if you access the DEFRA and Rights of Way forums. Alongside frequent citations concerning both isolated instances of unfair treatment of trailriders going about their (currently) legal business and pithy observations about the iniquities of the wider campaign against us, I've noticed what I'd call an emerging militancy, and this may or may not be a good thing.

One fairly recent posting from the impressively forthright and well-informed regular correspondent, Andy T, claimed that *'We are being shafted again by LARA and the Government'* (my italics)

and suggests that the former organisation, along with the TRF, far from forcefully fighting our corner, is actually playing into the hands of the anti-trailriding lobby. Andy T's reasoning here is that LARA and the TRF seem to be going along with the demands of Standing Committee A of the NERC Bill (see last month's Right to Ride) by agreeing to a Moratorium on further byway upgrade claims, and not taking issue with the government for stuffing this committee, which is overseeing the future of MPV use on RoW, with people who are patently against it having one. Such sentiments are echoed by another contributor, Tonibec 63, who says 'My Rights of Way work for claiming lanes has frankly ground to a halt as I can't get motivated to spend my free

time doing work that may well get thrown out due to the Government imposing retrospective dates,' and goes on to suggest that Andy T posts his message on LARA's own website.

No Confidence Goes Nowhere

These are fairly convincing arguments, and although an online Poll which essentially sought to blast LARA with a vote of No Confidence was rather stillborn with just three respondents, the question of how well our interests are being represented is probably not going to go away.

Adding fuel to the fire in the Forums are calls for mass protests outside Parliament, although these were wisely countered by the observation that several dozen/hundred/thousand KTMs, Suzukis and Hondas charging down The Mall would probably be about as counter-productive as one could get, given both the media and the general public's antipathy towards all things motorcycling. And it's this sorry fact, alluded to by the TRF's Alan Kind in Right to Ride last month, that is perhaps the biggest single obstacle we have to face in what is, admittedly, becoming a campaign for survival.

Kind's reference to finding a 'solutions-based' approach may not appease those who are rightly raging about curtailment of age-old freedoms, but they are possibly, even probably, the least worst option. And railing at the authors, ie LARA and the TRF, won't do anyone much good unless, perhaps, it prompts the emergence of another, more radical organisation - much as the Motorcycle Action Group rose up in response to the threatened mandatory helmet law in 1973 - but look what good that did? And in any case, how could a rebel dirtbike organisation accumulate all the legal and often arcane knowledge assembled by our existing defenders of the faith over several decades?

So for the moment we are fighting something of a rearguard action and the latest skirmish in this was a meeting of the Motoring Interests Time Limited Advisory Group, chaired by DEFRA in Bristol at the end of July. Present were representatives of the Motorcycle Industry Association, GLASS, the BMF, the ACU and of course LARA and the TRF.

The background to the meeting was the cross-party pressure for early, or even retrospective implementation of Part 6 of the NERC Bill which would essentially prevent any further claims for Byway upgrades on the basis of past historical

'A quasi-official body that seeks to positively and progressively shepherd the interests of off-road motorcyclists in Wales doesn't have a single representative from a recreational dirtbike organisation...'

into practice a protocol (the Sustainability Assessment Procedure, or SAP).'

This proposal should be set against the background of concerns raised by the Standing Committee about the 'huge increase' in DMMO claims being made, the implications being that they were somehow malevolent or spurious.

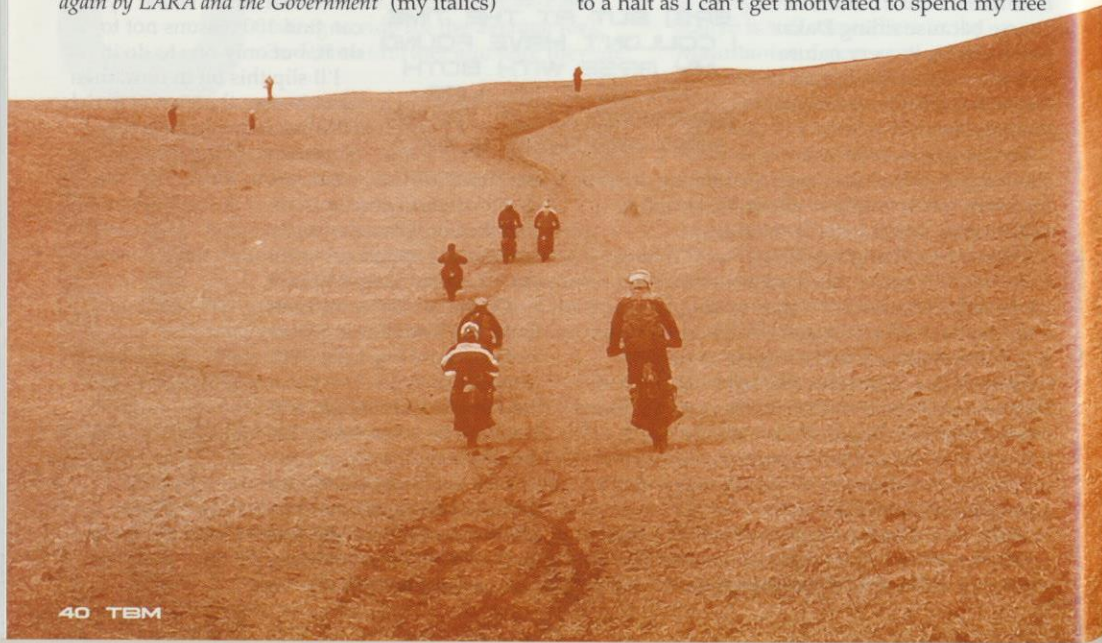
Apparently it hadn't occurred to them that Alun Michael's threat in his late 2003 'MPVs on RoW' consultation paper of a mere 12 month window remaining open for further claims might possibly have galvanised those TRF groups who

evidence (see last issue), which Minister Jim Knight and his DEFRA officials 'have so far resisted on two key grounds.'

Taken For a SAP

The first of these is the human rights issue which the government had already fallen foul of when it was obliged to rescind Section 34A of the CROW Act, which would've denied motorists the right to defend themselves in court if accused of driving on a bridleway or footpath. S34A had essentially been woven into the CROW Act under pressure from the hiking lobby and it seems clear that the Government don't want to make a

similar mistake with NERC, but the other consideration here is that with arguably unusual munificence (or, if you're cynical, condescension), they feel that 'groups representing users of motor vehicles on rights of way should be given the opportunity to promote, among their members, voluntary restraint in submitting byway claims... and put



were able enough to submit as many claims as they could before it became law. Talk about a lack of joined-up thinking...

Anyway, SAP relies on vehicle user groups only making DMMO claims on routes that 'are capable of sustaining recreational motor vehicle use' and the TRF Executive has already circulated its local groups with a 'checklist' in order that they might assess what actually is sustainable (rather than on historic user evidence).

But of course for the system to work, and be seen to work, there are numerous obstacles to be overcome. These include how to deal with 'through routes', parts of which might be vulnerable to damage and parts of which might not be, and how to address damage to routes that has been caused by illegal activity like ploughing-out or wilful obstruction?

Whilst Jim Knight and DEFRA seem willing to give us a chance to show responsibility as far as making upgrade claims is concerned, there appears to be no timetable for this and it is not clear to this writer whether the NERC Bill will specifically embrace SAP on trust, and if not, are they really expecting vehicle groups to deliver the goods before it reaches White Paper stage?

Pushed and Shoved

The TRF and LARA's position seems to be that as long there is a ray of hope, however slight, then it's worth doing virtually whatever the government asks of them, and they in turn ask us. These are potentially dangerous assumptions and as has been the case before - the Employment

Agencies Bill being one example of equal disinterest to the electorate at large - there is every possibility that efforts made by responsible representative bodies will be simply ignored when push comes to shove and bad legislation will follow. There is also the suspicion as the previous minister, Alun Michael, himself mooted, that even if the claims 'window' is brought down from the current 2025 to, say, 2010 on the basis of SAPs actually working, the government will back local councils to slap TROs on most new claims until other means can be found to stymie them.

In the event, the meeting agreed that the 'tick box' system developed by the TRF and LARA would form the basis of SAP, and a proposal would subsequently be sent to the Rights of Way Committee before the end of September when a meeting would be sought with Jim Knight before parliament is recalled for the next session.

None of this has any of the broad brush sexiness or remedial impact that many people, including devotees of TBM's web forums might yearn for, but they do as both Alan Kind and TRF chairman Geoff Wilson have recently stated, reflect the *realpolitik* we are obliged to live with. Meantime the imperative remains to keep lobbying both your local MP and Eric Forth, Chairman of Standing Committee A on the NERC Bill (C/o The House of Commons, London SW1A 0AA).

And whatever your views on LARA, the TRF or indeed the onset of a potentially dangerous ghetto mentality, simply turning our backs on the problem and hoping it'll go away, or that someone else will sort it out for us, is no longer an option, and thankfully TBM's web forums suggest that more and more people are realising this is indeed the case.

The WORMS Turn

And whilst it's also true that Right to Ride is occasionally somewhat Taff-centric, I make no, well... only a few apologies for focussing on Welsh trailriding affairs if only because the Principality has always been, and is increasingly a magnet for riders from across the entire nation.

And as the number of legally rideable trails in England inexorably diminishes, what's happening here may prove something of a grim barometer for the rest of Britain. I was therefore somewhat taken aback to discover, thanks to an alert local TRF member, the minutes of a recent meeting of something called the Wales Off-Road Steering-Group (or WORMS as I shall henceforth refer to it).

Although formed as a consequence of the first Wales Off-Road Motorcycle Conference, which I reported on with cautious enthusiasm in TBM June 2004, WORMS seems to be largely composed of people whose interest is in either ending the illegalities that are associated with the use of some bikes on unsurfaced RoW, and/or providing dedicated and probably commercially-run areas where the public at large, or at least the hiking 'n' horsey public at large, would be safe from we nasty, noisy bikers as we ride round and round in ever decreasing circles, which in general terms seems to mean curtailing our rights to ride freely cross country.

Whilst of course we applaud the former, the latter ambition is not one I unequivocally applaud, and I was frankly quite astonished that a quasi-official body that seeks to positively and progressively shepherd the interests of off-road motorcyclists in Wales doesn't contain a single representative from a local recreational dirtbike organisation, eg one of the three Welsh TRF groups. Sure, amongst the various policemen, politicians, career conservationists and forestry commission employees there was a lone representative from the Auto-Cycle Union, but the ACU are involved in organised motorcycle competition, not the ad hoc enjoyment of

inspiring and remote scenery aboard motorcycles.

Needless to say a spirited correspondence with various WORMS executives ensued, but until I see that the members of TRF, the Welsh Trail Riders Association or even GLASS have been invited to help draft the future of off-road motorcycling in Wales, my faith in unselected quangos remains extremely limited. Something I would seem to share with certain contributors to TBM's website.

You Can't Do That Here

And talking of which, finally I must thank yet another of that doughty band, the wittily monikered Capt Crashtastic, for alerting me to a leaflet entitled 'Off-Tarmac Motorsports in the Brecon Beacon National Park'. Produced by the Park itself, this six-page affair purports to be a guide as to where in its vast acreage you can go trailriding or, for that matter 4x4ing. The answer in fact would seem to be almost nowhere, for the leaflet sternly warns us of the menace we cause to 'people quietly enjoying the beauty' of the Park, threatens prosecution under Section 14 of the

'Simply turning our backs on the problem and hoping it'll go away, or that someone else will sort it out for us is simply no longer an option...'



1988 Road Traffic Act for anyone who transgresses, and tells us that what we should really do is join a motocross club and/or contact the Cambrian Council of Welsh Motorcycle Clubs for further advice, whilst 4x4 drivers should simply 'keep right away from greenlanes' and join a club which rents private land.

Quite apart from never having heard of the Cambrian Council, who in any case sound from their description as if they're a body who know nothing at all about recreational riding of dual-sport motorcycles in small groups, the so-called advice on how to 'enjoy 'off-roading' in the National Park' seems entirely misleading.

And indeed upon phoning up a nice lady at Park HQ I was told 'well you can ride along Sarn Helen or the Gap Road when it's legally open', which of course we already knew. But it's nice to know our taxes are being put to good use...

RIGHT TO RIDE

Christ mate, that was harder than getting red wine puke out of a duck down duvet' was one exhausted rider's pithy comment after the opening lap of this year's Dawn to Dusk. 'That was nothing, you should've been here last year,' an obviously seasoned competitor replied.

Ah yes, the monsoon that was the 2004 D2D race had well and truly rained on everybody's parade that day, but luckily the wet weather stayed away for the 2005 running of the TBM Dawn to Dusk 12hr enduro. However, entries were a little down this time around, with some riders perhaps put off by last year's inclement conditions and this year's entry price hike.

All-Change

Now in its fourth year, the D2D organisers promised a much-improved course, still using a lot of the familiar trails but with some new more flowing sections thrown in, tailored for the predominantly 400-plus clubman-level field. Held on a former opencast coalmine, the 16.5-mile lap was expected to take around 35 minutes for the expert riders once the first lap had carved out a line, and anything between 45-60 mins for the average Joe.

Back to defend his 2004 win this year was Kiwi Paul Whibley. Having won the event last year with young gun Si Wakely, the WEC rider was this time riding for Team Gas Gas UK aboard a Gasser 250 with EC300-mounted Andy Cripps as his new partner in grime.

Other big-hitters included the Honda Racing Par Homes Fast Eddy team of Si Wakely and Simon Evans, Husky Sport's Chris Birch and 2003 winner Wyn Hughes with his team mate Jason Darby of nattily named OAP Hughes & Young Darby. And no D2D would be complete without number one plate and three times in-a-row outright class winner Expert Ironman Richard Hay, once again Yamaha-mounted.

Of course, TBM's very own Rusty Dream-Ons Of Dirt were back to mount an all-out assault on last year's 68th overall ranking. The hapless soul recruited for this thankless task - alongside His Melbership and Dep Ed Barni - was Motul UK's Vic Noble, replacing AWOL TBM columnist Chris Evans.

There were also a lot of last-minute rider changes - unfortunately Dakar competitor



ROCKS AROUND THE CLOCK

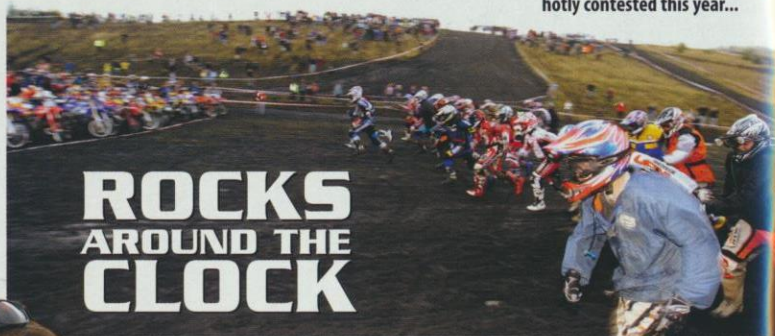


August Bank Holiday weekend means only one thing for the UK enduro scene... the annual TBM Dawn to Dusk 12hr Enduro. You had to be there...

It's 7am and everyone is wondering what the hell they are doing standing around in a open-cast coalmine in south Wales...



The dash for the porta-loos was hotly contested this year...



ROCKS AROUND THE CLOCK

'Helllllllooooo Glyn-Neath...'

'....Hit me baby one more time...'

Patsy Quick had to pull out at the eleventh hour due to a knee injury, and Wirral Off-Road boss Steve Ireland got drafted into the Beta UK team from the Ironman class to ride alongside former trials rider Dan Hemmingway.

Wet T-Shirt Competition

Race morning dawned amongst the Welsh hills with a rolling mist surrounding the riders on the start line and, in typical Dawn to Dusk tradition, the first wave of the traditional Le Mans style start didn't get away until a good ten minutes after the scheduled seven o'clock start.

Most people headed off okay but for at least 12 teams their races were over before they even really began - one poor guy ran out of steam on the first climb, dropped his bike in the mud and rolled back down the hill!

Even though the sun shone, the course was still fairly wet thanks to some downpours earlier in



the week which made for a slippery first few laps, especially in the shady parts. And despite providing a number of easier routes around the course, it was clear that the non-stop rocky terrain was still pretty demanding on some of the sportsman and first-time D2D riders, with 18 teams not managing to record a finish.

As the day wore on, the course started claiming its victims with the St John's ambulance crews doing a steady trade in cuts and scrapes, including Dep Ed James, who managed to somehow gore himself on a barbed wire fence!

Marshal call-outs got ever more frequent - as per previous years, there were particular hot spots and the quad 'mule' was kept busy shuttling broken bikes back to the pits from one never-ending gully or gloopy bog.

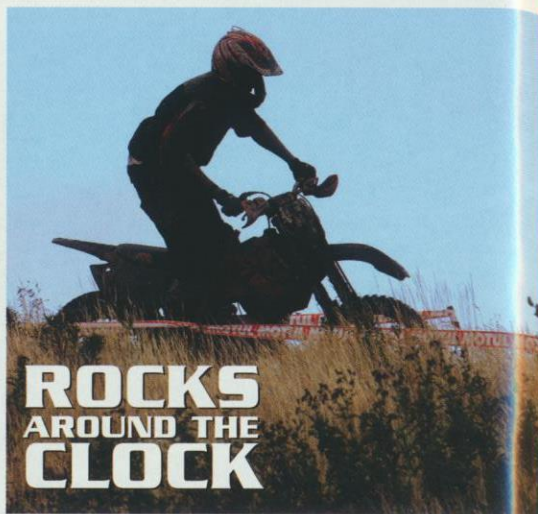
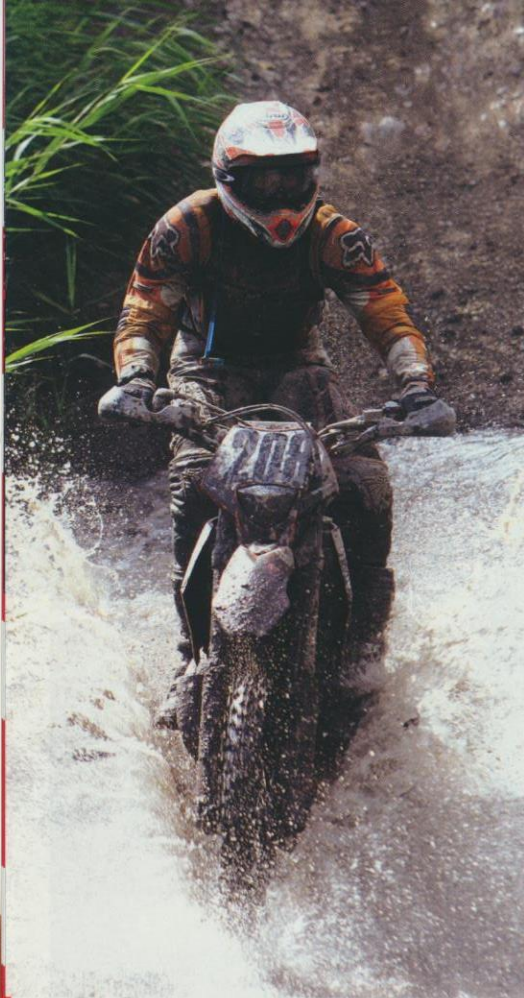
One thing that did bring a smile to many riders' tired faces was the number plate-cleaning girl. Resplendent in tight top and black lycra leggings, the rather attractive leggy blonde manned her post for almost the entire 12 hours, but sadly she was only allowed to wash down the number boards.

Winning Ways

By halftime the race was settling down and the class leaders were becoming established. After an early battle with Duncan Buck for the marathon class lead, Richard Hay's steady approach saw the Scottish enduro veteran quickly regain his first place which he kept for the rest of the race, eventually winning his fourth consecutive D2D with an amazing 18 laps completed.

However, for fellow Ironman competitor Anthony Averill it was a slightly different story. One of the big hills proved somewhat tricky, with his first three goes thwarted by a fallen rider blocking the way each time. By now body and mind fatigue had set in and by his seventh (at long last successful) attempt, cramp had taken a cruel hold and as a result, he only managed two laps before having to throw in the towel. Better luck next time mate.

As is the norm the overall positions closely mirrored those of the top two-man teams, with the Whibley/Cripps Gas Gas UK team having a tug-of-war for first place with Honda Racing's Si Wakely and Simon Evans. But if the Gas Gas pits



ROCKS AROUND THE CLOCK

and Jeremy Dunn of the Magic Muppets, the only three-man outfit to clock up 15 laps. And for once the TBM team's race strategy paid off with Vic the new conscript proving his worth, taking the finish and claiming a well-deserved fifth spot with 14 laps (39th overall).

Dirty Tricks

Unfortunately some teams decided to indulge in a little course-cutting skulduggery (passing transponders between bikes and thus having two bikes out on the course at any one time). But their efforts were rewarded by having their 'shortie' laps docked from the final results. Other unsportsmanlike behaviour included taking advantage of torn course tape to shorten entry and exit routes into the pits (Tweedle Dumb & Tweedle Dumber [Walters/ Boorman] were among the teams we saw do this).

Luckily there were still a few true gents out there - TBM's fair play award has to go to number 56, Steven Wass, who despite having broken his arm 12 weeks previously still stopped to help drag a fellow competitor's bike out of trouble - well done mate!

Interestingly, the organisers decided to adopt our idea to avoid trophy hunters entering a class below their standard this year and simply drew a line at nine laps and below (sportsman) and 14 laps and above (expert) to decide the final placings in class.

So as usual the TBM D2D provided more than its fair share of drama and excitement this year. It has come to be regarded as one of the toughest, most challenging, but ultimately rewarding multi-lap enduros in the UK. And long may it stay that way...

were anything to go by, it just shows that all you need are a few jerry cans and some joie-de-vivre to get you through the day, as they finally emerged victorious after 12 hours, five minutes and 23 seconds in the hot seat.

Over in the Wakely/Evans camp things weren't quite so jolly. Si's (borrowed) CR250 lost compression fairly early on and when Si's dad Alan stripped it down he discovered a knackered piston (and ring) not to mention a worn-out clutch. A friend was despatched to Llandrindod Wells some 45 miles away to try and find some replacement parts, Alan finally getting the bike back together two-and-a-half hours later - just five minutes before Simon was due to pit. The bike fired first kick and Simon's team finished the event in second place!

In the three-man class, the top five positions were hotly contested throughout, with the ultimate win going to Matt Turner, Darron Rowe

Gas Gas EC300 V KTM 300EXC

Open Season

After slogging our way through last year's muddy morass aboard a CRF250X and CRM250, we were buoyed by the organisers' promise of a 'fun and flowing' course for the 2005 Dawn to Dusk. That said, with rocky terrain and some long climbs to conquer, the D2D was unlikely to be a cake-walk, and with Team TBM's 'Rusty Dream Ons of Dirt' (myself, the Ed, and long-time friend of TBM, Vic Noble) looking for a good finish (!), machine choice would be critical.

A pair of 450s would have probably fitted the bill quite nicely, though it's only been a couple of months since we last tested the E2-class thumpers, besides which we'd already ridden the D2D on a 450, back in 2003. However, the four-strokes never really entered the equation, because, in particularly un-TBM-like fashion, we'd had this one planned for months...

Nowadays, the 300cc two-stroke has essentially become a trail bike. That's not to say they come with pillion pegs and a handy rear rack of course, more that most are put to use on the lanes rather than the enduro course. For the average UK enduro you really don't need, or want for that matter, the power of an 'open class' stroker. The D2D though, isn't your average enduro, and we figured that the 300cc two-strokes would claw their way up just about any climb, chug through snotty stuff without much trouble, and come with a surfeit of power for those fast, flowing fire-breaks.



One of TBM's Rusty Dream-Ons of Dirt hard at work...

Pack of Three

Although Italy's TM continue to build their fire-breathing EN300, the Gas Gas EC300 and KTM's 300EXC are by far the more popular machines, and both manufacturers already had their 2006 models in the country. Ding dong.

Alongside its cosmetic makeover, for the new season the EXC has seen revisions to both the chassis and the motor. Tweaks to the carb, cylinder, powervalve and combustion chamber are intended to refine the performance, whilst the steering has been sharpened half a degree to 'give



Anyone for tea? Gasser boiled dry when Barni got it wedged on one of the climbs...

ROCKS AROUND THE CLOCK

completed the first two-lap stint and was back in the pits for the changeover.

By now the field had spread out and the course was beginning to get faster, with none of the 'queuing' you suffer from being first away. Even so, it took me a while to get to grips with the box-fresh Katosh. The power delivery was strong and sharp, demanding tall gears to keep it in check. This wasn't too much

of a problem, as the KTM could still be chugged along without ever getting into the meat of the power, but the nimble chassis felt skittish on just about every surface. And then, as with every time I race, the arm-pump kicked in...

One lap later, I started getting into the riding as the pain in my arms subsided. But still the KTM felt a bit of a handful. The flighty front-end tempered my speed down the fire-roads, as square-edged rocks set the bars a'flapping, and this was matched on the more technical terrain with the rear wheel skipping all over the place.

Of course, the EXC simply romped up the smoother climbs on just a whiff of throttle, but rockier ascents demanded careful consideration.

Switching Teams

Into the pits for the next changeover, I was glad of the respite from the Katosh - it had beaten me up good and proper. The EXC simply demanded your full attention and commitment *everywhere*, making it both physically and mentally tiring. Thankfully, a long break whilst Vic and Si put in their stints allowed me time to recuperate, and I was pretty fired up for my first ride on the Gas Gas.

And what a difference! Within a mere few hundred metres the Gasser felt 'just right', and despite being both vibier and more raucous than the EXC, everything else felt so much smoother. Rather than deflecting off the rocks, the plusher Marzocchi/Sachs suspension tracked particularly well, making it far easier to pick a path (and stick

better mid-corner stability', according to one KTM technician I spoke to. Er, righto.

Despite the Gasser also receiving a few styling changes, it still looks very much like last year's model. But take another look, and quite a lot has changed. Those black-coated frame tubes are a different profile, there's a new subframe, and the dated digi speedo has been replaced with a more up-to-date part. Both the gear lever and kickstart are now longer, and flicking a switch on the new braceless bars alters the mapping of the Kokusan ignition, giving a choice of two power curves.

Put the two bikes next to each other, and the KTM looks by far the better detailed. Everything has a neat 'functionality' to it, and whatever you think of the new 'urban' graphics, you've gotta say that the orange bike is the better styled.

Despite the black frame, and new clocks and bars, the Gas Gas still looks decidedly old skool. But more than that, details such as the foam bar-pad without a vinyl cover and loose wiring on-show could be easily, not to mention cheaply, improved upon at the factory. What's more, it would do their reputation the world of good!

The Getaway

Riding the first session last year, I stood by and watched as the Ed lined-up with the rest of the starters. Electing to begin the event aboard the Gasser, as the clocked ticked past 07:10 Si made the dash to the bike (it's a Le Mans start at the D2D) and headed out for the first lap around a particularly greasy course. Two hours later he'd

to it) and allowing the rear wheel to put the power down in a controllable manner. And then, when you wanted the bike to really haul, it simply pulled through to the top-end with a far more manageable 'hit' than the KTM. This controllability meant that it was far easier to exploit the Gasser's power (and believe me, it does have some 'go') and keep up a reasonable pace than it was trying to contain the abrupt nature of the Katosh. And, of course, it made the EC300 far less tiring to ride!

Kettle's On

Unfortunately, partway round the lap I managed to wedge the Gasser's pegs firmly between two rocks at the top of a climb and, with a level of mechanical sympathy you'd expect of a six year old, I was soon enveloped in a cloud of steam as the bike began to boil over. Uh oh.

Rather than heading out for another lap and risk a DNF, I dived into the pits and swapped onto the KTM. Without the usual break between riding each bike, this really highlighted the difference between the two machines. By this point we'd tweaked the KTM's adjustable powervalve governor to detune the motor slightly (from the factory it'd been set to deliver the full blood 'n' guts). Somehow, the EXC now felt a little flat lower down, and although the adjustment had pulled some of the teeth from the KTM's bite, the motor just simply didn't have the 'rounded', easy to use power of the Gas Gas.

With a smattering of pretty steep descents within the first mile of the course, the bikes' brakes were tested hard lap-on-lap, and again the KTM was outdone by the EC300. Almost every time we ride a KTM we harp on about the lack of feel and spongy lever pressure from their Brembo brakes, before going on to cite Nissins as some sort of benchmark. Well, here it comes again because aboard the Gas Gas you could brake hard and with confidence every time, yet on the EXC it paid to be far more tentative - something which was really brought home on the first tricky downhill, a greasy rock-strewn descent where front-end feel was everything.

And feedback was again an issue when it came to the KTM's WP suspension. Initially feeling too harsh, compared to the Gas Gas, it simply didn't transmit enough information, leaving you to almost second-guess where it was going next. And with some fairly unforgiving terrain, this made things a little fraught at times.

As it cannoned from rock to rock, the Katosh also felt the heavier of the two bikes, despite its narrow profile and lightweight looks. Which meant that by the time I'd finished the lap it'd just about done me in...

Finishing Up

Its rads now replenished with coolant, Vic headed out on the EC300 for what turned out to be our fastest laps of the race whilst I made myself busy snaffling my way through our box of tuck. Ah, the joys of junk food!

Taking the Gasser for my final stint, I could only manage one more lap before deciding that discretion was very much the better part of valour and handing back to Vic to take the chequered flag. In the 12 hours we'd racked up 14 laps, and been as high as third in class, before clawing our way back down the leaderboard to fifth (and about 39th overall). Ho-hum. Next year we're coming back on 500cc two-strokes. Nurse, the smelling salts, please...

Second Opinion

All it took was the briefest of spins around the D2D car park (ostensibly to check that both bikes were possessed of all their gears) for me to decide that the Gasser was definitely *the* bike on which to start this year's Dawn to Dusk. Besides I was keen to try out the its switchable ignition which would allow me to start off in full power mode for the MX part of the track where all the spectators were gathered, before happily switching it into soft power mode once out of view of the crowd (sorry I mean once into the nadgery forest going).

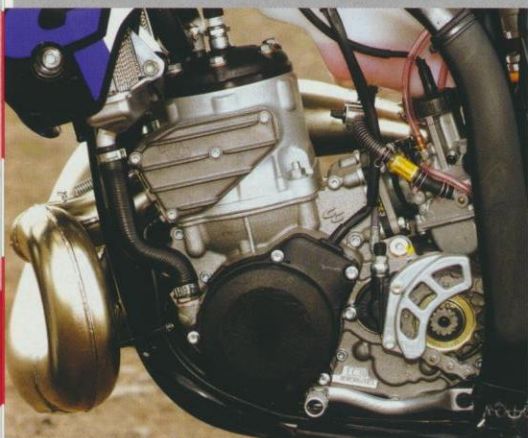
And so it proved, because after a nightmare first lap with more queues than an Ikea sale, the Gasser and I emerged onto lap two with a fairly open course ahead of us and the chance to really exploit its (slightly softened) power delivery. And don't think (like I did initially) that the latest crop of 300s are all about wafting along on a gentle wave of torque. All it takes is the tiniest tweak of the loud handle and the Gasser streaks towards the sun like a footballer's wife. Down the fire roads this was pretty good fun, but through the rocky sections it's sort-of exciting in the same way that getting onto the tube in London has become exciting nowadays.

300s really do offer far more power than you're ever likely to need when racing, but to some people that's their very attraction. At least the 300 Gasser has the benefit of a superb chassis/suspension/brakes package which helps keep all that power in check. These days the chassis is much sharper than ECs of old - regular chassis tweaks have seen to that. And if the bike's ability to turn reasonably swiftly has been gained at the expense of some of its legendary stability - then that's probably no bad thing either.

Likewise the suspension which is a touch

ROCKS AROUND THE CLOCK

Gas Gas EC300: £4452.25 Sleek...? Check. Purposeful...? Check. Stylish...? Ch... Whoa, hold on a minute there... Below right: sunshine and showers button operates the switchable ignition. New for '06 a Gasser digital speedo that actually works...



project' - on the day their teacher called in sick. And because they couldn't find any of the special bolts he'd ordered, the children simply borrowed a few screws from the woodwork department and finished the job.

By contrast the KTM looks a million dollars. Resplendent in its 2006 gloss black frame paint and urban graphics, you wonder how the factory could make it look any more sexy without draping a de-robed Heidi Klum across its seat.

But then just after the KTM has captured your heart by sending out all the right buying signals, it suddenly turns into the wicked witch of the forest. So where the Gas Gas has panache, the KTM has power. Where the Gas Gas has grip the KTM has grunt, and where the Gas Gas is (relatively) easy to ride (because let's face it, no 300 is *that* easy to ride at racing speeds), harnessing the KTM is like switching off the traction control on your Staffordshire Bull Terrier puppy - on a wet lino floor.

The KTM is a racer's bike through and through. It's twitchy, nervous, aggressive and in the right hands, devastatingly fast. But in the hands of a tired old hack its like trying to wrap a jelly in cling-film... while bouncing up and down on a trampoline - it's all over the place. Touch the throttle and provided you're leant forward over the bars, you've got the pegs correctly weighted and the steering pointing straight ahead, you've got a fifty/fifty chance of heading in the right direction. But if the course is slick, the track rutted, the stones polished and your nerves frayed, then God help you. I set my fastest lap on the KTM but only because I shut my eyes as I entered the forest and only re-

TBM would like it to be known that our third team-mate Vic (from Motul UK) chose all his own riding gear... Note shiny Motul and TBM stickers...

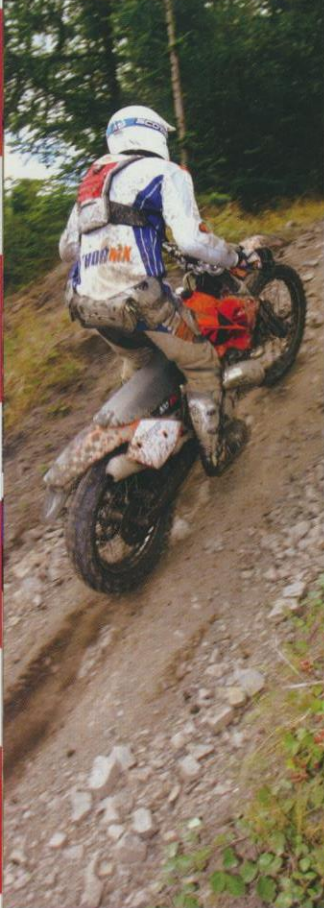


firmer and perhaps marginally less supple than before, is merely all part of the Gasser's graduation from a social misfit into part of the enduro firmament. In fact all it really needs now to complete its transformation is to shed its ugly duckling image and finally blossom into the Spanish Rose it's always promised to become.

Because no doubt about it - what's holding the Gas Gas back right now is its looks, even the importer admits that. Well that and the fact that you have to get out the entire contents of your toolbox merely to adjust the position of the bars.

Next to the KTM, the Gas Gas looks like it's been put together by the fourth-form 'motorcycle

ROCKS AROUND THE CLOCK



KTM 300EXC: £4745. No doubt about it the 2006 EXC is a truly handsome beast... Below: new Brembo clutch m/cyl works fine but feels a bit strange to use. KTM's digi instruments are superb... Engine is a brutal reminder of the raw power available in an open-class two-stroke...



opened them just as I arrived back at the pits.

Make no mistake the KTM is fun in the same kind of way that swimming with sharks looks really cool on TV. It's life affirming, because when it's all over, you genuinely feel thankful that you're still in possession of all your limbs.

The big trouble with the KTM is not the razor-sharp handling or the iffy brakes (though that combination itself is enough to keep you awake at night), it's the fact that explosions of energy flood out of the 300's power-valve equipped engine like a newly de-commissioned Russian nuclear sub.

Providing there's grip the 300 KTM flattens hills and shortens straights like no other bike I

know. Yet the Gasser feels barely any slower, and so much more composed. And it's also a lot less tiring to ride, because oddly enough (despite having a wider tank), it feels much smaller all-round than the KTM.

And it wasn't just me who thought this, because for once all three TBM testers were unanimous in their decision - the Gasser wins this test and the KTM takes second place!

We shared that view with the winners of this year's Dawn to Dusk who were similarly Gas mounted (on a 250 and a 300 to be precise). Well, at the very least it shows that at least we've got something in common with winners...

Si Melber

CUSWORTH  HONDA

31569

NEVER SETTLE FOR ANYTHING LESS



CRF450X

Ready to ride
FREE Road Kit,
TrailTech Speedo,
Handguards, Sump
Guard & Road Tax

**TAXED, SPEEDO,
HANDGUARDS,
SUMP GUARD**

ALSO NOW IN STOCK

**NOW TAKING ORDERS
FOR 2006 MODELS**

Finance Available

Part Exchange Welcome



XR400

**FMF Exhaust
Specialist**
Hot Cams Now In
Stock for CRF250X
Stage 1 & 2

**15% Discount
with this Ad**

**OVER 50
USED BIKES**

**CUSWORTH
BIKES**

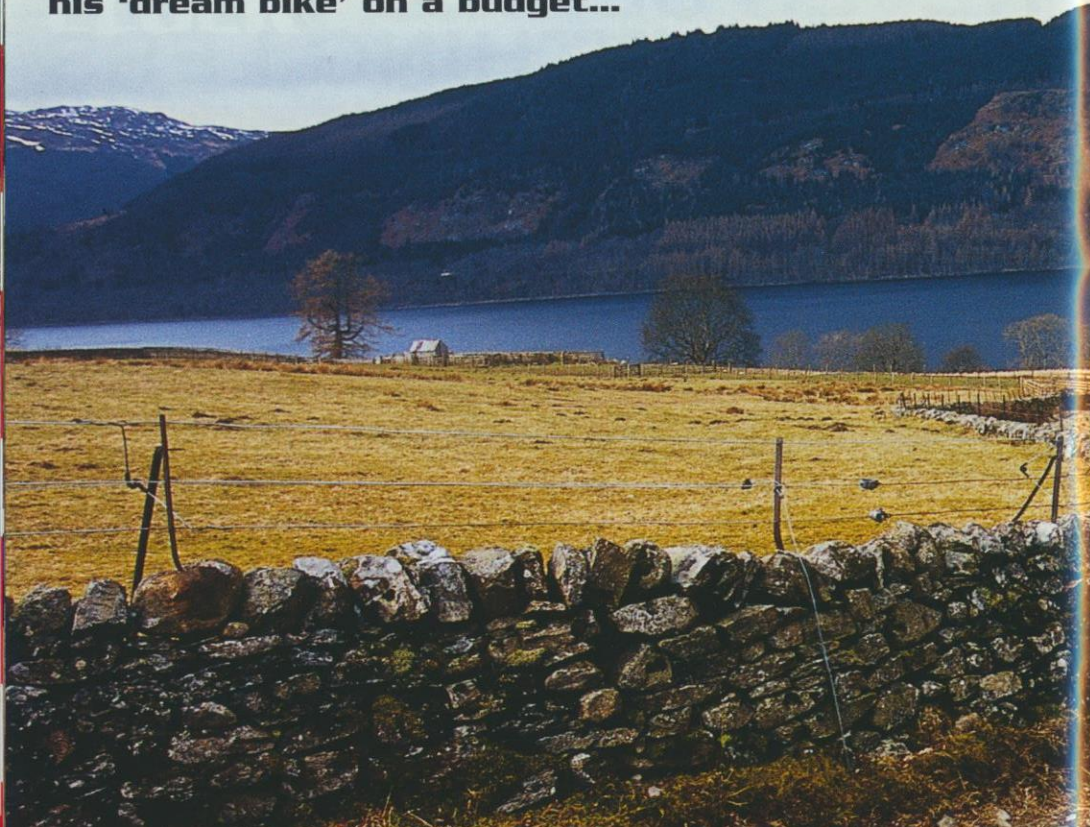
**MASSIVE
CLOTHING &
ACCESSORY
DEPARTMENT**

PRINCEGATE, DONCASTER 01302 814444

www.cusworths.co.uk

Open Mon - Sat: 8.40am - 6pm Sunday: 10am - 4pm

When you're looking for a bike for overland travel, it's best to keep things simple. TBM contributor John Rushworth tells the story of how he built his 'dream bike' on a budget...



STORY: JOHN RUSHWORTH, PICS: BARN/MILLENNIUM-RIDE.COM

GET UP AND GO!



Most dreams start with some idle comment or thought. You may simply be having a tough day when your mind wanders off the job in-hand and you're transported to two-wheeled dreaming. For me it was sitting with some mates enjoying a few beers. I dreamt of building myself a bike and taking a journey. But where to go? Who to see? And what to ride?

The late Simon Milward was one of those dreamers that really changed lives and made things happen. After five years travelling around the world on his hand-made motorcycle, after meeting the Dali Lama, after raising six figure sums for charity and setting up the Flores Project in Indonesia (based on the successful Riders for Health African format) - Simon was all fired up to stand for the European Parliament and progress his life-long riders' rights causes, upon his return to Britain.

Simon's achievements spurred me on, and having supported him with 'geek gear' (computer equipment and suchlike) the purpose of my journey soon became clear - to ride down through Europe, see the early stages of the Dakar rallye and hook up with Simon as he trundled up through Africa.

I'd be going with three friends, two on bikes and one a disabled ex-biker driving an adapted Land Cruiser. After that I'd just see what happened....

Go For Broke

Figuring that my Beta Alp 200 of the time was perhaps not the ideal overland tool, I needed a new bike, though I didn't want something which had been sullied by the hands of another, so it had to be brand new.

Without Che Guevara's guts and determination, or a Hollywood star's pulling power, I ruled out riding a Ural or Voshkod while a Beemer or KTM was simply out of reach. My self-imposed budget was £6000, and that was to include all of the kit too!

So it had to be Japanese then, ideally a big thumper, and preferably air-cooled too - water's for the body, not for the bike. It needed to be simple to maintain, with all spares available in

GET UP AND GO!



the most unlikely corners of the globe, and with plenty of aftermarket goodies to simply bolt on and go. With its Japanese Suzuki Freewind motor, I was momentarily tempted by a CCM, though with the company in yet another one of its death throes at the time, I swiftly decided against it.

Veteran dirt bike traveller, Chris Scott, recently chose Honda's XR650L, a grey import with the electric start Dominator motor as a traveling companion. It looked to be a good choice, though it still requires modifying for overland use and I didn't really fancy the hassle of importing one.

Simon's choice of machine for his 100,000-plus mile, 90-something country adventure would not have been mine. It's not that he made a poor choice of motorcycle, it's simply that for him it was more the ride, the getting there, the doing and not so much the glitter and guts of the steed. Although I'm sure we'll probably argue about that in heaven! Simon's bike consisted of a hand-

made frame, housing a 600cc Rotax lump, forks from a Honda Dominator and a large enough fuel tank to carry him 300 miles on one fill. The seat was ultra-comfortable and due to his smaller stature, the twin-shocks were laid down, giving the bike more of a low-slung Harley stance. He always insisted it was a capable off-roader, even if he admitted to being pretty hopeless at riding on the dirt.

With air-cooled singles being a dying breed, there was one obvious choice left: Yamaha's TT600RE. The 'E' is for electric start, and although the 'R' only originally meant uprated springs 'n' stoppers, the 600RE still comes with kit from big names such as Sachs, Paioli and Brembo, not to mention a certain degree of pedigree. The Tenere was often the bike of choice for the sand, mountain and mud of Africa, and the Yamaha of yore lives on - albeit in some trendy Italian clothing.

John Rushworth and his overland-prepared TT-R600...



The Belgarda Yamaha factory lowered the TT-R by two inches for 2004, which still gives the bike good off-road ability but with road manners. The Yamaha sounded like just what I was after. 2005 was it's death knell though, so late last year prices were right and a little piece of history could be bought 'on the road' for just under four grand. And that was with two years unlimited mileage warranty!

Getting Going

The TT600RE has been tested before in TBM (issue 96) so I won't labour its merits or niggles. You're probably thinking 'God, what a choice!', especially with all the latest razzle-dazzle tackle available. So I'll simply say that here was a bike with an electric start, cush-drive, pretty good all-round ability, and all without needing a ladder to climb aboard or extra strength welded into the sub-frame. It was also important that all

of the bits I wanted for it were readily available and extremely cost effective.

Having bought a new TT-R over the phone, I then turned my attention to the internet, where I looked up all of the aftermarket goodies I'd need. What could be simpler? And all the time I was mindful of the fact that I was trying to build a bike that'd be comfortable, safe, and competent.

The first thing addressed was the fuel capacity. If you're going somewhere 'remote' you really need to attain a minimum of 40 miles to the (British) gallon. Fully-laden, or riding through sand or mud, you really need to have a tank of at least 3.5 gallons. For disappearing into the 'hinterland' you'll certainly need more. Whilst running-in the Yam, I saw 63mpg, but ridden 'spiritedly' this dropped to mid-to-high forties. So I knew that, even in extremis, the TT-R had the kind of economy I was looking for. An off-the-shelf Acerbis tank was fitted to give a potential 200 mile range, which was all I really needed, and a Newton Equipment locking filler cap used to help keep the fuel 'safe' from sneaky syphoners.

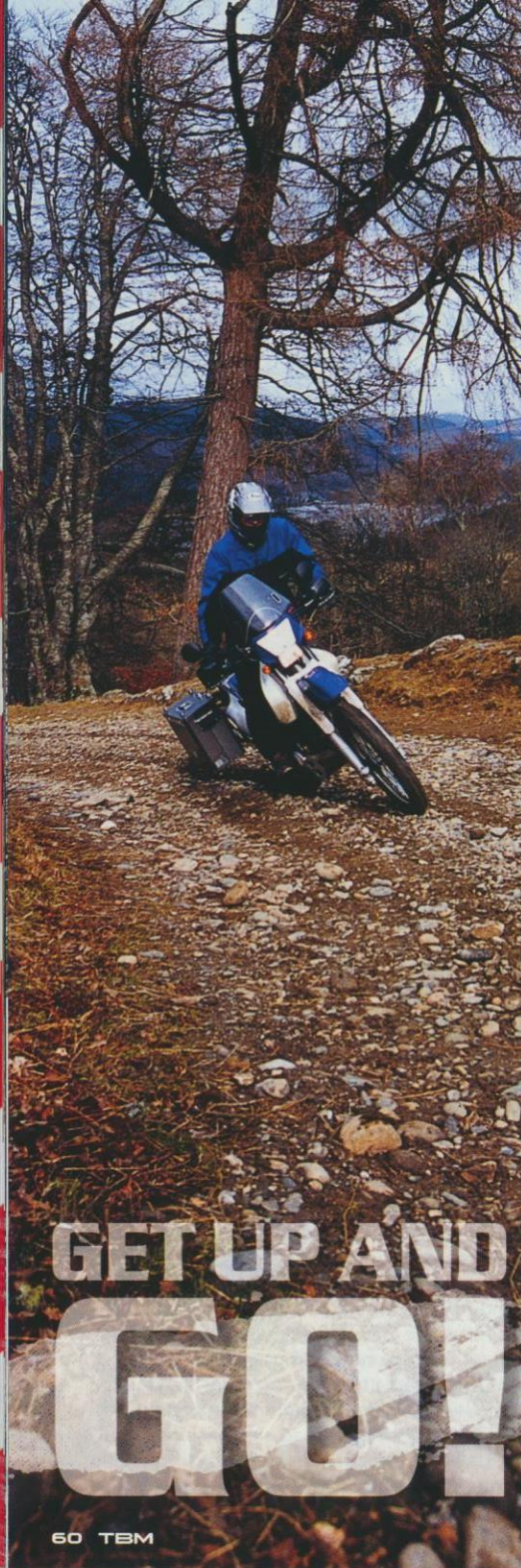
Once run-in, I couldn't help but feel the TT-R was being strangled somehow, no doubt in order to pass the eco-tests modern motorcycles are subjected to, and so I took it down to the local dyno. Looking at the dyno chart, the hole in the mid-range was plain to see. A Dynojet kit and DNA airfilter were subsequently fitted, and with a few holes drilled in the airbox and the snorkel binned, the mid-range power was restored. In order to keep things nice and quiet, I left the exhaust as standard.

To protect the motor, I used a sumpguard bought, like most of the aftermarket kit, from German company 'offtheroad.de'. An oil cooler helps boost reliability, and an oil temperature gauge looks cool and adds to my peace of mind.

For covering the miles, I knew a screen would be useful but pukka Dakar-style jobbies cost a fortune, so I spent 70 quid on a plexi-glass cruiser-style part. It fitted with the minimum of fuss and its adjustability made a lot of sense. Blez would be proud! And extra lights? Well who needs 'em? I'm in the bar by the time it gets dark!

Although the TT-R came with ally bars these were replaced with a nice straight set of Renthal trials bars. Onto these were fitted a set of Acerbis handguards, and a RAM mount for the most cost-effective GPS unit I could find, short of using the stars and a compass.

When it came to the tyres, I was looking for something dual sport, though leaning a touch more towards the off-road side of things than the standard rubber. Having been supplied the wrong part numbers by Pirelli, the good folk at Strathearn Tyres sorted things out for me with a

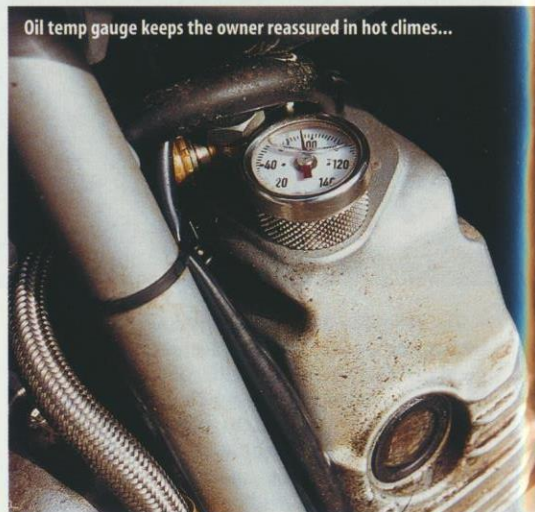


GET UP AND GO!

JR thought clearly about what he needed before building his bike...



Oil temp gauge keeps the owner reassured in hot climes...

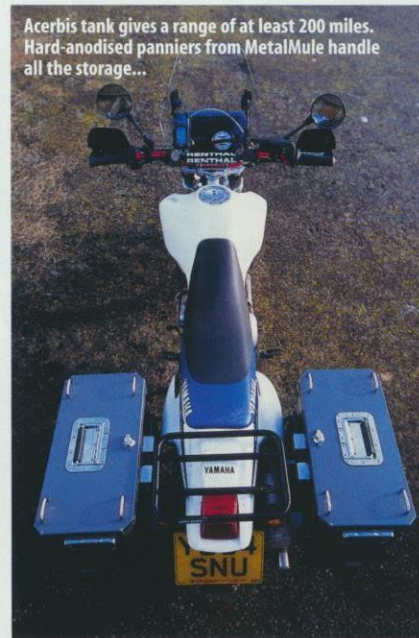


matching pair of Scorpion on-/off-road hoops.

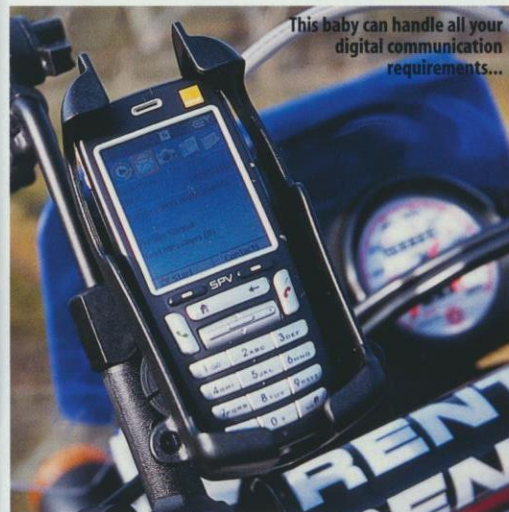
On the Up

Heading overland, I'd obviously require somewhere to stash my kit and caboodle. I've suffered melted sleeping bags from trendy exhausts before, and locked-up rear wheels thanks to slipping soft luggage. And so my panniers had to be hard, and had to be secure too. The folks at Metal Mule are 'round the world' veterans and being a patriot I was glad to learn they're British.

Acerbis tank gives a range of at least 200 miles. Hard-anodised panniers from MetalMule handle all the storage...



This baby can handle all your digital communication requirements...



Whilst the Germans had luggage available, it was great to discover a little-known UK company building products of Teutonic quality.

I plumped for Metal Mule's top-of-the-range hard-anodised panniers, and if you've ever tried polishing aluminium you'll know why I chose the hard-anodised versions. Because when you rub ally with a cloth, the cloth turns grey. And if your clothes jiggled around inside panniers against untreated alloy, they'd turn grey too. So the hard anodising keeps everything clean, and

the boxes themselves looking good.

Intending to do plenty of off-roading, I also ensured that the panniers were mounted high enough to allow plenty of ground clearance, and far enough back for body movement.

The Go Show

Another requirement of my journey, was that I'd be able to write, email, read, take stills pictures and video, listen to music and watch movies whilst on my travels. Personally, there's nothing more inspiring than reading or watching the tales of others whilst on the road - from Chris Scott's adventures and Ted Roger's Travels, to Che's Diaries and Simon Milward's achievements. And the list goes on and on. There are

more dreamers out there than you would think.

When Simon set off, his 'geek gear' was enough to fill a pannier. These days it'll sit in the palm of your hand. PDA's (Personal Digital Assistants) combine Bluetooth, infrared and broadband Wi-Fi connectivity with email, a web browser, a camera, video camera, computer programmes, MP3 player, a pocket TV and all for little more than the cost of a regular mobile.

And so I got hold of one and matched it to a four gigabyte memory card - enough to carry with me 1000 tunes and a couple of movies! A 12v take-off on the bike helps keep battery buying to a minimum.

Stop-Go

In the end I achieved my goal of building a simple, yet competent, overlander within budget, though sadly my journey down to meet up with Simon never happened. For earlier this year, as I was partway through the build, Simon was killed in an accident in Mali, west Africa, and the motorcycle world was deprived of a saint. He is sadly missed, and the online condolences register (at mag-nl.org/condolence_simon) pays testament to a great man.

And so rather than heading off overland, my riding has been pretty much restricted to the local lanes and trails around my home in Scotland. And how does the TT-R perform? Well, as you'd expect with all of the bolt-ons, it can be a bit of handful in the really nadjery stuff, but it's a

Simon Milward was the inspiration for JR's TT-R600...



surprisingly capable bike. Sure, it can feel big at times, but it'll take me most places I want to go, and in relative comfort too. All it really requires is that you think ahead a bit.

Thanks to the intake mods, the Yam's endowed with a reasonable turn of speed, especially for an old-tech motor, and is plenty smooth enough for racking up the miles - just the job for overland travel. I do get a few vibes through the pegs, having removed their rubber cleats, but this is an acceptable trade-off for the grip the pegs now afford, especially on the dirt.

So finally, for what it's worth, here's what I'd say to anyone thinking or dreaming of overland travel: Ride economical and proven machinery. Keep your bits 'n' bobs light and secure, and keep a pen and paper about you along with your wits - for when your dream doesn't quite pan out the way you hoped. So if, like Simon, you touch a soul and change a world, don't forget to write it all down...

Thanks to: Craig of Strathearn Tyres (01764 655904) for his help with my tyre troubles, metalmule.com, offtheroad.de, and motorcycle.co.uk.

Information on Simon Milward's charity work and good causes can be found at: millennium-ride.com • mag-nl.org/condolence_simon • fema.kaalium.com

And for would-be overlanders, horizonsunlimited.com is well worth a look.

Husqvarna



The Husqvarna TE Enduro range – The choice of 250, 450 or 510 versions, all using a high performance twin cam motor fitted with electric start, all fully road homologated and backed up with a 2 year factory warranty. Its not just the performance that leaves our competitors behind.

Available from the following Authorised UK Husqvarna dealers:

County	Dealer	Town	Telephone	County	Dealer	Town	Telephone
Berkshire	A4 Moto	Reading	0118 9263388	Shropshire	SS Racing	Shrewsbury	07812 100704
Cornwall	St Blazey Moto-X	St Blazey	01726 816181	Sussex	Red Dog Motorcycles	Burgess Hill	01444 248848
Derbyshire	SR Off Road	Matlock	01629 820111	Tyne & Wear	Kawasaki Newcastle	Newcastle	0191 2723335
Dorset	Mr Scooter	Bournemouth	01202 466268	Wiltshire	Artdeans Motorcycle Centre	Swindon	01793 574800
Essex	GH Motorcycles	Colchester	01206 791155	Wales	South Wales Superbikes Ltd	Newport	01633 277970
Hampshire	Infinity Motorcycles Ltd	Farnborough	01252 400000	Wales	Wayne Mounter Motorcycles	Pontypridd	01443 400960
Hampshire	Husky Sport	Cheriton	01962 771122	Scotland	Tom Adamson Motorcycles	Elgin	01343 550600
Kent	RP Motorcycles	Gravesend	01474 532967	Scotland	ATV Adventure	Glasgow	0141 229 1432
Kent	Red Dog Motorcycles	Edenbridge	01732 863636	Isle of Man	Paul Dedman Motorcycles	Ramsey	01624 812390
Lancashire	Motosupplies	Carnforth	01524 734444	Isle Of Wight	Moto-Hedz	Sandown	01983 403388
Middlesex	Motorcycle HQ	West Drayton	01895 442595	N.Ireland	Hugh McEvoy Motorcycles	Newry	023830 849972
Northants	Keep Biking Ltd	Brackley	01280 705100				

GET UP AND
GO!

ALL DAY

Hydration is vital whatever type of off-road riding you do, so TBM have got together the latest drinks packs on the market to see which ones will best quench your thirst...

Drinking enough never seems to be a problem when out for a night on the tiles, and it's a habit all off-road riders should practice whilst on the move - with non-alcoholic beverages of course!

Whether you trail ride or go enduro racing, there is now a staggering array of hydration packs to choose from. Whilst many well-known off-road suppliers sell hydro packs, there are also lots of other big players in the mountain bike/ski/running industries that produce excellent drinks systems that can be just as easily used by dirtbikers.

So we've selected a few of the best ones out there to suit every application and budget...



WORDS: MEL FULCONER; PICS: TBM

DRINKING

Karrimor Hydr8 20 Hydrapak (900g)**£55.00****Colours:** Blue/Black,
Yellow/Black, Fire/Black

What You Get: Constructed from a 600 denier ripstop polyester/200 nylon mix with numerous storage pockets - two double-zip front side ones, two additional mesh areas attached in the middle via stretchy cord-fastenings plus a deep front pocket and a large main compartment that houses the bladder in a separate mesh area. Usual chest strap, mesh hipbelt, reflective panels, removable raincover in base and a closed cell foam 'Supafit backsystem' covering the entire back area. Drinking mechanism has a lock-on lock-off valve (pull to open, then bite and suck to drink).

What We Think: Well-specced with lots of useful features like the three tube 'guides' on both main arm harnesses and splash-proof covered zips. But it's a bit on the pricey side and although storage-friendly its proliferation of pockets makes it a little bulky.

Contact: 01254 893000 or karrimor.com**Fox Oasis Pack (900g)****£49.99****Colours:** Grey/black

What You Get: 100 percent nylon constructed rucksack-based pack with four separate back pads, cushioned arm straps, waist and sternum buckle-straps plus two extra front upper and lower securing straps. 2L Nalgene bladder, small bungee-cord front detail, two external zip pockets and one full-size inner front pocket. Drinking tube has clip to attach to clothing if required and has a 'bite me' valve operated mouthpiece.

What We Think: Well-made and robust with plenty of storage space, making it ideal for trail riding. Nice touches include the handy small change mesh pockets in the main compartment and useful plastic tube clip although the bladder could do with being secured in place. Gets our vote for the best trail hydration pack.

Contact: 0191 487 6100 or foxeurope.com**XC-Ting Hydration Bag (500g)****£29.99****Colours:** Red/Grey/Black,
Grey/Black

What You Get: Standard sized pack mainly made from cordura with soft neoprene arm straps and a lightly padded mesh back panel. Two zipped outer cargo pockets, bungee-style tightening mechanism on front, padded waist panels, chest strap, buckle-secured deep front pocket. Features a simple squeeze 'n' suck drinking device. Complete bladder/pipe/mouthpiece assembly is available to buy separately at £14.95.

What We Think: Decent quality basic pack, at a reasonable price, but there's no internal bladder fastenings and the two zipped pockets are a bit on the small side, especially if trying to access them with gloves on. Also bladder is only available in 2L capacity. Overall though, not bad.

Contact: Braybrook Off-Road on 0870 7742600 or braybrookoffroad.co.uk**MDR Products Backpack (400g)****£19.99****Colours:** Black/Grey,
Orange/Black

What You Get: Ballistic nylon-made hydra pack with lightly padded mesh arm straps and back area. Has left/right arm tube securing loop, chest and waist strap, side-opening zipped 2L bladder compartment with basic suck mouthpiece. Storage-wise there's an open front mesh nylon-backed pocket with buckle fastening.

What We Think: No-frills lightweight pack with minimal storage, and an affordable price. The bladder material feels fairly flimsy and could rip more easily than some of the other more heavy-duty ones here, plus the small opening may make it fiddly for filling. Still gets our vote for the best budget buy though...

Contact: 01935 429646

Scott Hydro Back Pack (500g)**Colours:** Black/Yellow**£36.95**

What You Get: Diamond ripstop nylon/neoprene construction with mesh arm straps, cushioned back with four upper/lower reinforced pads and adjustable hip and chest straps. There's one small lower front zippered pocket and the integrated 1.5L water bladder has an external fill opening with screw-on cap. The drinking tube has a simple bite and suck plastic valve with a plastic securing clip on the right hand arm strap. Also available in a 2.5L capacity.

What We Think: Stylish looking, practical hydra pack with tasteful styling. The quick-fill external opening is a big plus, although the main arm straps could do with some cushioning and maybe a securing loop as well as the clip. The small storage pocket is only really big enough to store a mobile phone and energy bar, so if you're trail riding you'll need a bum bag for tools. Nevertheless, gets our vote for racing...

Contact: Bert Harkins Racing on 01582 491076 or bertharkinsracing.co.uk

**Hebo Aqua Bag (500g)****Colours:** Red/Black**£45.95**

What You Get: 2.5L capacity 'Aqua' bladder, held in place by two velcro tabs that pass through two holes at the top of the bladder. Almost full-length front zip pocket on the left hand side of the bag with a small mesh compartment down the bottom on the opposite side. There's a mesh back lining and the main shoulder straps also have this material on the inside, plus a velcro securing loop halfway down both straps. A waist strap and two tightening straps on the front finish things off.

What We Think: Nicely constructed medium sized pack with some funky design touches such as the chunky detailed Hebo logos and front pocket teardrop zip tang. The long front pocket looks like it could easily carry a few spanners plus tyre levers on the trail (although maybe not the best idea to carry these on your back!) Also would prefer a chest strap, especially considering the high price tag.

Contact: Vesty UK on 0870 7779201

**Acerbis Desert Drink Bag (550g)****Colours:** Grey/Black**£39.99**

What You Get: 90/10 percent polyester/nylon mix bag, with wide mesh shoulder straps and buckle-fastening chest and waist straps, one front mesh pocket and cushioned back. Velcroed main insulated compartment with a 2L bladder capacity and large screw-top filler, plus the drinking tube is also fully insulated on the outside. It has a push and twist bite mouthpiece mechanism and replacement parts include bladder and vent hose (with valve), priced £14.95 and £7.95 respectively.

What We Think: Plain looking, no-nonsense drinks pack with a decent amount of insulation that should help keep fluids nice and cool. What would be much more useful is a zip pocket rather than the current mesh offering which is very difficult to get even an ungloved hand into. A securing tube clip wouldn't go amiss either. Solid buy.

Contact: Bert Harkins Racing on 01582 491076 or bertharkinsracing.co.uk

**Apico Camel Bag (450g)****Colours:** Grey**£55.00**

What You Get: Unbranded compact hydra pack, with insulated 2L bladder compartment with two large velcro loops to keep it in place. Bladder is accessed via a snap-buckle and has a top-flap zippered pocket plus two extra side front pockets with a mesh enclosure below each one. Lightly padded back section and shoulder straps (that have a stretchy tube holding loop on each side). Comes with an adjustable 'bite and suck' mouthpiece.

What We Think: Plain looking, functional no-fuss drinks bag with a handy angled mouthpiece. Could really do with a chest and waist securing strap and some tube insulation would be a bonus seeing as the main bladder pocket is insulated. For the price there are better specced bags available, though it is light and compact.

Contact: Vesty UK on 0870 7779201



Salomon XA Pro PackVest (500g)**£49.99****Colours:** Black/White (women)
Black/Red (men)

What You Get: Lifetime guaranteed Platypus 1.5L bladder with bite valve. Pack made from 210D double ripstop nylon with an integrated zippered two-pocket vest. Three-pad 'Airvent' back foam section, adjustable side straps (right one has velcro tube loop), expandable outer pocket with horseshoe-shaped waterproof zipper. Main internal compartment has separate bladder carrying section with small zip pocket.

What We Think: High quality, versatile, funky looking bag. Compact with good storage capacity but zip tangs on the bladder compartment seem a little flimsy. Vest feature was designed for carrying-comfort whilst running so would be perfect for racing in the summer. We liked it.

Contact: 01256 479555 or salomonsports.com

**Dakine Drafter Pack (850g)****£55.00****Colours:** Black/Grey, Black
Camo/Black, Sky/Charcoal,
Navy/Charcoal, Red/Charcoal

What You Get: Constructed from ripstop nylon, with a 2L bladder, quick disconnect valve and twist-open/close bite mouthpiece. There's a front zip pocket with internal mesh organiser pouches, and a deep mesh velcroed enclosed one with a fleece-lined small pocket with waterproof zip directly above it. Two front load compression straps, dri-mesh shoulder straps with a plastic tube clip on the left side, detachable waistbelt, and a moulded six-pad back panel.

What We Think: One of the most expensive bags here but deservedly so. Substantial look and feel, nice finishing details such as the chunky zip tangs and rubber logos. Made to last.

Contact: Surf Sales on 01303 850553 or surf-sales.com

**Best Budget Buy:**

The cheapest bag here by far is the MD Racing Products drinks bag. At a shade under 20 quid, if you're just looking for a cheap way to stay lubed in a three-hour H&H then it'll do the job fine.

Best Trail Buy:

The Fox Oasis pack, although a little more expensive than some of its rivals, is the best compromise between storage and hydration, and looks to be a sturdy piece of kit.

Best Race Buy:

The Scott Hydro Back Pack wins this due to its lightweight feel, minimal bulk, quick-fill external opening and reasonable price tag. Source/Salomon/Camelback a close second.

Source Spinner Pro (650g)**£36.99****Colours:** Black/Grey, Red/Grey

What You Get: Wide opening slide access 2L bladder with a claimed 'plastic taste-free' PE film coated reservoir within zippered, insulated compartment. Angled bite Z-valve with dirt cover, contoured shoulder straps with a plastic tube clip on left arm strap, sternum and waist harnesses and a breathable cushioned back panel. Front adjustable bungee cord, side mesh expandable pouches, front splash-proof zip storage pocket plus a removable fold-out 'storgansier' pocket with multiple internal zip compartments.

What We Think: Multi-purpose, well thought-out drinks bag with lots of useful features. Decent quality and well finished - very good value for money. Recommended.

Contact: Fisher Outdoor on 01727 798345 or fisheroutdoor.co.uk

**Hydration Tips**

- Flush out the entire system after every ride. If possible take off the bite piece and give it a thorough clean.
- Most manufacturers recommend baking soda for cleaning out the bladder. In our experience products such as baby bottle steriliser or the steriliser for home brewing kits do a better job.
- Brush kits are available from some of the specialist manufacturers. The long narrow one for cleaning the tube out is well worth buying.
- Some bladders can be weakened if used for hot beverages - check before you buy.
- Don't put tools or sharp objects in the bladder compartment.
- Large-opening bladders are by far the easiest to fill, especially when it comes to adding ice cubes.
- It may be obvious, but the bladder has to be inserted the right way up - make sure the tube feeds from the bottom.
- When wearing a hydration pack, check that the tube is within easy reach.
- Don't leave the bladder out in the sun for extended periods otherwise the rays may perish the rubber.
- There's a vast array of isotonic sports drinks available, but arguably the best drink is just plain water.
- Whatever you decide to put into your pack, make sure you drink enough - experts recommend at least one litre of water for every hour of heavy exercise.

CamelBak Magic (700g)**£54.99****Colours:** Sky Blue, Black

What You Get: Female-specific rucksack-based pack with a 2.1L wide-opening Omega reservoir with bite valve mouthpiece. There's two large front cargo zip compartments and an integrated 'bungee overflow storage facility'. The padded shoulder harnesses (with tube loops) are tailored to follow female upper body curves and are lined with high-wick, non-chafing velvex microfleece. Adjustable hip and chest straps and a smooth air-mesh padded back panel.

What We Think: Compact, pretty hydra pack with a decent amount of storage. Shoulder straps are amazingly well-cushioned - easily the thickest here and angled to allow for boobs! A plastic tube clip would be handy though, as would making the front pouch removable (and therefore better suited for racing). Nevertheless it's good that bag manufacturers are recognising the different requirements of female riders. Recommended.

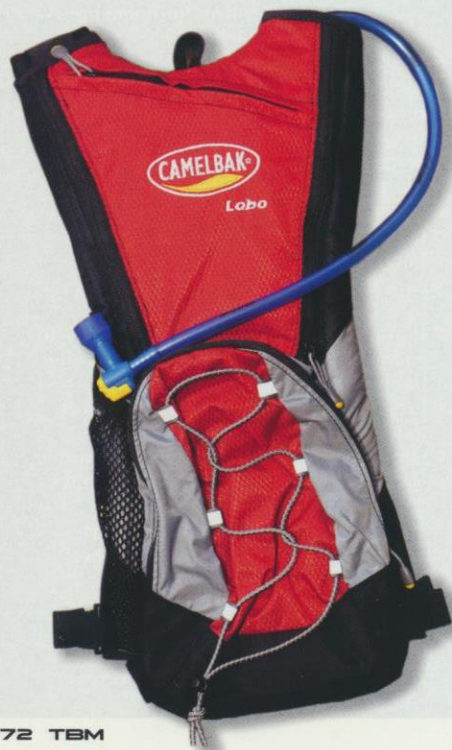
Contact: Zyro Plc on 01845 521722 or zyro.co.uk

**CamelBak Lobo (600g)****£49.99****Colours:** Red, Black

What You Get: Externally accessible screw-cap Omega bladder housed within a double zip/velcro tab secured compartment with integral front angled zip pocket. Cushioned air mesh six-pad back section and shoulder straps (with two tube securing loops each), front cargo pocket with mesh two-section organiser pouch and secure external bungee cord on the front, plus left hand side pocket. Removable waist strap and a vertical sliding sternum strap.

What We Think: Streamlined, ergonomic drinks bag, with an extremely accessible bladder cap and the only pack to feature a sliding chest harness for customised positioning. Again, a tube clip would be a bonus and the mesh organiser pouch would be much better as just one section as the current two-part format is a bit fiddly. Nevertheless a high-quality solid performer.

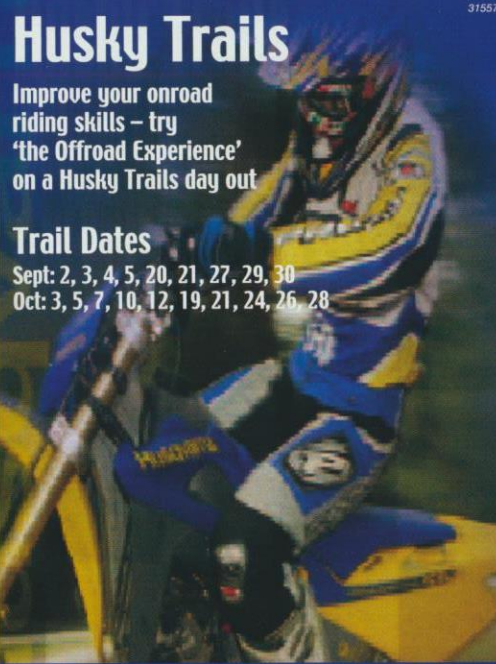
Contact: Zyro Plc on 01845 521722 or zyro.co.uk

**Husky Trails**

Improve your onroad riding skills - try 'the Offroad Experience' on a Husky Trails day out

Trail Dates

Sept: 2, 3, 4, 5, 20, 21, 27, 29, 30
Oct: 3, 5, 7, 10, 12, 19, 21, 24, 26, 28



Contact: Husky Trails, Carswell Golf & Country Club
Carswell, Nr Faringdon, Oxfordshire SN7 8PU
www.huskytrails.co.uk E-mail: info@huskytrails.co.uk
Tel: 01865 390481 Mobile: 07710 662296

21257

OFFROAD - WORLDWIDE

• **THAILAND** •
(6 days - JUST £465!)

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

• **MONGOLIA • AUSTRALIA •**

• **PERU • COSTA RICA •**

• **MOROCCO • ANDORRA •**

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

Tel: 01256 770775 Fax: 01256 771773
www.hctravel.com email: david@hctravel.com

**H-C Travel**

16 High Street, Overton, Hants RG25 3HA
Fully insured for your financial and legal protection

31557

A LIFETIME OF RIDING FOR £30?

Patron: Lord Strathcarron

TRAIL RIDERS FELLOWSHIP

The organisation that fights tirelessly to keep green lanes open for all who ride responsibly.

£30 membership or a donation will help finance this work as well as giving access to local knowledge & the opportunity to meet like-minded people.

Send a cheque for £30 with your details for membership to:
The Membership Secretary, TRF, PO Box 343,
Market Drayton, Shropshire TF9 1WT
www.trf.org.uk

Fighting for YOUR Right to Ride

24729



The original Trailbiketours holiday company
- we lead where others follow...



Winter trailbiking at it's best!!

Fully inclusive off-road tours on our fleet of Suzuki DR-Z400Es, from 890 euros inc. flights, connections, hotel, all meals, gear, guide and a great time...

Andorra & Spanish Pyrenees

Terra Alta, Spain

Trans-Catalonia

www.trailbiketours.com
admin@trailbiketours.com (00376) 839723

The UK's best-selling trailbike isn't a powerhouse like the KTM 450EXC or Suzuki DR-Z400, it's actually Honda's little XR125L. But with modern 125cc learner-trailies costing nearly 2.5 grand, is there an alternative to the high-priced Japanese offerings? TBM gathered together the Honda XR125L, Yamaha XT125R and a Chinese-made Himo GY125 and headed to Wales to find out...

STORY: SI MELBER; PICS: BARNI

LEARN
BABY,
LEARN

‘Four hours’, reckoned ‘Dep-Ed’ Barni; ‘Three’ said Mel, and I reckoned ‘About an hour’. That was our best-guess estimates as to how long the Chinese-built Himo would survive without breaking anything. In fact we were all wrong, because within 300m of the beginning of the second lane (exactly 9.5mins after starting out), Mel bailed out of the Himo’s seat on a shallow grassy rut and gently toppled to the floor with the bike on top of her. And when we lifted it clear of her trapped foot, the front

mudguard pointed ominously westwards - a crack having split it almost completely in two. Oh dear.

The Chinese Way

Chinese bikes have created something of a stir among the bike trade in recent months. Because while the rest of our industry is suffocating under the weight of increasing numbers of unsold ‘05 models (not to mention some ‘04s and now ‘06s), the importers of Chinese bikes appear to be



PRICES

Honda £2349
Yamaha £2499
Himo £1395



LEARN BABY, LEARN

shifting them by the skip-load. At least that's the impression you get, even if the reality may be somewhat removed from that.

The bare truth of the matter is that at a time when the UK's economy seems to be suffering a bout of carb-flutter, the prospect of buying yourself a brand new learner-legal dirt bike for (in some cases) less than a grand, seems too good to be true. Of course what you've got to ask yourself is what exactly do you get for your money? From that £1000 purchase price, take out the element of VAT and the dealer's profit margin and you're probably looking at a bike which costs no more than about £500 landed - all taxes paid.

Now I know that the cost of labour in a country like China is far lower than in more industrialised economies, and that China actually builds more bikes than Japan, so the economies of scale are huge. But the cost of steel and other raw materials on the international markets is the same wherever you build your product. In other words, part of the reason Chinese bikes are cheap is because they use cheap components. And a bit like you get with certain Korean cars, the stylists appear to have been brought in at the very end to smooth things over, rather than being part of the initial design process.

And so to the Himo (or the Flymo as it was

affectionately Christened), it's one of those bikes that actually manages to look awkward from all angles - quite a feat. Up close, things are much worse. Riding the Himo is a bit like popping a retro-tab and floating back to 1974 - spacehoppers 'n' all. From the large chrome-rimmed speedo to the old-fashioned rubber-skinned gear lever, this thing screams old-school from every surface.

And then there's the engine...

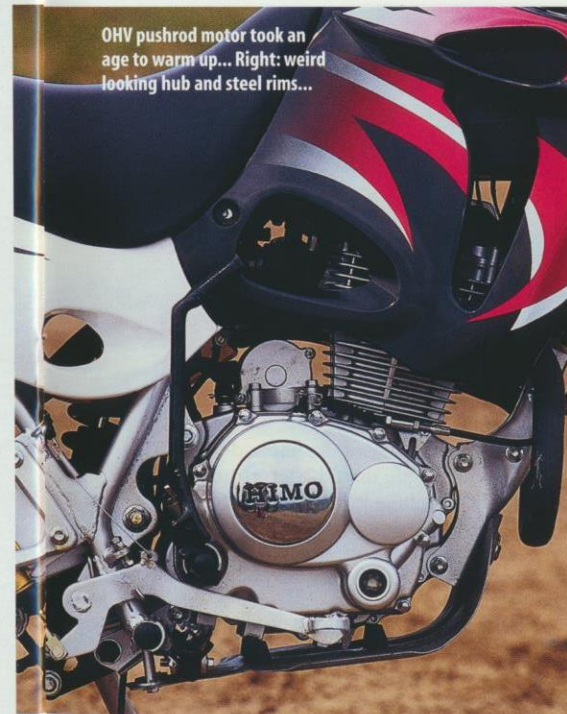
Chinese Proverb

It's been a while since I encountered anything with a pushrod engine - aside from TBM's ol' 1957 Chevy pick-up (though even that offers liquid-cooling). No need for such extravagance here. No overhead cams, no radiators, no four-valve head. Just a basic no-frills engine with a simple no-thrills output. Confucious he say: 'Man with two expensive digital watches, never know the exact time...' True. But he's got a better idea than the bloke who uses a sundial!

Sometime soon, the Himo is due to be dragged kicking and screaming into the 20th century (though probably not the 21st with a SOHC motor), but for the moment our still-tight engine (the GY125 had just 38 miles on the clock) was by far the slowest of the three. Flat-out, the Himo managed an indicated 67mph, and would cruise



The Himo's headlight sports the biggest lense we've seen this side of Velma's glasses in Scooby Doo...



OHV pushrod motor took an age to warm up... Right: weird looking hub and steel rims...



LEARN BABY, LEARN



all-day on the road at 50mph, but it sadly lacked in acceleration. To give you some idea of just how little oomph the GY possessed, on the twisting Welsh tarmac it was actually out-accelerated by the Honda being ridden two-up!

On the dry summer dirt, this lack of power really only manifested itself when faced with any sort of incline. To be fair, any 125 thumper is going to struggle on the climbs and all three were forced to crawl up the hills in first gear, but the Himo was nearly always the last to wheeze its weary way the summit.

Hong Kong Phooey

Although the Himo's engine is virtually as old as the Great Wall, the chassis isn't quite so ancient. Up-front, the forks are USD units (of unspecified manufacture) and the disc brake gets a braided hose. Renthal bars are a welcome addition, though they carry some suspect switchgear.

As you'd expect, the rear shock is a small and simple affair, though you do get a disc brake on the back - albeit attached to a hub that looks for all the world like it should contain a drum!

Even stranger than the frankly bizarre hub, are the footpegs which pivot in two dimensions (at the peg, and where the mounting bracket meets the frame). This means that the peg itself folds up

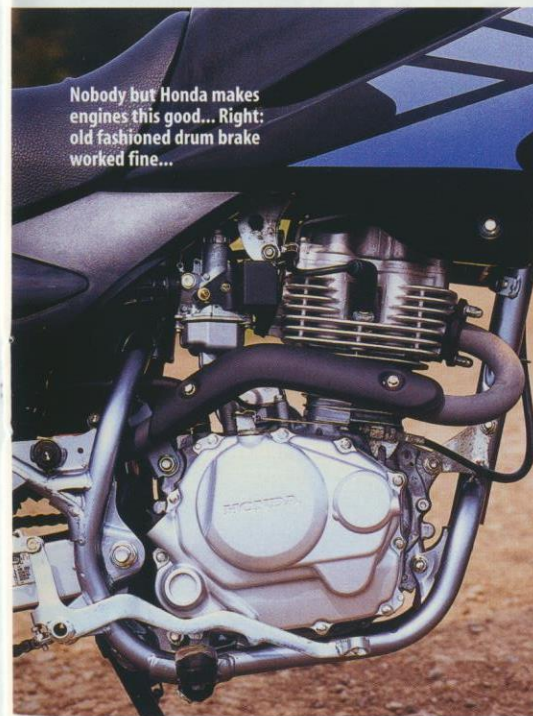
at 45 degrees, with the whole assembly then folding out of the way perpendicular to the frame. In theory this sounds like a good idea, but in practice there's just a bit too much play in the (rubber-bushed) mountings, and the pegs end up feeling as if they're drooping down slightly. But it's a neat idea nonetheless.

The frame itself is a basic steel affair (as are the wheel rims and swingarm), and for the budget price you can expect a budget finish. The Chinese welder appears to have learnt his trade by correspondence course (from a Spanish night-class) though it seems that he flunked out of the painting module. The basic bashplate is at least a worthy addition, and should help keep road crud off the frame and motor, if not stop the odd rock assault.

All of this strangeness is wrapped in a set of plastics more fragile than the terracotta army. Even if a learner bike is never going to see the dirt, we reckon it should at least be able to withstand the odd 'drop' unscathed - especially with a sidestand three inches too-short that leans the bike at a perilous angle. Though it wasn't until we cracked (and eventually snapped off) the front fender and a sidepanel that we realised the Himo's bodywork is of similar material to a roadbike's fairing. Not good. In fact, much of the



Of the TBM test team only Editor Si professed to liking the Honda's styling - but its character shone through...



Nobody but Honda makes engines this good... Right: old fashioned drum brake worked fine...



detailing on the GY was severely lacking. Take, for instance, the clip which holds the brake hose to the *inside* of the left-hand forkguard. On the face of it, this might seem like a good idea, keeping the hose tucked neatly out of the way. But in practice, as the forks compress, the hose pops out of the clip and then rubs against the tyre, holing its plastic coating in the process.

Chinese whispers

Having painted a picture of a very basic rolling chassis, you might be surprised to hear that it actually performs okay off-road. Alright, so it's a world away from a true dirtbike, or even a bike like the DT-R for that matter, but the little GY could be trundled along without *too much* worry and - gradient willing - easily keep up with the other two on the dirt. Sure, the soft suspension felt as though damping was an optional extra which our bike didn't get, leading to some slightly unpredictable bouncing. But thankfully, the stable (well, stable-ish) 1360mm wheelbase kept 'off-piste' excursions to a minimum.

And with far more suspension travel than the Japanese offerings, even if it did move quickly through its stroke, you weren't constantly grinding your boots on *every* bump and rut.

With plenty of ground clearance and a low, not to mention very soft seat, the pegs were always going to feel quite high, yet once up out of the saddle the riding position was easily the best of the bunch. The Renthal bars definitely aced the



**LEARN
BABY,
LEARN**



Yamaha looked a bit like a Praying Mantis from some angles...

Second Opinion: Mel Falconer

Most riders I know go all misty-eyed and sentimental when you inquire about their first ever 'proper' motorcycle. I happened to lose my motorcycling cherry on the commuter packhorse that is the CB500. It was small, light and incredibly reliable and ideal for little of me.

But I'd like to bet most people's preferred novice weapons of choice were 125s, albeit probably 'Crazy Frog' two-stroke screamers with that evocative oily whiff.

Though you can still buy a DT125, these days the biggest sellers are all mini thumpers. Out of the three in our test, the little Honda XR felt livelier and smoother than the others, on- and off-road.

As for the Yamaha XT125R, this was certainly the Cinderella of the pack thanks to its sharper styling - not a million miles away from its much larger XT660R brother.

Performance-wise it was capable enough but I found it laboured up the hills just a bit more than the Honda.

But it won the 'Fat Fighters' gold star hands-down, weighing in at a full 6.5kg lighter than the other two bikes, perfect for newbies.

So that just leaves the Himo GY125. Physically bigger and taller with a better riding position, I was quietly optimistic about this Chinese Cracker - and I must admit the extremely cheap price tag appealed to the Scottish side of me.

But unfortunately the combination of its lack of grunt, a headlight borrowed from Cyclops' scooter and the HGV 'I am reversing' type noise its indicators made, changed my mind.

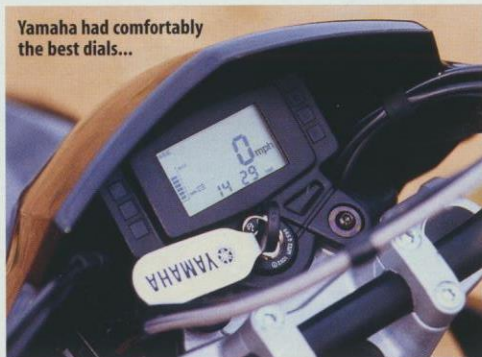
So it has to be the Honda that wins my 'urban scrambler' award hands down, due to its strong performance and slightly better street cred. Saying that, any of these small-scale trailies can do the job around town but I don't think I'll be having Chinese takeaway any time soon...



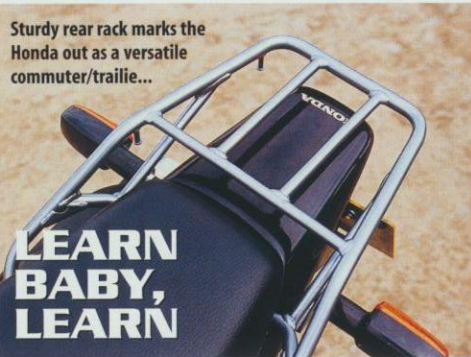
Stylish frame wraps around the old (but neat) Yamaha engine... Right: steel exhaust hidden by neat shroud...



Yamaha had comfortably the best dials...



Sturdy rear rack marks the Honda out as a versatile commuter/trailie...



**LEARN
BABY,
LEARN**



Thanks to large rubber bushed mountings, the Himo's pegs articulated in more than one direction

steel items on the other bikes, and the Himo almost felt like a 'proper' bike. Almost.

The Girl from Ipanema

Ever since Honda's Brazilian-made XR125L hit the UK streets in 2003 it's featured at the top of the trail/enduro sales chart. But despite its dirty pretensions we've never come across another one out on the lanes. Mind you, based, as we are, in London we see hundreds of the things commuting into the Smoke on a daily basis. As a cheap commuter tool, it seems that the Honda is hard to beat.

And when you ride the thing it's not hard to see why. Of the three bikes the Honda felt the most robust and well screwed together (though the Yamaha ran it very close indeed). It also felt the smoothest, the quietest and the easiest to ride. Nearly two-and-a-half big ones is a lot to ask for a learner-legal 125, but with the Honda, you almost (almost) feel like you're getting good value for money.

And this despite its limited off-road pretensions. Because although each of these three bikes is really little more than a streetbike in off-road mufti, the Honda's dirt disguise is perhaps the least convincing. Low-slung, and with

a particularly low seat (820mm claimed), it comes with little in the way of suspension travel, a steel tank, big rigid indicators, large glass headlamp and plenty of weight (130kg to the Yamaha's 118.5kg and the Himo's 125kg). But the build quality is typical Honda, and whilst the parts used are all pretty basic, they're also good and sturdy - from the analogue clocks to the handy rear rack.

Sink down into the soft, stepped seat, thumb the starter and the motor burbles immediately into life before settling down to an even idle. Head out onto the road and the Honda feels super-smooth, the engine simply whirring away beneath you. As you'd hope using relatively short-travel suspension, the ride is well-damped and were it not for the lack of power, you really feel like you could rack up some miles on the little XR.

But two things in particular convinced us of the Honda's integrity. Firstly the XR's homogeneity - it all seemed to work together perfectly as if all the parts were designed at the same time (much as you would expect - but not something you could say about the Himo). And its incredible versatility. When an accident sidelined the Yamaha, the Honda happily carried two of us and continued about its business without complaining. No fuss, no drama, no awkward handling, no lack of brakes, and not much reduction in its speed either. Very impressive for a 125cc four-stroke.

New Musical Express

Let's face it, the new-for-'05 Yamaha XT125R is an unashamed attempt at grabbing a slice of Honda's commuter/trailie pie with a product which not only looks similar - but feels quite similar to ride. Only with its black steel beam frame, funky styling, digital clocks, and impressive build



MOTOFIESTA.com
Guided Off Road Tours in Valencia, Spain

Check out our web-site - www.motofiesta.com
e-mail: office@motofiesta.com / Tel. Mark 0034 628034900

NEW 05 SUZUKI DRZE-400's OFFROADING AT ITS BEST

BLAZING SADDLES
COSTA BLANCA
TRAILBIKE TOURS

EXCELLENT VALUE PACKAGES
AIRPORT TRANSFERS
HOTEL, FUEL AND ALL
EQUIPMENT SUPPLIED

1 DAY RIDES
WEEKENDS
ALL WEEK
NON RIDERS WELCOME

PROFESSIONAL TAILORED PACKAGES FOR NOVICES AND EXPERTS
PLEASE CALL (UK) 01730 301414 (SPAIN) 0034 965 369 193
www.blazing-saddles.co.uk

www.bjctrailtours.co.uk

- The best trail rides in Wiltshire with top guides
- Packages to suit all
- Insurance, fuel, equipment, guidance and lunch included
- Riders with own bikes welcome

Contact Bryan Carter
Tel: 01793 849661
Mob: 07913 444099
Email: bjctrailtoursuk@tiscali.co.uk

DAKAR ENTHUSIASTS - BE AT THE START AND FOLLOW THE RALLY TO MOROCCO ON OUR KTM's

Book your dream holiday now!

NEW KTM BIKES

MOTO ADVENTURES
MOTORBIKE TOURS

NEW for this season
- 2005 KTM 450 EXC!
Join us on one of our off-road tours in Andorra, Spain, Portugal or Morocco.
Tour dates Morocco - Spring 2006
now on the web
Contact Su on 00376 32 50 99
info@motoadventures.com
www.motoadventures.com

In association with kriegia, INSECT, Silholene

STOP DREAMING.

Fantastic New Redtread Complex...
En-suite Accommodation, Bar, Swimming Pool & Sky TV

Redtread

• LOOK AT THE REST THEN BOOK WITH THE BEST •
Longest Established Off-Road Company In Spain
2004 Spec DRZ400E And All Protective Gear
Ex-British Enduro Champ Guide - 30 Years Experience

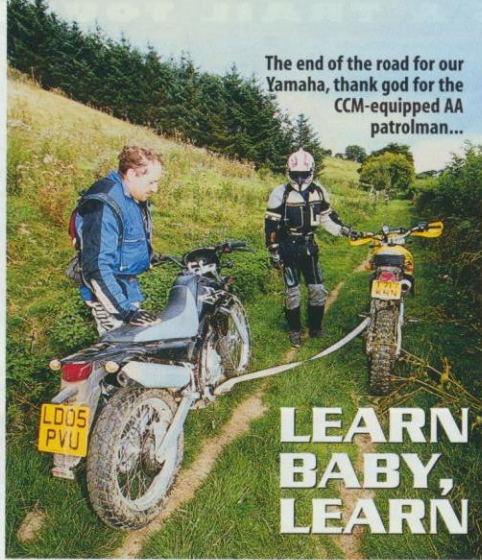
Ring 0034 627 834 430 (English speaking)
www.Redtread.com *please contact us for full details.

as featured on men & motors
Nov 2004 men&motors

CTR
Cornwall Trail Rides
www.cornwalltrailrides.co.uk

Trail riding in the amazing Cornish Countryside with experienced guides

Tel: 07802 408083 or 01579 384384



The end of the road for our Yamaha, thank god for the CCM-equipped AA patrolman...

**LEARN
BABY,
LEARN**

Second Opinion: Mark Williams

In a sense, it was all my fault as I'd been badgering His Melbership, literally for years, to test one or more of the cheapo oriental 125 trailies that were being brought in by specialist importers and, more recently, sold via the internet. I had badly wanted to find out if these bargain basement beginners' bikes could make decent green-laners. And when Si eventually capitulated and, more sensibly, decided to pit one of them against known quantities from Honda and Yamaha, I was anxious to join in the fun.

But let me say straight off that the Himo really was a major disappointment. Elsewhere you'll read in detail of the bike's low-rent components and ancient CG125-derived engine and suffice it to say it was deeply compromised as a trailbike.

The need to keep it somewhere near max revs to maintain anything like purposeful progress - and in bottom gear if that involved the slightest incline - meant buzzing the little blighter mercilessly which was as tiring for the rider as for the little pushrod engine. Plus the brakes, particularly the rear one, were largely ineffectual and made unnerving graunching noises, and my initial and indeed abiding opinion of the handling was 'fidgety'. The incongruity of the massive, but rather cosmetic USD forks and snazzy Renthal 'bars only served to underline what was lacking

quality, you could argue that Yamaha have actually out-Honda'd the Honda. We reckon the XT-R is more likely to appeal to the 'yoof' market than the slightly staid-looking XR-L. And truth be told the Yamaha felt incredibly Honda-like. By that I mean it was well-designed, solidly put together and nice and easy to ride. It was also the smallest and lightest of this trio which certainly helped its off-road credentials. Furthermore it sported easily the best set of digital instruments which were easy to read, well tucked out of the way and solidly mounted. Top marks there then.

Both on and off the road there was very little to split the two Japanese bikes, though you did notice the Yamaha's more compact dimensions - not least its shorter wheelbase which at 1335mm (compared with Honda's 1350mm, and the Himo's 1360mm) made it marginally the easier to turn. In terms of comfort and refinement the Yam

elsewhere, ie almost everywhere, and my naïve hope that spending a couple' hundred quid on turning something this cheap into a modest, workmanlike trailie proved to be just that - naïve.

Of the others, the Yamaha was my fave... until it lost all its gears that is. For a 125 it had a fair spread of torque but still needed to be ridden like a 'stroker, as indeed did the Honda. But the Yamaha seemed possessed of slightly more bottom end and a set of gear ratios better suited to off-road duties. And the suspension didn't bottom-out as readily as the Honda's despite the relative spindliness of its Paoli forks.

Dropping into a two foot washout on the XR nearly did my manhood a grave disservice and the Honda felt much more toy-like than the XT when hustled along the not terrifically demanding trails we'd chosen for the exercise. The AJP brakes were easily the best of the bunch in my opinion and what with the forks and electrics, the Yam felt more European than the other two, which indeed it was.

But the truth of the matter is that a super-cheapo 125 is only ever really likely to appeal to those chasing after a driving licence rather than chasing along green-lanes in which case the Himo might actually, and ironically, be a better buy. Although having said that, once the first owner's passed his or her test, its residual value would have probably plunged far lower than my mood having ridden the thing for an extended period of time...

BIKING HOLIDAYS & TRAIL TOURS

**PEAK DISTRICT TOURS IN
DERBYSHIRE, STAFFS & CHESHIRE**

**HIRE BIKES & KIT FROM
£170/DAY. DRZ400 / TTR250 OR
BRING YOUR OWN**

**1:2:1 NOVICE, THROUGH TO
ADVANCED GROUPS**

**PURPOSE BUILT BUNKHOUSE WITH
JET WASH & PARKING**

**OPERATING 7 DAYS A WEEK JUST
CALL TO BOOK**

**OTT DESERT ODYSSEY
2000 MILE OVERLAND ADVENTURE,
OCT 14-28TH, 1 PLACE LEFT!
01625 668966**

**OTT
OVERLANDER TRAIL TOURS**

28017

www.overlandertrailtours.co.uk

**Wild Wales
Freedom to Ride**

**THE LION
ROYAL HOTEL**

Rhayader, Radnorshire

- Good hospitality (clothes dried, baths hot)
- Garage for maintenance
- "Fort Knox" security
- Guided tours our speciality

**Keep your partner happy
Horse power on four legs!**

HORSETREKKING FROM OUR
BHS APPROVED CENTRE

Tel: Mary Collard 01597 810202
Fax: 01597 810751

COTSWOLD TRAILRIDES

**Trail Tours of
The Cotswolds,
Exmoor and
Brecon/Black
Mountains**

- Excellent value - from **£35**
- All abilities
- Professional expert guides
- Riding all year around

www.cotswoldtrailrides.co.uk

Contact: tel:01242 584060 mob:07973 637867 allanwhittington@blueyonder.co.uk

**LUXURY
ADVENTURE
TOURING IN
PORTUGAL**

25069

Explore Central Portugal all year round. Spectacular mountain roads and trails. Luxury lakeside villa with use of BMW F650GS Dakars.

We can provide a holiday plan and costings to suit your needs:

- Guided tours and trail rides
- Riders with own bikes
- Self catering, half board and family rates available

www.thrustorfmotorcycleholidays.com
Tel: 00 351 235 296452 Email: thrustorfh@aol.com

**WILDERNESS
WHEELS
MOROCCO**

**Trail riding in
Morocco all year
round:
Desert, mountain,
Atlantic coast.**

Updated website

www.wildernesswheels.com Call Peter: 00 212 88 73 00 08
infos@wildernesswheels.com 00 212 44 88 81 28

Go-Sun-Go

OFF ROAD BIKING IN SPAIN

**Ride in the
Pyrenees on the
Costa Brava
- 250/450
Yamahas**

- Take advantage of low-cost flights
- Mid-week breaks, long weekends
- Excellent accommodation included

Contact: +34 972 454682 info@go-sun-go.com www.go-sun-go.com

UMBRIA TRAIL TOURS, ITALY

www.umbriatraitours.com

**10% discount on all bookings of
3 people or more for a minimum of
3 days in Sep/Oct/Nov**

Multi-terrain trails for all abilities including new routes for clubmen level and above

All in package/Half board accommodation

Families and partners most welcome as other activities available

Try the Italian experience!

Phone Jeremy or Sue for an info pack on:
0039 075 8557799/0039 340 1265964
Email: jergoodier@hotmail.com

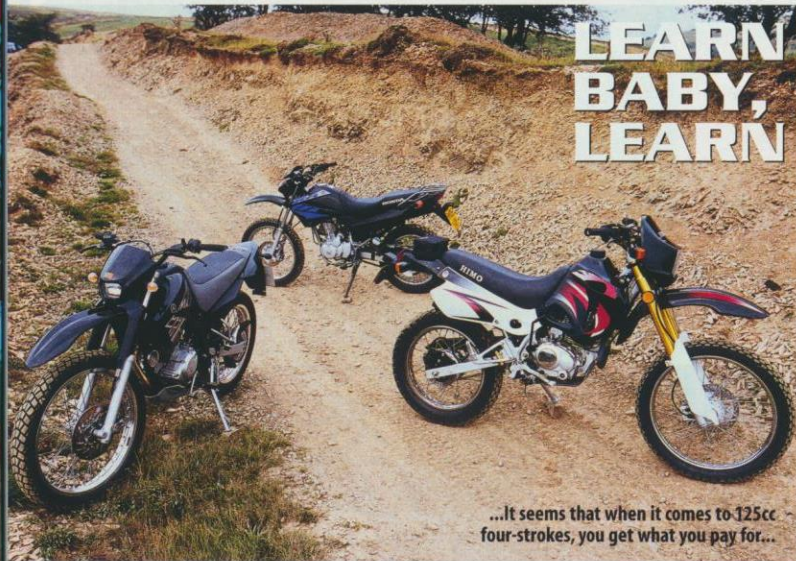
Trailblazers-Spain

Off road motorcycle holidays in the beautiful mountains of Southern Spain

- Exclusive tailor made holidays at the best prices
- Superb choice of accommodation
- Hassle free riding
- Free hire car for four and more riders

OUR FAMILY BUSINESS WITH CUSTOMER SERVICE SECOND TO NONE

Call Graham & Liz on 00 34 952030179
Mobile 07787 521621
www.trailblazers-spain.com
Email: enquiry@trailblazers-spain.com



...It seems that when it comes to 125cc four-strokes, you get what you pay for...

On the relatively gentle (and often incredibly scenic) Powys lanes (and tarmac roads) which TBM columnist Mark Williams had chosen for this particular test, we bopped along on the three amigos swapping between them and generally enjoying ourselves in the sunny weather. This being high summer we never encountered any difficulties getting any of the bikes along the lanes, though I imagine an autumnal trail ride might tax the two low Japanese bikes more.

was (we felt) ever so slightly more vibey than the Honda (though not by much) and opinion was divided as to which felt the better bike. Of one thing we were certain though, the Yamaha's gearchange was no match for the much more positive feeling Honda.

And on that subject, part way through the day the Yamaha suffered a terminal gearbox failure after a 20mph spill (off-road) donked the gear-lever on its end. Now I've seen this thing happen with other bikes - even sturdy off-roaders like the good old Suzuki DR350, so I don't want you to read too much into it. It's most likely just a bent selector fork and it could happen to any bike. On the other hand it happened to our Yamaha - the first time it went down. Game over.

Riding Them.

Up till that point, the Yamaha had really impressed us with its abilities. And Yamaha UK certainly seem confident in their new bike's credentials too, because they've priced it at £150 more than the Honda. A brave move. For its part the Honda remained an impressively packaged product, because although you could easily exceed the suspension's capabilities if you went too fast - as long as you kept your speed reined in, the Honda suspension felt the best of all three. The Himo on the other hand - well it was a brave man (or woman) who went too fast off-road on the GY because the lack of damping had both wheels crashing into the bump-stops at regular intervals - despite its much longer travel suspension. Which was a shame really because off-road it felt the most at home of all three.

a distinct pattern began to emerge of the two leading Japanese brands - they were virtually inseparable apart from their different tank badges, with the Chinese bike bringing up the rear. This might not be too surprising given the disparity in costs between the Himo and the other two. The GY125 costs approximately half of either of the others.

But as always there's more than just the initial purchase cost to take into consideration. Because although the initial outlay will be far higher with the Honda and Yam, as far as we can work out the depreciation of all three is likely to be very similar over the course of a year or two. However what won't be similar is the riding experience. Put simply the 'Japanese' bikes feel infinitely superior to ride (not to mention easier) and that's something you'll notice every time you ride the bike. And if your only rationale behind buying a 125 in the first place is to get something cheap then our advice would be to buy secondhand. The Himo may be cheap, but cheerful it most definitely isn't in our opinion.

Splitting infinitives

So how to split the Honda and the Yam? Well as you've probably already worked out, this test was virtually too close to call. There's no doubt that Yamaha's new XT-R is a very impressive little learner/commuter/trailie. It's light, stylish and well built, but at the end of the day, the Honda just pips it to the flag. Why? Because it's cheaper to purchase and was the only one of our three test bikes which we failed to break. And that makes it one tough cookie indeed...

31582

LLANDOVERY

Our remote sheep farm (Best B&B in Wales '97) has 20 comfortable rooms (15 ensuite). Blazing log fires, underfloor heating, self service bar, parking, workshop, pressure washer, drying rooms & tons of really great homemade food make this a popular venue for trail riders. We have all the trails marked on master maps.

SPECIAL WINTER OFFERS & GUIDED TOURS AVAILABLE
Tel: 01550 750 274
Email: trailriding@cambrianway.com
www.offroadwales.co.uk

AFRICA BIKE TOURS

Live your dream - do a guided motorbike tour in Africa. Adventurous dirt road riding. Camping around camp fires under the African sky. Enjoy exquisite traditional cuisine. Experience the natural beauty of Namibia. Visit places of interest. Socialize with the friendly people of Namibia. Registered with Namibian Tourism Board.

Visit www.africabiketours.com or contact us on: info@africabiketours.com for more info or bookings.

29897

26034

BRAYBROOK OFF ROAD ENDURO SCHOOL

with **Honda Racing**
Learn from Wayne Braybrook - 2 times British Champion, 6 ISDE Gold medals.

- ride our Honda CRF250X or ride your own
- 1 or 2 day schools
- Suitable for novice to expert

For more info - T:0870 774 2600 or www.braybrookoffroad.co.uk

BRB distributors for REP

31585

www.TRAILBIKETOURS.CO.UK

Ride the **BEST** Green Lanes in **Somerset & Devon** Weekend / Mid-Week Tours of EXMOOR, QUANTOCKS & S.East Devon with Guide, B&B & great village pubs!

Bring your own bike or **HIRE a CRF230F** with all the kit. We welcome careful & considerate riders

01460 281173 / 07940 885867
www.trailbiketours.co.uk

Tenerife Trail Holidays

ALLOW US TO INTRODUCE YOU TO AN EVER CHANGING OFF ROAD EXPERIENCE OF A LIFETIME

£400 per person per week (based on 4), includes airport transfers, insured bike, fuel, accommodation and 5 days guided rides

DAY RIDES AVAILABLE

WARM WEATHER RIDING ALL YEAR ROUND

Tel: 0034 627821000 or Email: fellsandra@hotmail.com

31629

2662

Summer's in the air

Algarve Offroad

www.algarve-offroad.com

25633

FAIR DINKUM BIKE TOURS

CAIRNS AUSTRALIA

TRAIL BIKE ADVENTURE SPECIALISTS

Where the Great Barrier Reef meets the Rainforest

1, 2, 3, 5, 8 and 12 Day Outback Tours

Phone/Fax: +61 7 4031 0540
Mobile: +61 412 950 192

Visit our website for latest information
www.FairDinkumBikeTours.com

29890

GREEN MOUNTAIN

Fully-Guided Off Road Tours in Limousin Rural France

2 or 3 Day Breaks @ £150 per day
All Accommodation/Food/Drink/Kit incl. • New Hondas/Gas-Gas
You fly out - we look after the rest!
Tours led by English/French Speaking Guides on lush green, deserted trails!
Booking now for September '05 onward

Flights available from various UK airports to Limoges where we collect you
Tel: 01785 713699 (UK) or 0033 555 784926 (Fr)
Email: info@greenmountain.org.uk
www.greenmountain.org.uk

29896

Alfie Cox Tours

Location South Africa • Good Weather

- Awesome Trails: each day a different trail
- 8 day tour - 6 days riding with 2 rest days

NOW BOOKING

• 8-16 September 2005 • 10-18 October 2005

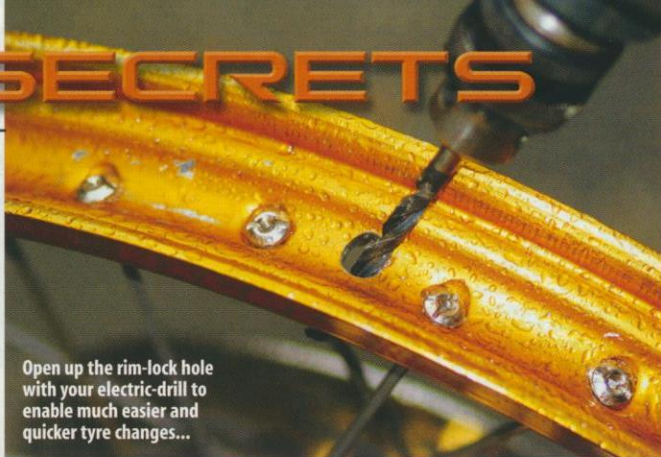
For more information contact ALFIE or HAZEL Cox:
e-mail: alfie1@pixie.co.za • Tel: +27-31-7821779 • Fax: +27-31-7823559
• Alfie Mobile: +27-823760260 • www.alfiecox.co.za

TRADE SECRETS

Wheels of Fortune

Here's a great tip to make tube or tyre changing - especially out on the trail - a whole lot easier in future. The next time you're changing tyres in your garage or workshop, take a closer look at the rims. If you're using inner tubes then what you need to do is to get out your electric drill and open up the hole in the rim (through which the tube's valve pokes), to about 1.5 - 2 times its original diameter. Once you've enlarged the hole, then get yourself a fine (round) file and smooth off all the edges inside and out, making sure that none of the swarf gets stuck in the rim-tape.

Okay, now check the position of your bike's rim-lock; for easiest tyre changing it wants to be located



Open up the rim-lock hole with your electric-drill to enable much easier and quicker tyre changes...

ed as close to the valve stem as reasonably possible - about one or two groups of spokes away is fine. If it's not already there then you'll want to relocate it. Look carefully at your wheel and you'll find that the spokes are (usually) arranged in such a way that there are alternate large / small gaps between where they attach to the rim. You need to choose a place on the rim

where there is a larger gap (near to the valve-stem hole). Take out your electric drill and drill the rim in the middle of one of these large gaps - once again opening out the hole so that it's considerably bigger than the rim-lock stem, and again finishing it off with a file. Do this for both wheels and cover the old rim-lock holes with a small piece of gaffer-tape.

Okay, now the next time you change tyres or have to remove a tube you'll find that having the enlarged holes allows considerably easier fitment and removal of the valve stem, and also lets the rim-lock - once loosened off - pivot from side to side which makes removal and fitting the tyre a whole lot easier.

You're also far less likely to rip the valve out of your inner-tube (when riding) due to tyre creep as the larger hole lets the valve stem move a little without tearing.

What's more, having the rim-lock near to the tube valve-stem now allows you to employ the fast/enduro way of refitting your tube and tyre. What you do is this: inflate the tube slightly (just enough so that it keeps its shape, but no more), and then insert the tube into the tyre (all the way

round). Okay, make sure that the rim-lock is attached very loosely to the rim (so that it can flap around), now lower the rim onto the valve stem - loosely attaching the valve lock-nut, and once there you should be able to fit the rim-lock into the tyre as it sits right next door to the valve stem. Once you've fitted the tyre around the rim lock, tip the wheel and tyre onto its side and refit the rest of the tyre in the normal way. If you ride with mousses fitted, then it's still worth opening up the hole for the rim-lock so that it can pivot from side to side when loosened.

One further tip which is really worth knowing when it comes to trail-side wheel changes. Most trail bikes utilise sliding-calipers front and rear, so before removing either wheel squat down next to the wheel which is to be removed

and place your knee against the brake caliper. Now gently (at first) apply pressure to the outside of the caliper so that it begins to move away from you. What it's doing is pushing the piston(s) back into the caliper. Continue pushing until the caliper moves about 5-10mm. That should ensure that the pads don't catch on the disc when you remove the wheel. But *much more* importantly when you come to refit the wheel you should now find that the disc slips easily between the (opened out) brake pads, avoiding that fiddly (and very annoying) game where you're trying to slide the disc back into the caliper and it keeps getting caught on the brake pads. If you're really keen, chamfering the edges off the brake pads (back in your workshop) makes this whole process even easier...



IN-4

31644

OFF-ROAD ADVENTURE TOURS
YOU CHOOSE
where you want to ride

- The Lake District
- North Wales
- Mid Wales
- Brecon Beacons

All 04/05 KTM bikes, Riding Gear,
Insurance & Fuel Included
Novice to Advanced
1,2,3 day rides or week-long rideouts

Contact us for more details
Tel: 01270 768562 Mob: 07761 544793
www.in-4-co.uk email: info@in-4.co.uk

YORKSHIRE



TRAIL RIDES

tel: 07875 280888
email:
kevanwaters450@aol.com

GUIDED TOURS



Self-contained flat, sleeps 4
Bring your own bike and ride South and Mid Wales including the famous Sarn Helen
Tel: 01792 842611

ADVENTUROMANIA



Offroad riding in the Carpathian Mountains, Romania on thousands of trails with breathtaking scenery. We offer guided tours suitable for novice to expert riders from April to October on KDX 220s, CRMs and DRZs - or bring your own bike. There's full support and back-up, excellent food and accommodation, and transfers from the airport.

For more info contact Steve or Vica:
Email: sf.palmer@virgin.net
UK tel: 01368 840728
Romania tel: 0040 (0)741 547126
www.adventuromania.co.uk

Ride the "Lake District of Wales"

BRYNCOED guest house

Rhayader Holiday Accommodation and B&B
• Offroad parking
• Non-smoking
• Tom's Farm only 15 mins
Call 0845 658 4404
www.bryncoed.co.uk

29853



BAT MOTORCYCLES



opening times: Tuesday-Saturday 9am-5pm



FTR223 2001 (Y)
267 miles £2395



CRM250AR 1998 (S)
2992 miles £2995



XT600E NEW
£3695



TRANSALP 1999 (T)
6179 miles £3195



XR250R 2005 NEW £3494
UPSIDE DOWN FORKS
ELECTRIC START



DT125RE 2004 (04)
2556 miles £2495



XR250BAJA NEW
£3250



TTR250 1998 (S)
5865 miles £2795

Unit 6-7, Airport Ind Est. Biggin Hill, Kent, TN16 3BW

tel: 01959 572313

www.bat-motorcycles.co.uk

email: martin@bat-motorcycles.co.uk



After last month's trials and tribulations trying to get our long-term WR250F to carburete cleanly, we now appear to be (finally) getting somewhere, thanks to some new parts and a trip back down to our local dyno at PDQ. It couldn't come soon enough.

The whole saga actually started in PDQ's dyno room, when, during the power checks for issue 115's 250 shootout, we found a gaping hole in the Yam's power curve where the motor was running far too rich. The problem was further highlighted out on the dirt, where the bike refused to pull cleanly through the mid-range, and as the OE exhaust was thought to be the problem, a CRD pipe was enlisted to help find a cure. The new silencer went some way to sorting the mid-range malady, but the bike still wasn't right. And so before the Ed's trip to France last issue, we dropped the flatslide Keihin's needle (by raising the clip two positions) to see if leaning things off would help matters. And it kinda worked. The mid-range was much-improved, only now the bike simply refused to pick-up off the bottom. Good-oh.

And as mentioned in last month's Staff Bikes, we'd heard that a change of needle was the way to go, and both Yamaha and DEP supplied us with parts to try. The alternative Yamaha needle actually comes with the bike's 'spare parts kit' (which we didn't originally have), whilst the two DEP needles come as part of their aftermarket jetting kit, alongside, unsurprisingly, some different jets. And so with parts in hand, and the Yam in the van, we headed off for the dyno...

With the WR fully warmed-up, dyno operator Nick immediately diagnosed the problem as not enough fuel low-down. It seems that whilst the leaner running had cured the richness and associated wooliness in the mid-range, the bike was now just *too* lean at the bottom-end,

YAMAHA WR250F





PDO's Nick, works his magic...

there's probably not a huge difference between the two, and as Nick discovered using a micrometer, their 'start' and 'end' dimensions are pretty much identical. The difference comes in how the needle tapers.

We decided to install the OBEQP needle where we'd next have tried the stock one - ie four positions down from top - though Nick suggested that as the two parts were so similar it was unlikely the new part would make much of a difference. And the dyno run concurred. Oh well. If we were intent on using the Yamaha parts, Nick suggested that it would actually be worthwhile running the needle in a richer position and counteracting the mid-range flat-spot by running leaner jetting.

However, we still had the DEP parts to test, so we opened the packaging and went through the kit.

To easily differentiate between the two needles in the box DEP colour code the ends - one red, the other blue. We'd been recommended the blue needle by the guys down at the Yamaha Off-Road Experience, and reading the accompanying instructions it was clear that the red needle was of little use on our bike. It's a leaner needle, designed for hotter climes, and would simply have compounded our bottom-end woes.

And so, with the blue needle installed in the stock position (as per the instructions, five from top) we ran the bike up on the dyno and immediately noticed the difference. The bottom-end was considerably smoother, and whilst the power still

starving the motor of fuel and causing the hesitation and stalling Si had discovered in France.

A quick run on the dyno showed just how bad the problem was - so we broke out the tools and removed the needle. As standard, the needle clip sits five grooves from the top, and we'd moved it to three from the top. So we reverted to the stock setting in order to log a 'base run'. With this as our control, it was time to try out the alternative needles.

The stock needle comes with the part designation 'OBERP', whilst the alternative Yam needle is 'OBEQP'. Looking at these letters, it doesn't take Stephen Hawking to figure out that



Unit 1, Challenge Way
Hythe Hill, Colchester
Essex CO1 2LY

Tel: 01206 791155
Fax: 01206 795263
Mob: 07771 986592

email:
ghmotorcycles@btconnect.com

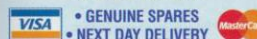
www.ghmotorcycles.com

Part exchange welcome
Low Rate Finance Available
Delivery anywhere in the UK



PLUS MANY OTHER LEADING BRANDS

MAIL ORDER



GAVIN HOCKEY OFFROAD



TE450
24 months warranty



DRZ400E
3 months warranty



WR450F '04
3 months warranty

2006 MACHINES ARRIVING DAILY
Full range of 2005 models in stock

New Bikes to Clear

Used Bikes to Clear

Suzuki DRZ400E	£3495 o.t.r.	05 Suzuki RM125	£2995
Suzuki RMZ450 05	£3850	04 Husqvarna TC250	£3495
Suzuki RMZ250 05	£4000	04 Husqvarna TE250	£3495
Suzuki RM125 05	£3400	05 Husqvarna TE250	£4495
Husqvarna TE250 05	£POA	04 Husqvarna TC450	£3195
Husqvarna TE450 05	£POA	03 Honda CR250	£2795
Husqvarna WR250 05	£POA	00 Yamaha YZ250	£1995
Husqvarna TC250 05	£POA	04 KTM 200SX	£2495
Husqvarna TC450 05	£POA	03 KTM 200EXC	£2695
Husqvarna SMR450 05	£POA	03 Yamaha WR250F	£2995
Yamaha WR450F 04	£4150	02 Husky WR360	£2695
Yamaha WR250F 04	£4100		

To view more bikes please visit
www.ghmotorcycles.com



DAVID LAMBETH RALLY & OVERLAND

51°02.476 N
00°13.764 E
SUSSEX
UK

Tel: 01892 853913 www.davidlambeth.co.uk

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



Chris Scott Books (Invaluable) Adventure Motorcycling £15 inc p+p, Sahara Overland £23 inc p+p.
DVD's and Videos: Call of the Wild - Outback Canada, Desert Riders - Deep Sahara: VHS £15 or DVD £20 inc. p+p.
Must see websites: www.adventure-motorcycling.com, www.horizonsunlimited.com, www.rallyrider.com

Always Wanted & For Sale - Tenere, TT, 600E, XR, XTZ750, rally and overland equipment
Monday-Friday 10am-6pm Closed Sat & Sun

FOR SALE: • Fully prepped Round The World bikes using NEW XT600E - The Ultimate overland single £5800

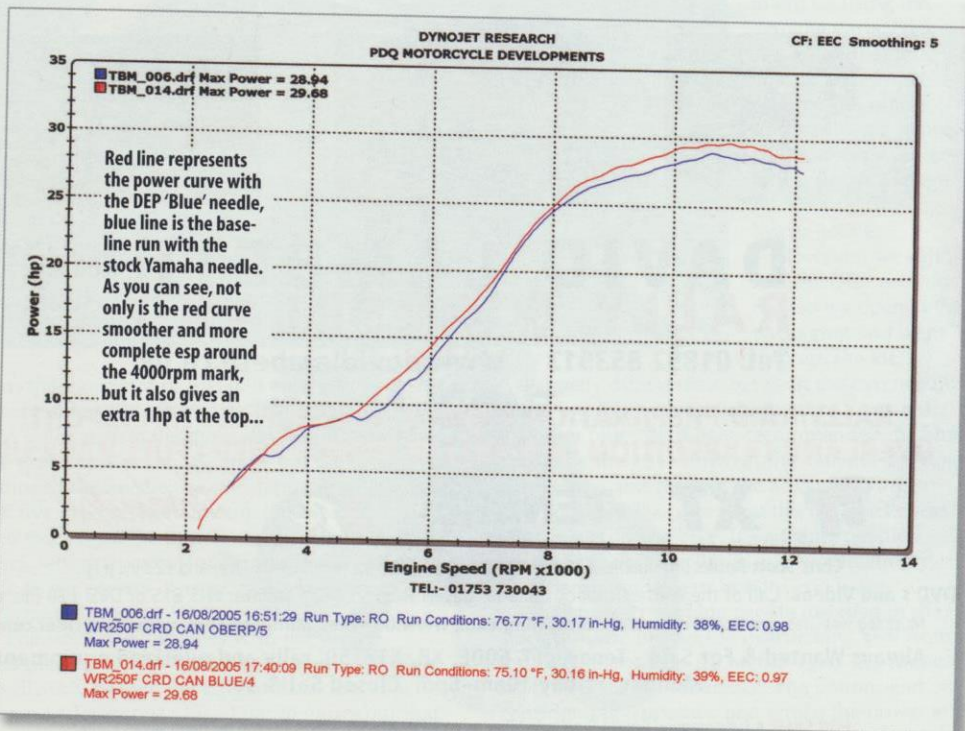
dipped in the mid-range, it wasn't the gaping hole we'd seen previously. Whilst this was undoubtedly a vast improvement over anything we'd seen before, we had to wonder if there was better to come. And so we lowered the needle by one position (the clip now four from top).

Now running slightly leaner, the bottom-end remained far better than our initial runs with the Yamaha needles, and the mid-range power didn't drop away quite so abruptly. What's more, as an added though not unexpected bonus, we also gained an extra horsepower at the top-end. Not bad...

Looking at the new, much smoother power

curves, I'd like to say that we're happy with where we are now, but truth be told we haven't had chance to go out and test our new fuelling on the dirt. I suspect all will turn out fine and we'll be able to draw a line under our carburetion capers. But then again, that's exactly what we thought last month...

Huge thanks to Nick and Larry at PDQ dyno (01628 667644, pdq1.co.uk) in Taplow, Berks, for all their help. And thanks as well to DEP (01622 765353) and Harley at Yamaha UK for supplying alternative needles.



WE HAVE ALL THE GEAR4 YOU ENDURO NEEDS!

2005 POWERWEAR NEW BIKES POWERPARTS
AVAILABLE IN STORE AND ONLINE



FREE PARTS KIT WITH ALL
NEW 2006 MODELS

VIEW USED BIKE STOCK ONLINE
mail order hotline 01778 380380



www.gear4offroad.co.uk



DEP PIPES

performance enhancing products

QUAD, TRAIL, ENDURO, MX PERFORMANCE EXHAUSTS



MULTI TAPERED NEEDLES
GIVING BETTER THROTTLE
RESPONSE AND MORE TORQUE

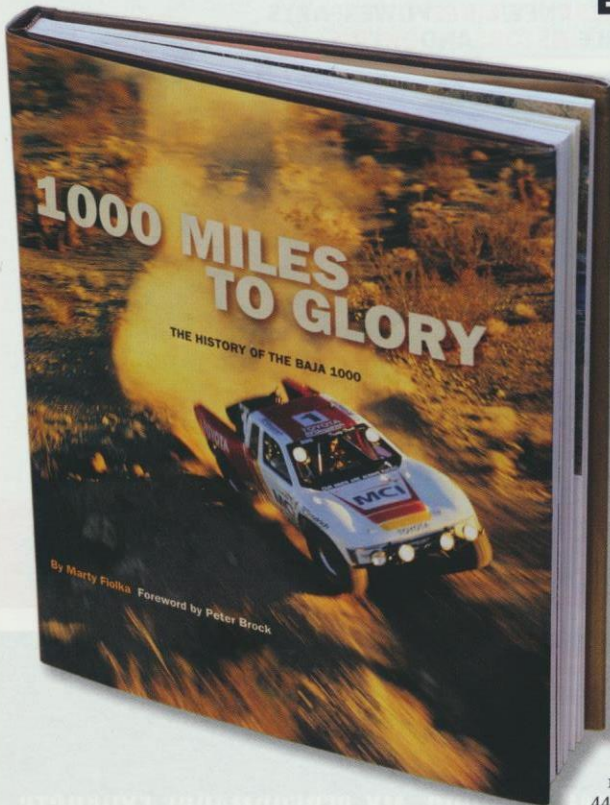


BUCKLAND HILL, HAIDSTONE, KENT

MANUFACTURER: UK DISTRIBUTOR:
DEP PIPES GI SPORT
TEL: 01622 765353 TEL: 01372 378000

WWW.DEPPIPES.COM

BAJA BOUND



As off-road races go, the legendary Baja 1000 ranks right up there as one of the greatest, with a whole host of weird and wonderful vehicles charging down the Mexican peninsula. And now you can read all about the race in this stunning coffee-table book.

'1000 Miles to Glory' by Marty Fiolka charts the history of the Baja 1000, from the 1962 Honda PR stunt (a run through Baja on a pair of CL72 Scramblers) which proved the catalyst for the inaugural 1967 event, right up to the present day.

The book's 256 pages not only tell a fascinating tale, with plenty of anecdotes and even a comprehensive results table, but are also crammed full of the most stunning photos from all classes involved in the race. Admittedly, after the initial focus on bikes, much of the attention is aimed at the four-wheeled entrants, but you can't fail to be captivated by these awesome machines and the bikes do still play their part.

Even if you're a devout trail rider with little interest in racing, you'll be captivated by this book - heck, it's worth the £24.99 price tag for the pictures alone.

1000 Miles to Glory is published by David Bull Publishing (ISBN 1893618366), and is available in the UK from Haynes.

You can buy online at haynes.co.uk or for more information phone them on 01963 440635, and tell 'em TBM sent you.

PULL THE PLUG

Engine oil is the life-blood of your bike, so it pays not to have bits of metal floating around in it! Of course, your oil filter should pick up most of these, but if you've ever seen your oil come out glinting like the sun you'll know that isn't always the case. Which is where a magnetic drain plug comes in handy.

These anodised alloy 'plugs' come from US company XRs Only, and as the name suggests they fit XR Hondas - from 250R to 650R.

The thin plug fits in the frame, whilst the fatter one is for the motor, and the magnet on the end picks up those little flecks of metal not caught by the oil filter.

At £12.95 each they certainly won't break the bank, and should add even greater reliability to your motor. Oh, and in the red, or silver, finish they look a bit trickier than that old rounded-off part that's on your bike.

XR specialists MWR are the people you need to contact, and you'll find them on 01744 885035, and at mwracing.net.



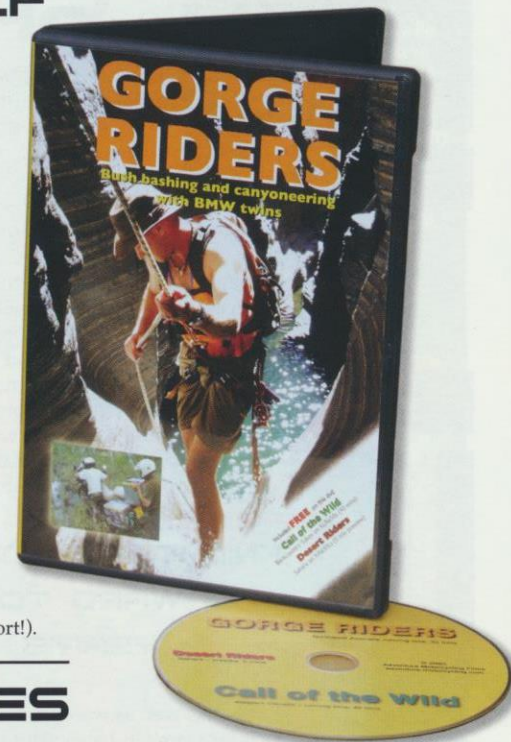
GORGE YOURSELF

Gorge Riders is the latest film from overland biker Chris Scott, he of Adventure Motorcycling Handbook fame and follows the on-bike (BMW twins) exploits of two riders (and a pillion) as they traverse northwest Australia. After a short while, the bikes are parked up and the riders descend into a network of deep river gorges, which they swim, slide and scramble their way through. Clearly both are accomplished climbers, their journey leading them over some precipitous drops and up treacherous climbs before they're reunited with their bikes.

Also on the DVD is the 40 minute film 'Call of the Wild', where Chris joined a group of Canucks as they rode through the Yukon aboard KLR650s (the story of which featured in TBM issue 75). This film actually features far more riding than Gorge Riders, though both provide inspiration rather than exhilaration, and if it's high action you're after then you'd best look elsewhere.

Although filmed on 'broadcast quality digital video', neither film is what you'd call a particularly slick production, and in Gorge Riders there are times when you struggle to hear the dialogue. However, both films do highlight some interesting exploits and should awaken the intrepid overlander in you all.

The Gorge Riders DVD costs £14.99, and can be ordered online at adventure-motorcycling.com or by phoning them on 01629 55855 (and no, that isn't a digit short!).



CROSS PURPOSES

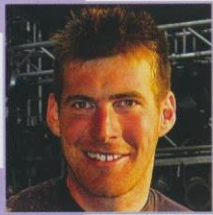
We often share trails with mountain bikers, but that's not all we have in common with our pushbike pals - we actually use some pretty similar kit. Okay, so you're unlikely to see someone pedalling along in a pair of Tech 8s, but mountain bike body armour, and gloves especially, are almost identical to dirtbike kit. And so what we have here is a pair of mountain bike gloves that we reckon would easily double up for trail and enduro use: the Cross Xs from US company Dakine.

The Xs come with a padded clarion palm, grippy fingertips and a velcro'd cuff. There's extra padding on the knuckles, rubber finger protection and plenty of venting. One feature which doesn't appear on dirtbike gloves, however, is the terry-towling covering the thumbs, and assuming this hasn't become covered in mud it's just the thing for wiping a sweaty brow or giving your goggles a careful clean.

At just £24.99 we reckon the Dakines are great value, and they're available in the black you see here, silver/charcoal, silver/wine and also brown/green.

For your nearest stockist, check out surf-sales.com or give the guys there a bell on 01303 850553.





SPEED

'I CRASHED IN SOME RUTS AND ENDED UP DIVING HEAD FIRST INTO AN OLD CAST IRON BATH USED AS AN ANIMAL'S DRINKING TROUGH...'

By the time this issue of TBM hits the shops the 80th International Six Days Enduro will be just about to start in Slovakia. Bringing together the usual array of Trophy, Junior Trophy and Club teams from all around the world, and I, along with Paul Edmondson, Edward Jones, Euan McConnell, Si Wakely and Robert Jones, will be trying to put Great Britain at the top of the Trophy team result sheets.

KNIGHTER'S LOOKING FORWARD TO THIS YEAR'S ISDE...

But as well as wanting to do my bit for team GB I also want to top the Enduro 3 class. More than that though, I want to top the individual overall results. There's no official Scratch class anymore but I still want to win my first Six Days outright. I've been close in the past and having ridden well at the same venue in Slovakia on two separate occasions I will be gunning for glory this year.

The Six Days means many things to different people. For some it is the one and only international event they will compete in each year. While for others it is an event they are expected to compete in because it is their job. The mix of the two makes it truly unique.

My first Six Days was in Poland in '95. It was cold, rained most of the week and was generally pretty sh!tty. Before that event I'd only once been outside of the UK - to France on a school trip. At the time I had little interest in enduros as trials was my sport and I had no idea then that I

would compete in so many Six Days in the years that followed and have the event become as important a race for me as it has. I rode four different bikes that week, which I think is a record by anyone's standards. It's a good job then that I was only there as a spectator to support my brother Juan!

My first ISDE as a competitor was in Portugal, in '99. I was in the British Junior Trophy team and it was my first real taste of international competition - and dust. It was also the first time that I realised I had what it took to become a professional enduro rider.

I could give you lots of *shoulda, woulda, coulda* stories but basically being my first Six Days there was a lot to take in. I won some tests outright, which was great as I'd never really ridden in dust before. I had a good ride in the final MX and learned a lot during the course of the event.

I don't remember so much about the event the following year, in Spain. It went well, it was dusty, I learned more about what it takes to do well in the event and enjoyed it. I also remember that they cancelled the final motocross because of the dust.

The following year in France in 2001 I teamed up with Paul Edmondson in an Isle of Man club team. My brother Juan rode with us as the third man to make up the numbers more than anything. He ended up being the only one of us to finish the event. Riding at the back of the entry among the Club team riders was a bit of a shock having previously been at the front with the Junior Trophy and Trophy team riders the two years before, something that contributed to my week only lasting one and a half days. I was riding well but being among slower riders I was

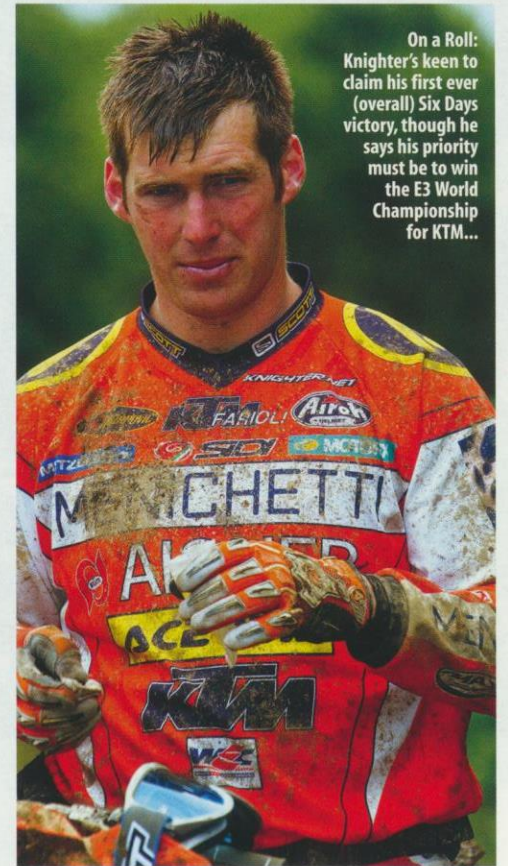
riding in a lot more dust than the riders I was trying to compete against at the front of the field. Mid way through day two, fired up by the fact that I was doing well and trying a bit too hard, I drifted wide out of a corner, unable to see properly because of the dust, I clipped a pile of logs, crashed, and got not further in the event than the end of that test. That was my first, and so far only, Six Days DNF.

Held in the Czech Republic in 2002 I came close to winning my class for the first time that year - the 250cc two-stroke class. Despite knocking myself out when I crashed in some ruts and ended up diving head first into an old cast iron bath used as an animal's drinking trough, the event turned out to be a hard but rewarding one. If the time-check penalties hadn't been scrapped, Britain would have won the Trophy team competition. Despite that it was my favourite Six Days to date and I finished fourth overall.

Brazil in '03 didn't happen for the British Trophy team as the ACU pulled the plug on it close to the event. That was a real disappointment because having ridden a hybrid WR500 'shed' all season I prepared my own bike and wanted to prove that I was better than the results I'd been getting all season. It also would have been nice to compete against Stefan Everts, who won the event outright that year.

Which brings me to last year, in Poland. Not a particularly interesting event but one in which I rode well and again found myself battling with Samuli Aro, like I did in Czecho in '02. I had a weird ignition problem on day one, which I reckon cost me at least 40 seconds and I ended up finishing second in the E3 class at the end of the week, just 30 seconds behind! I also finished third overall.

This year I want to win the event outright. I've got steadily closer to the top of the overall results year on year and I'm feeling confident that I can perform well. But there's one thing that's stopping me going all out to capture my first ISDE win - the '05 Enduro 3 world championship title. With two WEC events to go after the Slovakian



On a Roll: Knighter's keen to claim his first ever (overall) Six Days victory, though he says his priority must be to win the E3 World Championship for KTM...

ISDE I can't afford to do anything stupid and risk not winning my first world title. I don't get any bonus money for winning the ISDE, winning it is just one thing I want to do. I do however get a bonus for winning the E3 title, which of the two, is the one KTM wants me to win the most.

Of the riders that will be hardest to beat in Slovakia, namely Stefan Merriman and Samuli Aro, Aro is in the same boat as myself as a world championship leader, while Stefan - having seen injury end his hopes of winning this year's E2 title - has nothing to lose. I'm certainly not going to hold back when I start the ISDE, but at the same time I know that I can't, and won't, take unnecessary risks. Getting a good result at the ISDE, let alone winning the event outright, requires a lot of different things falling into place. Hopefully this year they will all fall into place for me...



ON THE MAICO

Mark Williams recounts the story of the Mighty Maicos...

It's a truism that motocross success breeds better enduro bikes, and never more so than in the case of Maico. But what makes this German marque even more special is that there was a time when it led the world in motocross, comprehensively out-gunning and out-selling all four Japanese manufacturers in circuit racing terms and giving everyone, including the then fledgling KTM, a damn good run for their money

in contemporary cross-country events, too. The period was the late Seventies and early Eighties, but unlike MZ who were building bikes on the other side of the Iron Curtain at the time (see last issue), Maico virtually collapsed as a manufacturer at the zenith of their achievements. Though such was the quality and superiority of their machinery that many are still successfully raced over 30 years later.

Indeed it was watching Tim Davies storm round the Welsh Two-Days a couple of months ago on his 250cc Maico Enduro that inspired this month's Archives. For not only was he highly competitive in his own right in the Sportsman Class but, as he has done every year for the last five, he also bagged the Twin Shock Trophy. Okay, that's hardly a hotly contested class, but as he himself told me later, the nature of enduros in recent years 'has become so dependent on the special tests', that keeping up with far more modern machinery on a 24 year-old air-cooled twin-shock is no mean feat.

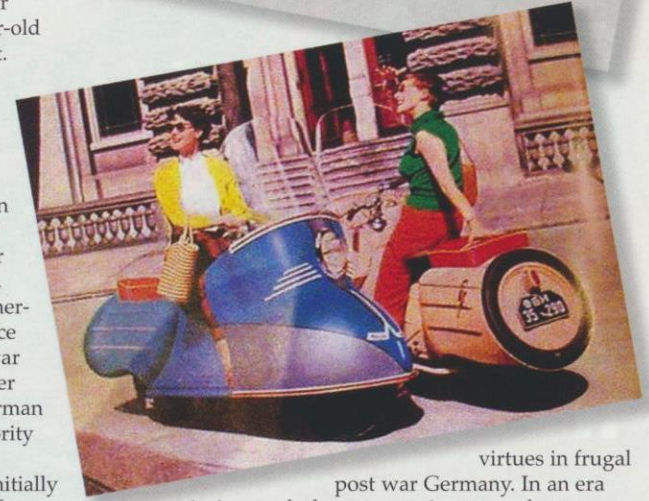
And the Maico Mega 2 Enduro, to give it its full moniker, is indeed one very mean machine. But first, and as usual, a little history lesson.

The brothers Otto and Wilhelm Maisch began building motorcycles in 1935 - a fairly logical development of the bicycle factory they'd started four years earlier near Stuttgart. Critically, as we shall see later, their equal partnership in the firm of Maisch & Co (hence the name Maico) changed after the war because Wilhelm had been a member of the Nazi party and under new German law was only allowed to hold a minority interest, 40 percent of the shares as opposed to Otto's 60 percent. After initially using Ilo and Sachs engines, during the Forties and Fifties, Maico prospered with an innovative range of 125-250cc bikes powered by their own two-stroke engines including their first four-speed roadster, the 197cc Fanal (1953), the sleek, semi-enclosed 348cc Taifun (Typhoon) that same year, which had duplex chain final drive running in an oil bath, and the 247cc Blizzard sportster in '55.

However around the time firm was more famous, certainly in the UK, for its Maicoletta and Maico-Mobil scooters, the former using a fan-cooled version of the Blizzard's engine, the latter a 148cc 'stroker with a foot-operated gearchange which struggled to keep its dumpy, heavyweight steel bodywork going in a forward direction at anything above 30-40mph. But both it and the slightly more svelte Maicoletta offered excellent weather protection, luggage space and sophisticated cycle parts - all useful commercial



STORY: MARK WILLIAMS; PICS: MW, PETER COBBE AND VARIOUS



virtues in frugal post war Germany. In an era before such things were de-rigueur, the scooters featured electric starters, but using a weird system which instead of turning the crankshaft - arguably impossible with a weedy 6volt system - changed the polarity of the Bosch magneto to 'rock' it backwards and forwards, sucking in mixture which eventually ignited when it reached compression.

But before I lose the plot entirely, I must point out that the Maicoletta's 14.5bhp, 247cc engine formed the basis for what was to become Maico's first serious dirtbike. Development engineer Ulrich Pohl had in fact first entered one of the company's bikes, based on their M175, in the 1951 ISDT and the following year Pohl and the wonderfully named Hans Danger, made up a third of Germany's Trophy team on similar bikes, grabbing gold medals and a fifth place for the team (the supposedly more reliable four-stroke NSU Foxes having let the side down).

Tim's Teutonic Tiger

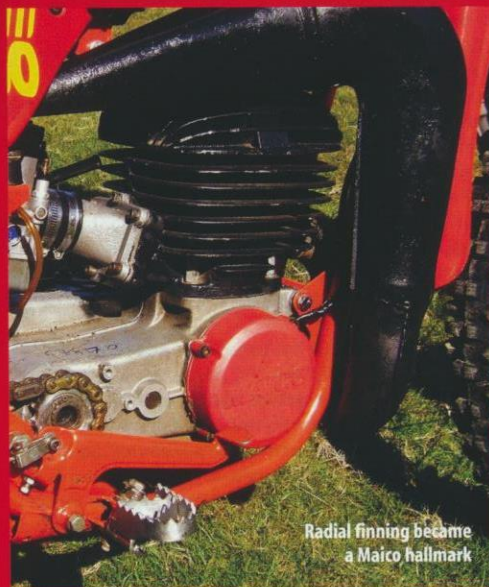


Here's the original inspiration for this feature... Tim Davies' 1981 Mega 2 250 Enduro. Only the third owner of the bike, Tim bought it nine years ago from another local Welsh rider who'd had this example it since it was only a year old.

At the time he was just winding down a highly successful career as a professional mountain biker, having won, amongst other things, the British and World Championships in 1989 and 1991 respectively, and could finally spare the time to get involved in the dirtbike scene he'd been drawn to as a teenager.

In those earlier days he'd been impressed by the all-conquering Maicos and his relatively rare Mega 2 ('most people go for the 440s or 490s') is one of a trio of the German beasts Tim now owns, the others being 250 and 490 MXers, both of which he currently races in the Twin Shock scramble series.

Indeed visually there's nothing to distinguish the engines of his enduro and motocross 250s although the former are fitted with beefier Bosch



Radial finning became a Maico hallmark

magnetos to power the lights (the 'crosser uses a Motoplant), a heavier flywheel for more torque and a different set of gear ratios. 'Bottom gear is lower on the Enduro,' explains Tim, 'and there's a bit of a gap between second and third.' And on the basis of 'If it ain't broke, don't fix it' the internal dimensions of the engine - 67 x 70mm - are exactly the same as those of the 1955 Maicoletta scooter and every other Maico 250 since!

The 12:1 comp ratio, 38mm Bing carb and reed valve arrangement also mirror those of the motocrosser, whilst the exhaust system is tuned a little differently and necessarily employs a token silencer on its rear end.

I say 'token' because after Tim had flooded the carb and fired the bike up - impressively, having sat dormant since the Welsh, it caught third prod of its nearside-mounted kickstart - the brittle, bracka-bracka-bracka could have woken the dead.

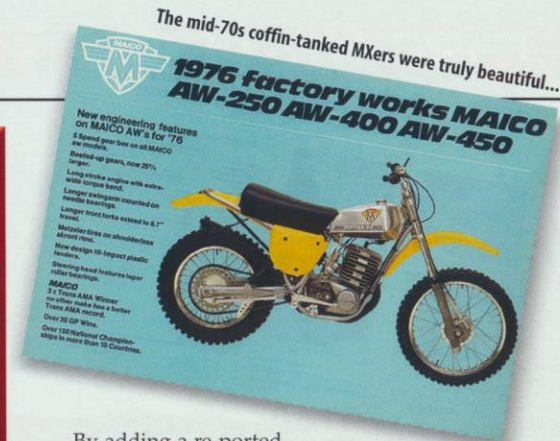
However according to Tim, and echoing the conclusions of many contemporary magazine tests, the Maico's bark is worse than it's bite. 'It's quite an easy bike to ride,' he explains, 'there's plenty of manageable power, although of course not as much as the bigger versions, and the handling is excellent, although the rear suspension will bottom-out occasionally.'

In fact Tim has replaced the original Ohlins 'which are better suited to the motocrossers' with a set of dual spring Falcons that he's very happy with. 'The brakes do let it down in the wet, though,' he grins, a little wryly. 'Every time I go through a water splash I have to hold the brakes on for quite a while afterwards to dry them out, so I have to rely on engine braking as much as I can.' Which with a 12:1 comp ratio perhaps isn't as bad as it sounds.

Amazingly, he's only had to re-build the engine once in all the time he's owned it and although he did replace the crankshaft it's still on the same bore, and even the steel handlebars are original Maico items.

'Parts are still pretty much available from Bill Brown at Wulfsport,' he says, 'although when the rear mudguard finally goes that may be a problem, but otherwise I plan to keep the bike original and my goal is to get ten golds on it in the Welsh.'

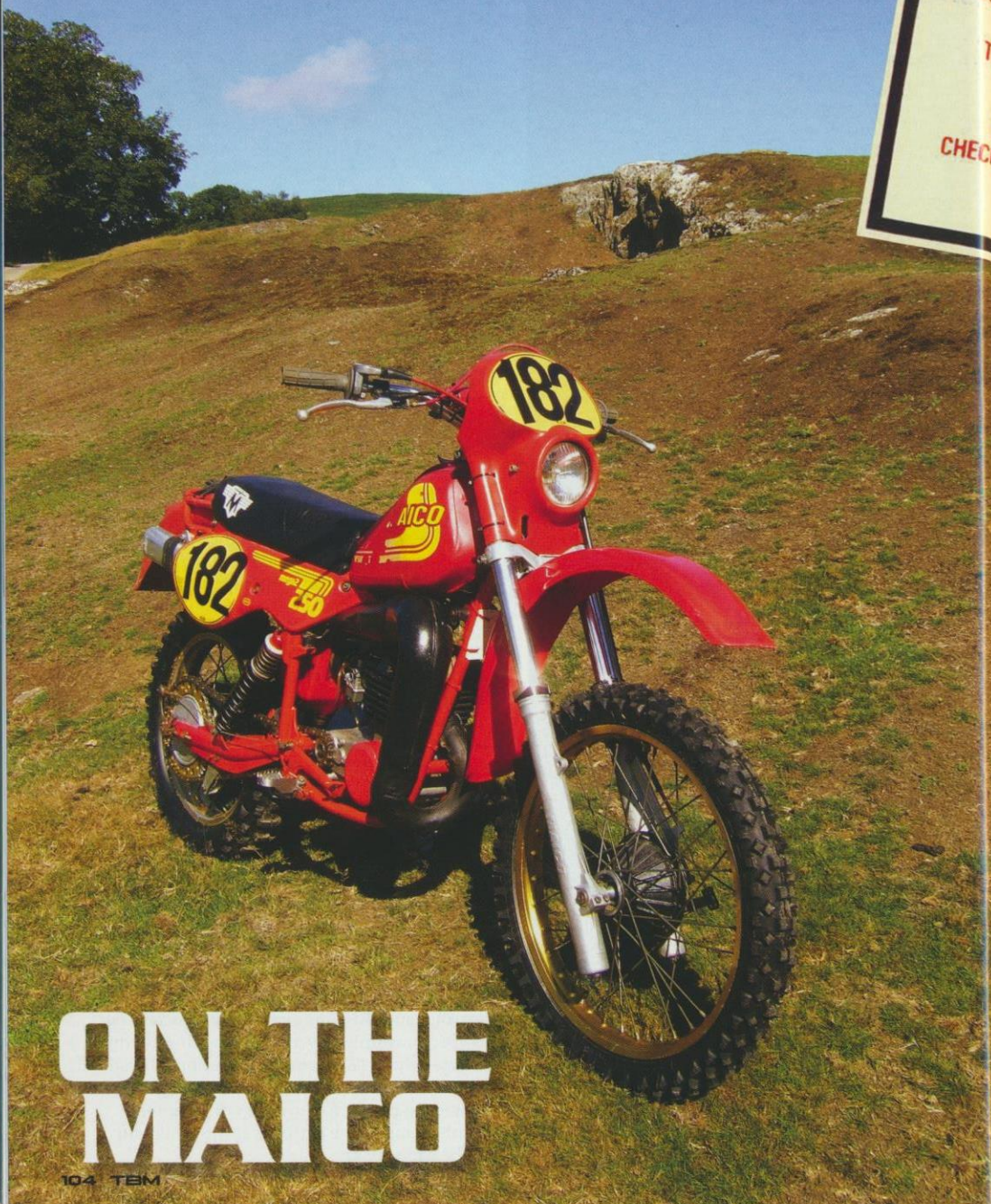
Which means he's still got four years to go but judging by the recent performances that I've seen, and the Maico's bullet-proof credentials, I see no reason why that won't happen. Look out for him at next year's event...



By adding a re-ported Maicoletta/Blizzard top-end onto the M175s crankcase and transmission, Pohl created a motor that would propel Kurt Wustenhagen to win the 1954 German motocross championship for the factory and secure a whole clutch of golds at the ISDT, held that year in Wales... although Pohl himself was sidelined after a large crash with - rather ironically - a local biker on his way to work. By 1956 Maico were already a major force in continental motocross - with a few bikes officially imported to the UK for the first time - and provided the bikes for the all-conquering German Trophy team which, with added poignancy, won the event on their home ground.

It was generally accepted that the quality - for which read 'strength' - of Maico's engineering contributed much to the marque's success in off-road competition. The motors themselves certainly provided plenty of power, but they were if anything over-engineered to ensure rugged reliability, and the chassis and cycle part followed suit. It was a formula that doubtless helped Maico secure an order for 10,000 military dual purpose bikes, designated the M250-M and based on the 'Geländesport' ISDT bikes, in 1960. With their distinctive light green livery and 'wrap round' rear frame, quite a few of these bikes are still running around the countryside today.

And although the 247cc engine had now replaced the 175 as the company's most ubiquitous powerplant, Maico was already building big-bore 'strokers with similar success. An all-new, 29bhp 360cc scrambler was available in 1962, also offered in ISDT trim with different gearing, and this was eventually punched out to 400cc a couple of years later, with a 14bhp, rotary-valved 125cc engine - developed originally for Maico's successful road racing programme - providing power for anyone who wanted a highly competitive dirtbike at the other end of the capacity spectrum.



ON THE MAICO

104 TBM

MAICOS ARE LIGHTWEIGHT RACING MOTORCYCLES
THUS
THERE IS NO WARRANTY OR GUARANTY
EXPRESSED OR IMPLIED
RIDE AT YOUR OWN RISK!!
CHECK FOR FAILURES, LOOSE NUTS OR BOLTS
BEFORE AND AFTER RIDING!!
(MAICO FAHRZEUGFABRIK)

The warnings were there for a reason. Cost-cutting measures in the Eighties earned the marque the lugubrious title: Maico-Breako...

By now Maico was establishing itself, and purely on the basis of its off-road successes, as an important world brand, so much so that in 1966 America chose the German bikes over the previously proffered Triumphs for its Silver Vase team in Sweden. However at the very last minute, for political and/or financial reasons they changed again to Husqvarna. No matter, seven Maico-mounted privateers gained gold anyway.

Indeed we were now entering the era of dirtbike dominance by European 'strokers, the heavy hitters being Husky, Maico and perhaps to a lesser extent CZ. As the Seventies dawned the Japanese were only just starting to realise the commercial potential of off-road competition bikes and the British were clinging on for dear life with, for the most part, heavy and relatively under-powered four-strokes. Somewhat paradoxically, all three of the aforementioned continental brands were also using what were basically fairly ancient engines, but they were steadily developing them and making them bullet-proof. The 1971 Maico 400 'crosser was the 'must have' bike in its class with American retailers selling every machine they could get their hands on and in the early '70s Swede Ake Johnson was winning national and world series motocross GPs on both 250 and 400 Maicos.

Although still using a distinctive square edged alloy tank, in 1972 the factory introduced the radial finning that became even more of a hall-mark and two years later, with the new 'AW' series bikes, Maico introduced long-stroke forks using a forward-mounted axle a good five inches above the base of the slider. At the same time the



Unit 4 • Pontrias Business Park
 Pontrias • Herefordshire • HR2 0BA
 tel 01981 240555
 fax 01981 240999
 email sales@ig-racing.fsnet.co.uk
 web www.igracing.co.uk

26689

2005 SCOTT

San Diego £84.95
Top
Anaheim £114.95
Bottom

Sidi Raptor
 was £159.00
 NOW ONLY
£140.00

SCOTT
Enduro Glove
 also in grey
£29.95

Multi Tool £8.95
Mini Inflator £10.50

MSR
Front Fender Bag
£19.95

LED
Rear Light
£25.95

TrailTech
£59.99

SCOTT **Bum Bags**

6 Day	Rally	Race Day	Enduro	Hip
£39.95	£38.95	£29.95	£29.95	£12.95

CRF Skid Plates
 from **£99.95**

Stealth Sprocket
 from **£39.95**

Armadillo
 4 Stroke
 Exhaust
 Guards
£20.00

MICHELIN
Enduro Tyres

120 - 90 - 18 ...	£51.95
140 - 80 - 18 ...	£54.95
120 - 90 - 19 ...	£51.95
90 - 90 - 21 ...	£46.95
Ultra HD Tyre	£16.00

BFGoodrich

Front	£38.95
Rear	£47.95
FAIR	£80.00

Road Legal MX Tyres

Armadillo
 98 db • 94db insert available

ON THE MAICO



successful, but the wily Germans weren't going to rest on the laurels. In 1980 they punched the engine out to 440cc, offering a claimed near-as-damnit 50bhp at 6700rpm, and although this was 1.5 horses fewer than Yamaha boasted for their brand new YZ465, the Japanese bike was far more of a handful to ride and arguably less reliable.

Maico weren't having any of that of course, and in '81 they announced the AW490, with its over-square 86.5 x 83mm engine chucking out an alleged 50bhp @ 7000rpm, a dry weight (in MX trim) of 222lbs - just six more than the 250 version! - and 42mm air-assisted front

forks which offered an unheard of 12.2in of travel that was, almost amazingly - matched by a yet-again revised rear end sitting in needle roller bearings. The chassis itself was new, built entirely in light-but-strong chrome-moly steel with a box-section upper backbone and duplex downtubes. To paraphrase sporting commentators' parlance of the time, the crowd literally went wild and within months of the 490's American launch, this single model was outselling all of Honda's motocross range put together!

It was by now a similar story in Britain. The then UK importer, Bryan 'Badger' Goss brought in some 1200 of the 490s and one dealer alone, Bill Brown of Wulfspor, sold 300 in a single season. Geraint Jones, now better known for his Yamaha Off-Road Experience school in Mid-Wales, won the Welsh Two-Day Enduro on a Maico 440 in 1980 and '81 (we featured his bike in TBM #111), and again in '83 on a 490. Andre Zembruski, who owns the premier mail-order outfit, Off-Road Only, won the 1982 British Enduro Championship on a similar bike and it truly looked as if the German company would have it all over the Japanese (and indeed Husky and KTM) for the foreseeable future. But it was not to be.

In 1982 Maico - for once slightly behind the curve in the chassis department - introduced their

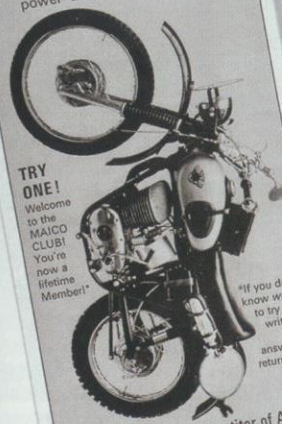
factory's designers, working under Whilhem Maisch's son, Whilhelm Jnr. who was now the company's technical director, defied convention by bringing the bottom shock absorber mounts well in advance of the rear axle and canting the top mounting forward. This 'laid-down' design, initially featuring Girling gas/oil shocks, set a trend other factories were bound to follow, but their masterstroke was capped by a 'crooked' but heavily gusseted swinging arm which allowed even more travel - 10-plus inches on a good day - that appeared in 1976.

All of these chassis improvements must be set against the actual geometry of the bikes - the same for both MX and enduro versions - which was beautifully balanced, offering neutral handling yet cat-quick steering. Add to this a power delivery - certainly on the 400s - that one magazine tester of the day described as 'accelerating like the Hounds of Hell... and passing everything in sight' and it was perhaps no surprise that the joke in the pits at the time was that 'riding a Maico is close to cheating!'

In the late Seventies the opposition were so rattled that all four of the major Japanese marques bought and shipped examples of the by-now plastic-tanked fire-engine red 'n' yellow Maico 400s back to their factories and stripped them down to figure out why they were so

MAICO ENDURO ALL-NEW 360cc RED-HOT SIZZLER

delivers by far the most starting power, passing power and lasting power



TRY ONE!

Welcome to the MAICO CLUB! You're now a lifetime Member!

If you don't know where to try one, write us. We'll answer by return mail.

Greatest Endurance Competitor of All Time
Many-Year Winner of the Six-Day Races

EXPLANATION: 32HP 360cc and 28HP 250cc MAICO Engines give you even more than an utterly fantastic burst of acceleration! They give you passing power and LASTING power—even more now than in the MAICOs which won all the 6-day races! But more. They're STRONGER (Double-Loop Thin-Wall Frame of special jet-aircraft tubing) They're LIGHTER (only 242 lbs. due to jet-tubing AND new All-Alloy Engine!) . . . PLUS revolutionary new suspension, lower center of gravity, etc., etc!

GRAY INTERNATIONAL, INC.
Exclusive U. S. Maico Importer & Distributor
4461 W. Jefferson, Detroit, Mich. 48208. Phone 313 826-0840

MAICO FRANCHISED DEALERSHIPS AVAILABLE.
PHONE, WIRE OR WRITE!

Schnell. Stark. Überlegen MAICO



MC 400

Die Neuen von MAICO sind da!
MAICO MC 250: Neuer 250er Motor mit Hauptschlußmembran.

Hervorragendes Drehzahlband und absolute Spitzenleistung durch größeren Hubraum.
MAICO MC 490: Optimales Drehzahlband und noch stärkere Höchstleistung durch größere Hubraum.
Fahrgestell: Neue Fahrwerk-Geometrie, neue hochwertige Gasdruckstoßdämpfer. Dazu verschiedene Einstellungen und Federn lieferbar.

first single shock model, using a hastily and under-developed design that reflected how financially over-stretched the company were in trying to meet demand from foreign distributors who insisted on long-term credit.

Using shocks from Corte & Cosso, who had little experience of motorcycle applications, which turned out to lack both adequate travel and damping, the mounting points were so poorly located that the unit had to be hammered in to fit. Although the engine was still a gem, warranty claims poured in from aggrieved American customers whose shocks had bent, and Otto Maisch ordered up new and expensive Ohlins units as replacements. The cost forced the company to go cap-in-hand to their German bankers and Otto's side of the Miasch family pumped in almost all their savings to shore things up. Bryan Goss and his Dutch counterpart gamely added some DM450,000 to the salvage fund and Otto directed Whilhelm Jr to ensure that the '83 models would win back disgruntled customers, and then some. And this is where things got dark and ugly.

Whilhelm's side of the family, long miffed at their lesser shareholding, allegedly told Whilhelm Jr to under-specify the heat-treatment of both rear wheel hubs and gear cogs, with the inevitable consequence that both transmissions and hubs quickly failed, often with disastrous effects on those who were riding them. The pejorative 'Maico-breako' replaced the eulogies previously heard in the yank motocross pits and a series of negative articles about the company also started appearing in European press, again allegedly orchestrated by Whilhelm Jnr. Law suits duly ensued, the company's leading bank said 'enough' unless both families guaranteed further loans but Whilhelm's side of the family refused to do so unless they got 50 percent of the shares, which they weren't prepared to pay for. Otto wouldn't countenance that and the end result was that in October 1983, Maico GmbH declared itself bankrupt.

That of course wasn't the end of the story, for the Whilhelms managed to buy the company and some of its assets from the receiver for a paltry DM300,000 - about £60,000 at the time - and

Tim Davies competing in this year's Welsh Two-Day aboard his 250 Mega 2...



ON THE MAICO

promptly ousted Otto and his family members.

One way and another, and under various combinations of ownership - not always entirely German - Maico struggled on through the Eighties with Johnny-come-lately exercises in liquid cooling, ineffectual Brembo disc brakes and engines that got bigger and bigger when everyone else was downsizing in the quest for flexibility... in the case of the engine supplied to the Zabel sidecar company, topping out at a monstrous 700cc two-stroke!

Yet although the original Maico manufacturing operation is long gone, even today small batches of high-spec. MX and enduro models are being

built in Germany by the Kostlers company. Using 50mm USD forks, Regier shocks and top-of-the-range componentry throughout, these handbuilt bikes are very expensive and not competitive enough to cut it in today's conditions. Andy Watkins raced one of the few imported into this country, but without much success and was always overshadowed by reliability problems.

But because so many bikes were built and sold in the early Eighties and the fact that even today there's steady demand created by modern-day twin-shock motocross series', there are still plenty of original Maicos still around - albeit enduro models such as Tim Davies's and Gareth and Geraint Jones's 400 featured in TBM #111 are harder to come by. To cater for these bikes the aforementioned Bill Brown bought up the entire stock of spares from the ex-importer, Bryan Goss 'and if something runs out we can usually get things re-manufactured,' he explains. So if you're looking for some old school off-road fun, but don't want to get left behind by the opposition, you could do a lot worse than go for a Maico.

Special thanks to Maico parts specialist Bill Brown of Wulfspport (01900 873456), dirtbike snapper Peter Co (www.cobbe.co.uk) and fellow journo Roland Brown for their help in compiling this article. Plus of course Tim Davies who does NOT want to sell his Maico!

MAICO MEGA 2 ENDURO

Price (1981):	£n/a
Value now:	£850-2000
Engine:	Air-cooled, piston-port 2-stroke
Bore & stroke:	67 x 70mm
Displacement:	247cc
Comp ratio:	12:1
Max power:	40bhp @ 8000rpm (claimed)
Transmission:	5-speed
Chassis:	Duplex downtube, chrome-moly
Front susp:	Hydraulic, air-assisted fork, 12.2in travel
Rear susp:	Hydraulic air-assisted shocks, needle roller swing-arm
Brakes (F/R):	5.3in SLS drum / 6.2in SLS drum
Wheelbase:	60in
Seat height:	37.8in
Ground clear:	14.2in
Fuel capacity:	2.5gal
Dry weight:	218lbs

MOTUL
fluidforce

MOTUL CONTINUES...

RACING PARTNERS

Team SUZUKI
TEAM SPONSOR
YAMAHA
FACTORY RACING
MOTO GP 2004

SCORPIA
renegade
HONDA
Ktech
TCR
MOTUL

KTM

450 EXC '05
SPECIAL PURCHASE
£4595
PLUS 1st REG (£38) PLUS RFL (£45)

FINANCE AVAILABLE† (13.1% APR)

On road cash price	£4695
Deposit	£595
Credit	£4100
47 Monthly Payments of	£134.08
Last Payment	£194.08
Total Amount Payable	£6495.84

LIMITED OFFER!

F FOWLERS
No. 1 FOR CHOICE
2-12 Bath Road, Bristol, BS4 3DR

www.fowlers.co.uk
0117 9770466
0797 325 2435 (out of hours)

Pictures for illustration purpose only. Prices are subject to change without notification. While stocks last. †Finance and insurance subject to status. Written details available on request. Terms and conditions apply. RFL = Road Fund Licence. Prices include admin charge. Marked prices are for payment by cash, cheque or debit card.

ROUND 3: WTRA
CRYCHAN ENDURO,
13-14 AUGUST

'05 MOTUL BRITISH ENDURO CHAMPIONSHIP

And the winners are...

When the going gets tough at a round of the British Enduro Championship it is the experienced riders, more so than any others, that really get going. When the heavens open, conditions get difficult, check times tighten and events become more like they used to be in the 'good old days' then a void appears between those that can dig deep, roll their sleeves up and get on with the job and those that don't quite have what is needed to stay clean on time. Just when it seems that the Championship class's newcomers and up and coming youngsters are finally starting to prove

themselves as real championship contenders along comes a good hard event, which proves that in wet, Welsh enduros, some of them still have a lot to learn.

This year's Crychan Enduro was one of those events. A 'proper' old fashion enduro where losing time was the norm for most on day one, riding well on the Crychan's two special tests soon become far less important than in most BEC events. Of the 30 Championship class riders that started day one, a third of them failed to complete the day and just four finished without penalties. When it rains in Llandoverly it certainly rains.

It came as little surprise though that of the four

riders that stayed clean on time David Knight and Paul Edmondson were at the sharp end of the results. Separated by little during the opening day's competition, Knight and Eddy, or Eddy and Knight as it ended up, were joined by Paul Whibley and Edward Jones as the only

PAUL EDMONDSON: 'I KNOW THAT I CAN RIDE A 250CC TWO-STROKE WELL IN THE MUD SO IF THE SIX DAYS IS WET I'M LOOKING FOR A GOOD RESULT IN THE E2 CLASS...'

SPORT

REPORT & PICS: JONTY EDMONDSON

DAVID KNIGHT: 'THE CONDITIONS ON THE FIRST DAY WERE HORRENDOUS, I HAVEN'T RIDDEN IN CONDITIONS THAT BAD FOR A LONG TIME...'

two other riders that managed to stay clean on time.

Among the four were the eventual winners of the Enduro 1, Enduro 2 and Enduro 3 classes. Edmondson claimed the overall win aboard his two-stroke Honda, finishing just five secs up on Knight. With Knight having opened up a slender lead right at the start of the day, little separated Britain's best two enduro riders as they battled against the horrendously wet conditions and each other. But come the end of the day a mistake by Knight, coupled with consistent riding from Edmondson, handed the win to Eddy - his first BEC victory of the year. In finishing in first Edmondson placed as best E2 class rider, with Knight finishing top of the E3 class. Placing fourth overall Ed Jones topped the E1 class.

In the muddy Crychan forest Edward Jones was in his element. A known performer in drab and dreary conditions, Edward proved to be a cut above the rest of the E1 class riders and with Daryl Bolter failing to finish the day after re-injuring his back, Ed comfortably topped the E1 class ahead of his brother Rob who finished as the first rider to drop time.

Making it a Jones brother's one-two, Edward and Robert were followed home by Andrew Edwards to make it three Welsh riders at the top of the E1 class in what was a very Welsh event. Finishing fourth, having dropped 11 minutes, was Si Wakely.

Day two again saw an all

Paddock Pointers

✓ The performance of riders selected to represent Great Britain at this year's ISDE was encouraging at the Crychan Enduro as most dealt well with the horrendous conditions on day one. With some good luck and some bad weather in Slovakia Britain could well top both the E3 and E2 classes.

✓ Jones brothers Edward and Robert both showed that it is in muddy, slippery, 'typically Welsh', conditions that they perform at their best, placing first and second in the E1 class on day one. On day two they backed that up with first and third place E1 class finishes respectively.

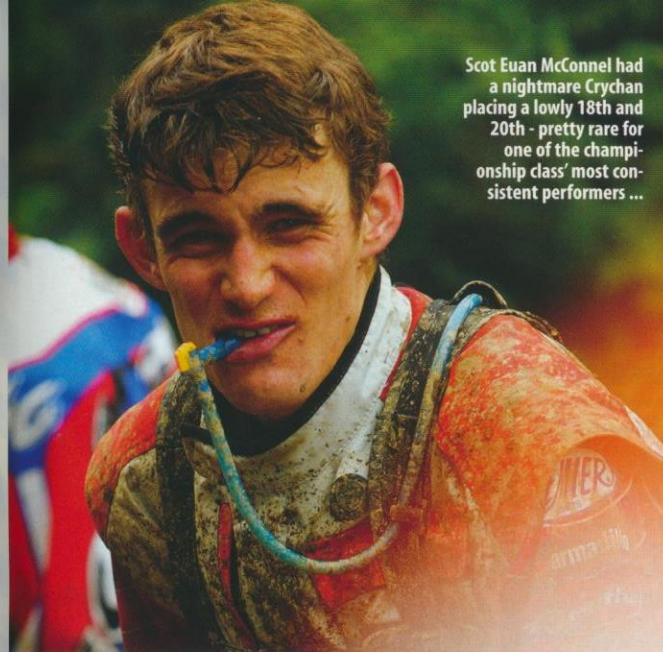
✓ After narrowly missing out on a British Junior Trophy team place, enduro newcomer Greg Evans was told shortly after the Crychan that he was being drafted into the junior squad for the Slovakia event. With Daryl Bolter withdrawing from the Trophy team due to injury, team manager Gwyn Barraclough has moved Robert Jones from the junior to the senior team, opening up a place for Greg.

'05 MOTUL BRITISH ENDURO CHAMPIONSHIP

SPORT



DAVID KNIGHT: 'IT WAS A REALLY HARD EVENT TO BE RIDING A BIG FOUR-STROKE IN, BUT I ENJOYED IT. I'M DISAPPOINTED THAT I DIDN'T WIN BOTH DAYS BUT CONSIDERING HOW MUDDY IT WAS I CAN'T BE TOO UPSET.'



Scot Euan McConnell had a nightmare Crychan placing a lowly 18th and 20th - pretty rare for one of the championship class' most consistent performers ...



PAUL EDMONDSON: 'I'M REALLY HAPPY WITH THE WAY THE EVENT WENT FOR ME, ALTHOUGH I WOULD HAVE LIKED TO HAVE WON THE SECOND DAY TO GO WITH MY WIN ON DAY ONE. I HAVE TO REMEMBER THAT DAVID IS THE BEST ENDURO RIDER IN THE WORLD AT THE MOMENT, SO TO HAVE BEATEN HIM ON DAY ONE ISN'T THAT BAD AT ALL...'

125cc two-stroke top three in the E1 class. Ed Jones upped his pace to comfortably top the E1 class and finish third (overall). Si Wakely was second, ahead of Robert Jones and Andrew Edward, Edward's double class win meant that he claimed the title of 2005 British Enduro 1 Champion.

Topping the Enduro 2 class on both days, Paul Edmondson,

helped by a disastrous weekend from Euan McConnell, wrapped up the '05 British Enduro 2 Championship title at the Crychan.

Showing that he is still one of the world's very best mud riders, Paul made the slippery MX2 test look easier than any other rider. Clearly enjoying being able to match Knight for pace, Eddy finished just over one-minute

Paddock POINTERS

☒ Jake Stapleton failed to start the Crychan Enduro thanks to British Airways. Returning from Australia, where he had been competing in the '05 Australian Four Day Enduro (A4DE), Jake failed to return to Britain before striking BA staff caused havoc, which resulted in the cancellation of numerous departing and arriving flights - including Jake's.

☒ Yet again the old adage that 'you can't plan the weather' proved true at the Crychan Enduro as the torrential rain on day one did more than simply put a dampener on the event. As well as the MX2 special test getting heavily cut up numerous sections of the forest also got badly rutted.

☒ Scot Euan McConnell scored his worst BEC results for a long, long time. Dropping 26 minutes on day one!, and one minute on day two to place 18th and 20th, Euan struggled to get his Honda running correctly and looked far from the rider he is capable of being.

ahead of Paul Whibley at the end of the first day and comfortably ahead of Wayne Braybrook, who was back competing on a 250cc two-stroke. As in the E1 class the top three finishers in the E2 category, on both days were two-strokes. Read into that what you will.

On day two it was Edmondson, who once again topped the E2 class - although he wasn't quite able to match Knight's pace at the head of the overall results in the drying conditions. Wayne Braybrook claimed the runner-up spot finishing just five seconds ahead of Whibley who finished in third place.

As at every round of the BEC so far this season the E3 class saw just a handful of riders compete at the Crychan - Knighter, Jonathan Williams and Chris Tett. With Knight the only class finisher on day one Tetty finished a distant second on day two placing 13th overall.

Better luck next time...

Need any more proof that the Crychan Enduro was tough? Well, of the 30 or so Championship class riders that started the event on day one, a third of them failed to reach the finish for one reason or another. Including Chris Hay, Tim Lewis, Ryan Voase, Kev Murray, Kelly Patterson, Jonathan Williams, Jason Thomas, Chris Hockey, Chris Birch and Chris Tett, Husqvarna rider, and Enduro 1 Championship class contender, Daryl Bolter also failed to finish and was unable to start day two after re-aggravating an old back injury.

The event...

The '05 Crychan Enduro was difficult, really difficult. With numerous competitors and their support crews commenting that they couldn't remember the last time they'd been to such a wet event - the continuous downpour on Saturday made the rain-soaked Brechfa Enduro, and last year's Hafren Enduro, look mild by comparison. As a consequence the attrition rate in all classes was extremely high. Those that finished certainly had to dig deep - some quite literally so if they were unlucky enough to get their machines stuck in one of the bottomless Crychan bogs. So difficult was day one, and so bad were the weather conditions, that the organising WTRA club decided that all riders should park their bikes directly into the parc ferme at the end of the day. At the start of day two riders were given 25 minutes to repair and prepare for day two.

Starting from the Llandoverly Rugby Club, the Crychan used a similar format to the Hafren EEC event with a special test located close to the start, which was ridden first and last thing each day, before an out-leg on the road took riders to the start of the event



'05 MOTUL
BRITISH
ENDURO
CHAMPIONSHIP

EDWARD JONES: "IT'S BEEN A DIFFICULT WEEKEND BUT A GOOD ONE FOR ME REALLY - THE CONDITIONS WERE JUST TO MY LIKING..."

proper. From there the second special test, which was ridden and timed each lap, a handful of demanding checks and two fuel stops awaited the competitors.

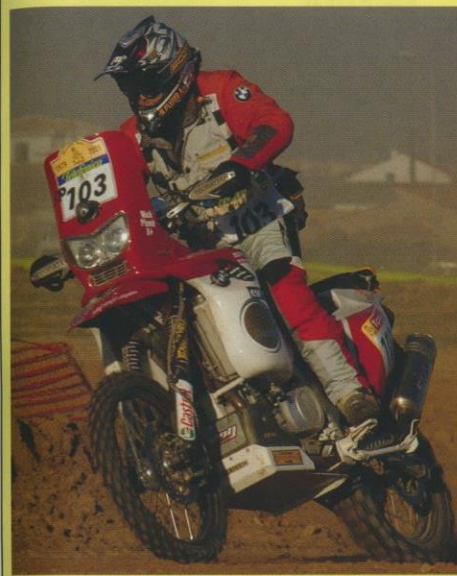
With Championship class riders expecting to complete four laps on day one, it soon became obvious that three was going to be more than enough due to the weather. With the course divided up into four checks, the two that didn't feature fuel stops in them - check one-two and three-four - were the tightest on time. They were also the hardest and the place at which several riders saw their opening day ended.

The two motocross tests were very different to one another. The first, just down the road from the rugby club on the outskirts of Llandoverly, wound its way around a flat, grassy field and remained relatively rut free and not that muddy in comparison to the second motocross test. Twisting and turning its way across an open hilltop field, the many cambers and technical sections of the test made it difficult for all. With many Clubman riders struggling to even ride around the test, let alone race around it, the test needed more than its fair share of maintenance as riders struggled to remain within the tapes.

31558

TOURATECH

TOURING RALLYE RACING TECHNOLOGY



Producing parts and accessories for the world's leading adventure and rally motorcycles including:

BMW GS range (650-1200) • Honda Africa Twin Varadero • Transalp and XR • KTM LC4/LC8 Suzuki V-strom • Triumph Tiger • Aprilia Caponord Yamaha XT660

Give us a call on 01792 816660 for your FREE 2005/2006 Catalogue or visit us at www.touratech.co.uk
Email: info@touratech.co.uk



31603

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

GAS GAS / HUSQVARNA
BIKE TECH
HOTLINE 01225 765765

Hebo clothing stockists

Asterisk knee guards



ORDER YOUR '06 MODEL TODAY

SPECIAL PERFORMANCE ITEMS

Power Box Cover - Exhausts - Flywheel Weights - Engine Porting/Tuning - Rebuilds & Modifications
UK's Leading Gas Gas Enduro Specialists & Stockist

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



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

MAIL ORDER AVAILABLE

Leisure Trail UK

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



ALL USED CRM'S, KTM'S, XR'S etc PICTURED & DETAILED ON OUR
REGULARLY UPDATED WEBSITE

2006 KTM EXC MODELS NOW IN STOCK (see website for updates)

NEW CLOTHING DEPT NOW OPEN - FULL RANGE OF 2005 KTM CLOTHING STOCKED

KTM EXC 250RFS, 625 SMC, 990 SUPER DUKE, 950 ADVENTURE, BETA ALP 200 & 350, RR450 ENDURO DEMO BIKES

Call and arrange a test ride on any of our Demo bikes



Beta
Full range
of 2005
Trials, Trail
& Enduro
models now
available

**GOOD MONEY PAID
FOR NICE USED
TRAIL & ENDURO
BIKES £££**



KTM
2006
450
EXC

OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM

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

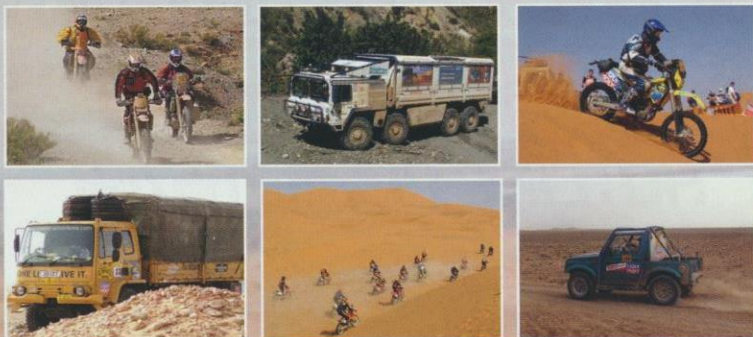
0115 973 2466

sales@leisuretrail.co.uk Check out our website: www.leisuretrail.co.uk



EL CHOTT

ERG ORIENTAL



How about this then? Two Tunisian Rallies - The Erg Oriental and The Chott - and an incredible desert trail riding adventure in between. Come and do one rally, both rallies or the whole six week adventure

Erg Oriental Rally 1st-15th October

Desert Adventure 17th-27th October

Chott Rally 28th October-12th November

DAVID LAMBETH RALLY & OVERLAND

Call/email for info pack and prices 01892 853913 www.davidlambeth.co.uk

RPMOTORCYCLES

128 Milton Road Gravesend Kent DA12 2PG

Tel: 01474 532967



Special deals
on '05 Huskies
- phone now
for details!



FULL RANGE IN STOCK, PLUS . . .



. . . and much more!!!

www.rpmotorcycles.co.uk

KTM NO.1 DEALER

06 MODELS
HERE SOON

BIG SAVINGS
ON 05 STOCK

05 FACTORY
REPS 250 EXC 4T
400 EXC
450 EXC
525 EXC



POWERPARTS & POWERWEAR

EVERYTHING KTM
NEW & USED
SERVICING
PARTS

YOU WANT IT
WE'VE GOT IT!

colin collins

Campus 5, Third Avenue, Letchworth 01462 483399
98-108 Pinner Road, Harrow 020 8861 1666

www.colincollins.co.uk

MOTODEN

Central London's
only Honda
enduro
dealer



020 7688 8888 • motoden.com

GADGET

HONDA SUZUKI KAWASAKI KTM YAMAHA

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



BASH PLATES £55

- Available for for:
- DRZ400 • XR250 & 400
 - YZF250 & 450 • KTM250-525
 - CRF450



RADIATOR BRACES NOW AVAILABLE FOR MOST MODELS

- WRF250 & 450 • KXF250 • RMZ250
- £39.50



FRAME GUARDS £35 SKID PLATES £39.50

Available for most models 1996 - 2005

- FRAME GUARDS NOW AVAILABLE FOR
- KXF250 & • RMZ250



2005 MODELS NOW IN STOCK

Full range and Secure Online Shop at

WWW.GADGETRACINGPRODUCTS.COM

E-mail info@gadget-racing.demon.co.uk MAIL ORDER Phone: 01858 880345 Fax: 01858 880835

Beta

QUALITY COMPONENTS FITTED AS STANDARD
KTM ENGINE, MARZOCCHI SHIVER FORKS, SACHS SHOCK, NISSIN
BRAKES, BRAKING DISCS, ARROW EXHAUST, SUMP SHIELD



DEMO BIKES FOR SALE

RR 250, 400, 450, 525 - £3750 inc VAT
ALL SOLD WITH WARRANTY

JOHN LAMPKIN IMPORTS LTD

Greengate, Silsden, Keighley, West Yorkshire BD20 9LA
Tel: 01535 655970 Fax: 01535 656580 www.beta-uk.com

DEALERS REQUIRED IN SOME AREAS

TRAIL TECH PRODUCTS

WWW.TRAILTECHPRODUCTS.CO.UK

29852



TRAIL TECH ENDURANCE BIKE COMPUTER

KITS AVAILABLE FOR YAMAHA, SUZUKI, HONDA
KAWASAKI, KTM & OTHER MODELS
KITS SUPPLIED WITH FITTING HARDWARE
WITH SET UP AND INSTALLATION INSTRUCTIONS
COMPUTER FUNCTIONS INCLUDE SPEED, DISTANCE
TRIP METER AND JOURNEY TIME.

TRAIL TECH ENDURANCE DASHES

OPTIONAL RILEY DASHES ARE AVAILABLE FOR
THE ENDURANCE COMPUTER.
CALL US FOR FITTING OPTIONS FOR YOUR BIKE.



TRAIL TECH KICKSTANDS

TRAIL TECH KICKSTANDS AVAILABLE FOR
HONDA CB/CRF, YAMAHA TZ/TZF/WRF
KTM SX/EXC, KAWASAKI KFX/KX



ENDURO HARDWARE



TRAIL TECH LYNX COMPUTER



VISIT OUR WEBSITE FOR FULL
PRODUCT DETAILS



VISIT WWW.TRAILTECHPRODUCTS.CO.UK FOR MORE DETAILS

CALL 01642 554534

EMAIL SALES@TRAILTECHPRODUCTS.CO.UK

BAVINS OF DISS

ESTABLISHED 1960

KAWASAKI YAMAHA



WR250F 04
£3999 otr

One only:

TTR250 £3250 otr

Deposits being
taken for 06 bikes

Order now

MAIL ORDER SPECIALISTS - OR BUY ON-LINE

101 Victoria Road, Diss, Norfolk IP22 3JG

Tel/Fax: 01379 642631

Email: bavins@yamaha.eclipse.co.uk

www.bavinsmotorcycles.com

25535

GAR

RACING BOOTS

NOVOCOR
ITALIA

TRAIL/ENDURO

Handcrafted in Italy. Specially
developed for the UK market.
Ultimate combination of grip,
comfort and protection.
Motocross specification along
with Goodyear Supergrip Trials
Sole. This is the boot
trail/enduro riders have been
dreaming about.

Top quality hide throughout,
rust proof one finger
fasteners, double stitched sole,
superstrong Cordura Topseal.

Available in Black
or Nabuk (suede)

SIZES 38-47

ALL MAJOR CARDS ACCEPTED

VISA MasterCard American Express



NEW
SPECIAL PRICE
£129.99

Order your boots today for FREE delivery to your door

Contact C&C Imports:

Tel: 01274 566122 Fax: 01274 510977

Email: martin@scorpa-uk.com

25615

MOTO-WARD

Worldwide mail order
YAMAHA

SPARE PARTS SERVICE - ALL MODELS
TOP BRAND NAME OFF-ROAD GEAR
ANSWER • ALPINE STARS • SBS • NO
ARAI • ACERBIS • NO FEAR • RENTHAL.
REIKON • MSR • ROCKOIL • IZUMI • YOKO

Victoria House, Church Street RUDGWICK,
West Sussex RH12 3HJ

TEL: 01403 823222 FAX: 01403 824222

e-mail: motoward@aol.com

Specialist supplier of enduro & overland equipment

www.motoward.co.uk



ADVENTURE in store...

TELEPHONE 01604 589555
DAVE ON 07884 230488

www.roostracing.co.uk

DRC HC STAND

WITH DAMPER

Height adjustable

250-350mm,

ideal for

Supermotos,

MX and Enduros

Solid construction

Return damper for lowering

£49.99

Roost Racing

Unit 103, K2 Business Centre, Heathfield Way, Dallington, Northampton, NN5 70P

SHARK ACERBIS ARAI IRIS Renthal APRILIA HONDA YAMAHA EBC

24735

AMS motorcycles

25 Wellington Street • Cheltenham • Gloucestershire • GL50 1XZ
Sales: 01242 583985 • Workshop: 01242 526911

KTM SUPERCENTRE

- all models available



06 125,
250 & 300
EXC IN
STOCK

NEW EXC ENDURO DEALERS FOR GLOUCESTERSHIRE

- * KTM PARTS SPECIALIST AND MAIL ORDER
- * ALL KTM WORKSHOP FACILITIES - FACTORY TRAINED MECHANICS
- * OFF ROAD ACCESSORIES IN STOCK
- * PART EXCHANGE WELCOME
- * USED BIKES FOR SALE:

2004 450 EXC	£3799	2002 250 EXC Racing	£2299
2002 520 EXC	£2799	2004 125 EXC	£2850
2003 XR650	£3399	Thumpster 120	£699
TT600RE	£3299	DRZ400E	£2999

Special Offer:
05 450 &
525 EXC
- best prices
in UK

GOT A DIRTY HABIT?

WE CAN FEED YOUR OFF-ROAD ADDICTION
Stuck with the family? Why not bring them to the on-site Reptile Zoo and Cafe, then pop in to get your fix!



SPECIAL OFFER -
Oakley Crowbar
Goggles just £34.99
in the shop or
online

Suzuki LTZ250-K5 Quad	05	£2895
Honda XR400	99	£1945
Suzuki DRZ400 Kick	03	£2795
Suzuki DRZ400S	00	£2295

More bikes arriving all the time

Why not use our
shop as the start
or finish point of
your journey - free
tea & coffee

WEBSITE NOW ONLINE!!!

BikeFrenzy.com

Bike Frenzy, Waylands Farm, Approach Road, Tatsfield TN16 2JT
Tel: 01959 573737 • Email: sales@bikefrenzy.com • www.bikefrenzy.com
Monday-Saturday 09.30-18.00 (closed 15.00-15.30 during school term)

25037

CCM SHERCO Motorcycles

IT'S BACK - FREE TRAIL WHEELS ON CCM 644/404 MODELS

Limited stock for September

New CCM 644DS with supermoto & trail wheels £4830*
 New CCM 404DS with supermoto & trail wheels £4950*

* New DS range price includes road tax, registration fee, PDI and 3 months parts and labour warranty

USED MACHINES

2004 Sherco 4.5i Enduro: 900 miles, as new, hand guards/sump guard £4495
 2004 Honda XR650R: 646 miles! as new, road use only £3995
 2004 CCM 644DS: 1084 miles, as new, road use only £3995
 2002 CCM 710DS - The Big One!: 2500 miles, FMF silencer £3895
 2002 CCM 644DS: 3100 miles, immaculate condition **SOLD £3195**
 2000 CCM 604e: 12,000 miles, Talon wheels, Renthals, FMF silencer £2595

CCM Spares - Tel: 01594 822202 or visit www.ccmspares.com

Haines & Co. est. 1976

FOREST OF DEAN
 125 High Street, Cinderford, Gloucestershire, GL14 2TB
 01594 822202 - 4 Lines
www.hainesm.com

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

HAVEN TRIALS SPORT

Tel: 01469 532600 • Fax: 01469 531743
 WEST MARSH LANE, BARROW HAVEN, Lincs DN19 7HA
www.trialsbike.co.uk

IMPORTERS OF HONDA CRF 150/230

PHONE FOR BEST PRICES

CRF PERFORMANCE PARTS
 • SUSPENSION RAISING LINKS • SKID PLATES
 • COMPETITION SUSPENSION SPRINGS • MODIFIED CAMS/PISTONS
 • EXHAUST SYSTEMS • ALLOY BILLET YOKES • REV BOXES

ON/OFF
 COMPETITION CLOTHING DISTRIBUTORS

Beta GASGAS SHIMANO

A LARGE SELECTION OF CLEAN USED MX/ENDURO & TRIALS BIKES ALWAYS AVAILABLE

EXCEL MOTO

• ACCESSORIES • SERVICE
 • CLOTHING • PARTS • HELMETS
 • TYRES • BOOTS

epinebras OAKLEY
 DEE GEAR

PLUS MUCH, MUCH MORE
 BIRSTALL, BATLEY, WEST YORKS.
 Tel: 01924 475242
 WE GO THAT EXTRA MILE

FLEXIBLE PLASTIC SHOW PLATES

MADE TO ANY SIZE NOT FOR HIGHWAY USE

£12.50 EACH INC. P&P

TEL / FAX: **01995 602513**

ALL MAJOR CREDIT CARDS ACCEPTED

S&R MOTORCYCLES

No.1 Official Gas Gas Dealer for South-West

GASGAS
 The Parts - The Bikes - The Accessories

NEW '06 GAS-GAS MODELS IN STOCK NOW

EC125 - 600pa
 EC200 - 600pa
 EC250 - 600pa
 EC300 - 600pa
 P55-650 - 600pa
 PAMPERA - 600pa

• PARTS NEXT DAY •

OFFICIAL STOCKIST OF THOR ENDURO & MX CLOTHING - DEALS ON '05 KIT

• £100 DELIVERY ON ALL BIKES TO YOUR DOOR
 • LOADS OF S/HAND GASSERS AVAILABLE
 • CLOTHING, HELMETS, BOOTS ETC IN STOCK
 • FULL WORKSHOP FACILITIES
 • ALL CREDIT CARDS AND FINANCE WELCOME
 • NEXT DAY DELIVERY
 • VIEW ALL BIKES & CLOTHING ON: www.snrmotorcycles.com
 Tretoil Works, Tretoil, Bodmin, Cornwall PL30 5BA
 Tel: 01208 831774
 Mobile: 07876 343663

MDR
 MD RACING PRODUCTS
www.mdracing.net

Somerset & Devon Green Lane Tours
 Honda CRF230F HIRE
 Tours from £160.00
 Call 01460 281173
www.trailbiketours.co.uk

HONDA ENDURO SPECIALISTS
www.fasteddyracing.com
 TEL: 01543 270600

www.mototrail.co.uk
 Road-legal Quads Now Available
 Tel: 01332 366869

Paddock Solutions SURF & TURF

31641

HARLINK MOTO-LIFT
 LOGO MAT PADDOCKMAT
 PADDOCK FLOORING SYSTEM
 FOLDAWAY WORK BENCHES

Instant fold out Shelters
 Customise your shelter with our printing service
 Heavy duty steel • Latest design specifications
www.surfturf.co.uk
 0161 776 9923

eurotekktm.com
 THE NORTH'S NUMBER 1 KTM DEALER

- Full range of KTM spares
 - KTM soft seats
 - Fox & Arai helmets
- Michelin & Dunlop tyres
- KTM/MSR/Fox clothing
- Stainless steel removable oil filters - all makes
- MSR Goretex clothing

Eurotek KTM
01765 608209
 16 Camphill Close, Dallamares Lane
 Ripon, HG4 1QY
info@eurotekktm.com

KTM

Totton Trailbikes

81 Rumbridge Street, Totton, Hants
 02380 871777 (shop hours) 07989 703553 (other times)

The latest shipment is now somewhere on the high seas and due to arrive in the UK towards the end of September

See website for more information and photos, also model guides and parts application chart:

www.tottontrailbikes.co.uk

Please phone before visiting as not all stock is kept on site

BICYCLES & SKATEBOARD SPARES ALSO SOLD

AJ Motorcycles

60 High Street, Berkhamsted
 Hertfordshire HP4 2BP

For all your OFFROAD and ENDURO needs

WE ALSO: • Service/repair all makes & models
 • Supply & fit tyres • Rebuild engines • Rebuild wheels • Supply parts for all makes and models
 • and have full workshop facilities & carry out MoTs

Open: Monday-Friday 9am-5pm, Saturday 9am-1pm
 Tel/Fax: 01442 879099

BAT MOTORCYCLES
www.bat-motorcycles.co.uk
 tel: 01959 572313

DAVE CLARKE RACING
www.daveclarkracing.com
 TEL: 01772 612 118

www.onlineoffroad.com
 your onlineoffroad store

www.cusworths.co.uk

TRM RACING Moto X • Supermoto • Enduro • Quads

All 2005 Hondas in stock now

Full range of new and used offroad bikes always in stock

Order your 2006 Honda now

MAIL ORDER ON ALL PARTS, ACCESSORIES & CLOTHING

Terry Rudd Motorcycles

Fen Road, Holbeach, Spalding, Lincs. PE12 8QD
Tel: 01406 422430 • Fax: 01406 424860

View our used bike selection at www.trmracing.co.uk
email: sales@trmracing.co.uk



tm and Beta Main Dealers
Parts and accessories for Moto X,
Enduro, Trail and Trials.

in chains
OFF ROAD MOTORCYCLE SPECIALISTS

Visit our online shop at www.inchains.co.uk

Tel: 01425 474800
Fax: 01425 461962
Email: mail@inchains.co.uk
Unit 9 Hightown Industrial Estate,
Crow Arch Lane, Ringwood, BH24 1NZ

PIVOTPEGZ

STABILITY in MOTION

29874

www.pivotpegz.net
Tel: 01306 632 962

ALLENS PERFORMANCE R & D

IMPORTER OF KEIHIN & MIKUNI CARBURETTORS AKTIVE REEDS

WHITE BROS Catalogue £11.75 inc vat
BIG BORE STAINLESS FRONT PIPES • SUPER TRAP EXHAUSTS
POWER UP KITS XR250, XR400, XR600,
XR650, DR350, KLX250 PLUS HUSABERG KLX650,
KTM CARBURETTORS FROM 22mm - 45mm
AIR FILTERS: WHITE BROS., K&N, RAM AIR

NOW AVAILABLE
YZ400 & XR400, WR400,
XR650 BIG BORE PIPES
& PRO-MEG SILENCERS

KTM 675cc BORE KIT ALSO
WR/YZ445/455cc

DRZ400 Performance parts now in stock

XR650 2001 Pistons, Cams, Carbs Kit Available

KTM, HUSQVARNA, HUSABERG & XTZ PERFORMANCE PARTS
BIG BORE KITS
HIGH LIFT BILLET CAMS,
TITANIUM COLLETTIS,
SPRING KITS, CARILLO RODS,
CRANK PINS & PISTONS
MOTION-PRO M/X TOOLS

email: sales@allensperformance.co.uk
website: www.allensperformance.co.uk

Tel 01949 836733 Fax 01949 836734 Unit B9, Moorbridge Road, Bingham, Notts. NG13 8GG

Sussex Sportmotorcycles

8 Sheddinglean Business Centre, Burgess Hill, West Sussex, RH15 8QY Tel: 01444 871553 Fax: 01444 871554 Email: sussexsportmc@btconnect.com

2006 off-road models coming soon

Enduro/Trail Easy to find * Plenty of parking * Mail order service Motocross

Road/supermoto **KTM** Touring/rally

FOR A FULL RANGE OF MODELS & ACCESSORIES...

VOYAGER RACING
0208 502 0800 www.voyagerracing.co.uk
66 Borders Lane, Loughton, Essex IG10 3QX

TYRES • BRAKES • FILTERS • HANDLEBARS



29684

SHOCK REPAIRS
FOR ALL BIKES

- Enduro • Motocross
- Trials • Quads

THREE MONTHS GUARANTEE

Tel: 1pm til 5.30pm Mon-Fri Only
01929 554 545

FALCON SHOCK ABSORBERS LTD
Ryan Bus Park Sandford Lane Wareham Dorset BH20 4DY

CCM Spares Direct

DOWNLOAD COMPLETE PARTS CATALOGUE

WWW.CCM-MOTORCYCLES.NET

CALL 01204 544932

Bransons MOTORCYCLES 25 yrs with HONDA

The New CRF450X

CRF250X/XR250 /XR400/650 from stock
Ring for a deal

+ for the kids CRF50/70/100

Check out our used stock on:
www.bransonsmotorcycles.co.uk

Yeovil tel: 01935 474998
Gloucester tel: 01452 313131



two extreme
www.twoextreme.com

01905 739100

Alloymx '04 Kit Deal
£69.99

www.twoextreme.com



MAIL ORDER • FULL WORKSHOP FACILITIES • OPEN TUES-SAT 9-5.30, SUN 9-12 • PARTEX & FINANCE AVAILABLE

GAS GAS **KEEP BIKING** Husqvarna

Authorised Husqvarna & Gas Gas Dealers • www.Keepbiking.co.uk

NEW 2004 HUSQVARNA TC450	£4100	NEW 2005 GAS GAS EC200	£4262	02/51 HUSQVARNA SM125	£1995
NEW 2005 HUSQVARNA TE450	£5599	NEW 2005 GAS GAS EC300	£4322	98/5 KAWASAKI KLX300	£1595
NEW 2004 HUSQVARNA TEST10	£4599	NEW MASAI K50 QUAD	£849	2004 KTM 450 EXC 'as new'	£3895
NEW 2005 HUSQVARNA TEST10	£5250	NEW MASAI L100 QUAD	£1545	02/52 KTM 300EXC	£2595
NEW 2005 HUSQVARNA WRE125	£2995	NEW MASAI L150 QUAD	£1799	94/L YAMAHA TTR250 'superb'	£1695
NEW 2005 HUSQVARNA SM125	£3399	NEW MOTO ROMA MRX2 50cc	£750	93/K YAMAHA XT225 SEROW	£1495
NEW 2005 HUSQVARNA WXE125	£2600	2005 HUSQVARNA WR250 'superb'	£3395	2004 SUZUKI RM125	£2395
NEW 2005 HUSQVARNA TEST10 SM/dual wheel	£6250	2001 HUSQVARNA CR250 road registered	£2200	SUZUKI LT50 QUAD	£650

apinestars SINISALO SIKSIXONE ACERBIS UFO Kenthal

KEEP BIKING LTD, 71 HIGH STREET, BRACKLEY, NORTHANTS NN13 7BW • PHONE: 01280 705100

RP

GAS GAS, BETA & SHERCO ENDURO SPECIALISTS

Service products New and used bikes
Alloys Workshop
Putoline Oil Wide range of spares and accessories
Michelin
Alpinestar

Tel: 01909 567125 • Fax: 01909 562126
info@rpmotorcycles.co.uk www.rpmmotorcycles.co.uk
Unit 1, Monksbridge Business Park, Monksbridge, Dinnington, Sheffield S25 3QS



JAM Sport
www.jamsport.co.uk

• Trials - Enduro - Trail
• Full Workshop Facilities • MoT's
• New/Used Machines
• Full Range Clothing/Accessories
• Mail Order • Finance Available

43 The Street, Wrecclesham, Farnham, Surrey GU10 4QS
Tel: 01252 725335 Fax: 01252 711617
email: ian@jamsport.co.uk

Axo Clothing in stock

BRKING Moto-Master **Taloy** **PIRELLI** **ONEAL** **LAZER** **O'XAR** **Ara**

@ Lichfield Road
Coleshill
Birmingham.
B46 1NU

Tel: 0121 747 22 90
Fax: 0121 747 22 83
e-mail: Info@dirtywheels.com

Welcome to a
Off Road World
Of Clothing & Helmets

BRKING Moto-Master **Taloy** **METZELER** **ONEAL** **LAZER** **O'XAR** **Ara**

SIKSIKONE **MSR** **BRKING** **ONEAL** **METZELER**

Wave Disc Price Examples

Bike	Front	Rear
CRF450 02>	£62.51	£69.09
KX250 03>	£62.51	£69.09
KTM65sx	£57.58	£57.58
KTM450sx	£62.51	£69.09
RM125 00>	£69.09	£69.09
YZ250F	£69.09	£69.09

Phone For Your Bike Price !!

SIKSIKONE **ONEAL** **METZELER** **MX Tires**

MXE Knee Armour £19.99
Comp Elbow Armour £19.99
Grip Lever Sets from £19.99

XXX Jersey Was £34.99 Now £24.99
XXX Jeans Was £59.99 Now £39.99

Pressure Suit £129.99
Youth Pressure Suit £79.99

Chain & Sprocket Kits In Stock !!
Ready For Dispatch
Phone For Best Price !!

DID **Ready For Dispatch**

MX Wheel Sets

All wheels Come with Stainless Steel Spokes / Talon Hubs
And A Choice Of Rims = Excel / SM Pro

Example: Honda CRF450
Nickel Talon Hubs
Black SM Pro Rims
S/S Spokes **£489**

Example: KTM450
Gold Talon Hubs
Gold SM Pro Rims
S/S Spokes **£429**

Example: Yamaha YZ250F
Gold Talon Hubs
Silver SM Pro Rims
S/S Spokes **£399**

Phone For Your Bike Price !! **Best Prices In The UK**

SM Pro Wheels Your Wheels Your Way!

Central Wheel Components

Talon Hubs, Morad, Excel, Behr Saxess or SM Pro Rims and High Tensile Coloured Spokes

For More Details Call: 01675 462264
Fax: 01675 466412
email: info@central-wheel.co.uk

Three Counties Lanes
1 Day Tours

Greenlaning in:
Hampshire, Surrey and
West Sussex

Tel: 07860 234660

Best Prices in UK?

Pirelli Motocross MT32/320. MT 18 From £35 Pair

80/100 - 21	£31.00	£29.00
100/90 - 19	£36.00	£34.00
110/90 - 19	£37.00	£35.00
110/100 - 18	£37.00	£35.00

Pirelli Scorpion Enduro FIM - As Fitted to KTM (Hard to believe that they are Road Legal)

90/90 - 21	£38.95
120/90 - 18	£42.95
140/80 - 18	£45.95

Pair F/R £76.00
Pair F/R £79.00

MT43 Trials 2.75 - 21 £32.00
MT43 Trials 4.00 - 18 £42.00

Mail Order Tel: 01792 795144

Kriega

100% waterproof waistpacks
01829 741089
www.kriega.com

ROMVELO ROAD LEGAL TYRES

These tyres have excellent manners on and off road.

REAR TYRES

120/90/18 Enduro M23 MSTE-MARKED £32.00 RRP £35.00
Best suited for intermediate to hard conditions.
140/80/18 Enduro M12 MSTE-MARKED £30.00 RRP £33.50
Best suited to soft to intermediate conditions.
110/90/19 Enduro M23 MSTE-MARKED £32.00 RRP £35.00

FRONT TYRES

80/100/21 Enduro M23 MSTE-MARKED £27.00 RRP £28.95
The Romvelo 21" front tyre has exceptional extreme edge grip and mud clearing capability
1 x REAR & 1 x FRONT ONLY £95.00 A PAIR Inc P&P
2 x REAR & 1 x FRONT ONLY £95.00 Inc P&P (mainland UK only)

Contact: Steve Townsend (Lines TRF member)
Tel: 01400 281703
E-mail: townsend@aol.com
Church Cottage, Church St, Foston, Grantham, Lincs NG32 2LG

DON'T GET CAUGHT WITHOUT THEM

Kamar Motor Sport

OFFROAD SIDECAR SPECIALISTS - SPARES & REPAIRS

Husberg 05 Models in Stock Now

The Forge, Lower Froyle, Alton, Hants. GU34 4NA
Tel/Fax: 01420 23325

SPORT AX

- Rotax Specialists
- 4-stroke engine spares
- Cycle parts - new and used

ENQUIRIES WELCOME
Tel/Fax: 01822 834839
www.sportaxmotorcycles.co.uk

leisure Trail UK

KTM • CRM • DRZ
Full Range of Spares & Accessories by Mail Order

Tyres
Full range of Trail, Trials, MX, Enduro & SuperMoto Tyres by Mail Order
Bridgestone, Mitus, IRC, Michelin Stocked

Chain & Sprocket Kits
Full Range of Sprockets both Steel & Alloy
Supplied with Japanese RK Chains Stocked for most Trail, Trials, MX, Enduro & SuperMoto Bikes

Mail Order for Next Day Delivery
All Major Credit, Debit & Switch Cards Accepted
Tel 0115 973 2466
[email sales@leisuretrail.co.uk](mailto:sales@leisuretrail.co.uk)
www.leisuretrail.co.uk

GET RESULTS

To advertise here call
Natalie Watson

TBM

(01225) 786815

VENHILL

Hose & Cable Manufacturers

01306 885111 www.venhill.co.uk

GET DIRTY THIS WEEKEND!!

WOOLSBIDGE IND EST, NR. RINGWOOD, HANTS BH21 6SX
Tel/Fax: (01202) 820009 Email: sales@conquestmotorcycles.com

Aprilia FX 50 NEW	£1795	Honda XR7 750	£2195
Aprilia FX 125	£1895	Honda Dominator	£1795
Aprilia RX 125	£1895	Husaberg FE400	£2795
Aprilia RX 125	£1695	Husqvarna Huskyboy 50	£1295
Aprilia RX 125 Rally	£1695	Husqvarna TE350	£1895
Cagiva NT 90	£1295	Kawasaki KMX 125	£2395
Cagiva NT 90	£1395	Suzuki DRZ 400	£2795
Gas Gas Pampera	£1995	Suzuki DRZ 400	£3195
Honda XR 125	£1395	Suzuki DR 250	£1395
Honda CRF 230 Enduro NEW	£2995	Suzuki DR 250 x 2	from £1595
Honda CRM 125	£1995	VOR 400	£2795
Honda CRM 250	£1795	Yamaha TTR 250	£1795
Honda XL 200 e/s	£1295	Yamaha TT 350	£1695
Honda XR 250	£1795	Yamaha TT 350	£1695
Honda XR 250	£1695	Yamaha TT 350	£1285
Honda XR 400	£2395	Yamaha TT 600	£1795
Honda XR 400	£2795	Yamaha WR 400	£2795
Honda XR 600	£1995	Yamaha WR 426	£3195
Honda XR 600	£1995	Yamaha YZF 426	£2995

Kawasaki NEWCASTLE

Husqvarna

DEALERS COVERING THE NORTH AND SCOTLAND

For all your Off-Road Requirements in the North East

- PUTOLINE OIL • TALON • ACERBIS • MAXXIS • VEMAR • O'XAR • MICHELIN •
- AXO LEATHERS & CLOTHING • SIDI • OAKLEY • RENTHAL • DEP • DOMA • AJP •

Tel: 0191 272 3335 www.kawasaki-newcastle.co.uk

Bikes of Brighton

30 PRESTON ROAD (A23) BRIGHTON
01273 607635

ENDURO - MX - SUPERMOTO

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

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

RAP MUSINGS



B

Britain hosted its first World Championship trial on the mainland for five years on the last day of July. And if you've read the reports you'll know that Dougie Lampkin, Britain's seven times outdoor champ, won with a fantastic, soul-destroying second lap that enabled him to leap from third position at the halfway stage to a win.

Held at Hawkstone Park in Shropshire, for many decades the home of motocross, the trial was always going to be a success if the weather was half tidy (which it was), simply because the British public had not actually seen the top trials boys in action for many a year.

HAS HOSTING A WORLD CHAMPIONSHIP ROUND PAID OFF FOR BRITISH TRIALS, WONDERS MIKE 'RAPPERS' RAPLEY...?

But let us not forget, first and foremost the British round was a commercial venture. Long gone are the days when an enthusiastic bunch of trials organisers persuades their local club to apply to run a world round.

Nowadays, the costs are so high that hosting a round can only be achieved by having a big name (therefore big money) sponsor, or by making it a commercial venture - ie the public has to pay. The British round this year was organised by L and M Events UK Ltd; L being Martin Lampkin and M being Jake Miller. In case you don't know, Martin is Dougie's dad and Jake is Dougie's manager/press officer and has for a number of years been involved with show promotion.

The product they have to offer is certainly entertaining to the aficionado, but whether the untutored public could be persuaded to watch more than one

event is up for discussion. Those that understand the technique, effort, determination and sheer ability involved can relate to the sections and therefore appreciate what they are witnessing, but if you don't have that, it's boring.

So here's a quick reminder of the WTC format. There are two laps of 15 sections. The first lap has to be completed in three-and-a-half hours and the second lap in two hours. There are time penalties for a late finish in each half. Marking is very similar to normal trials except that a limited amount of reversing is allowed as is moving sideways with a foot down, without further penalty. Each section has to be completed within a minute-and-a-half; all sections are taped, as is a second corridor for minders and press.

There are generally three categories; World Championship, Junior World Championship for riders under 21 and Junior 125cc for those aged 16 to 18. Normally all three classes ride different versions of the same section.

The level of section severity varies from round to round, and judging by the results, Hawkstone was one of the more difficult events. It's obvious that in the main class in which there were less than 20 competitors, only the top six have any real chance of claiming a win. The others are there to make up the numbers, and though they are incredibly talented, there is a huge difference between the top few and all the rest.

When the sections are universally very hard (as at Hawkstone) there are actually very few cleans to see. The best riders achieve their success by judicious use of single dabs, once or twice in a section, whilst the 'second string' do their best to get through for threes.

One of the biggest problems seems to be the individual section time limit. Hawkstone's hazards were very long and many times riders were fived for

MIKE RAPLEY

'TRIALS IS CERTAINLY ENTERTAINING TO THE AFFICIANADO, BUT WHETHER THE UNTUTORED PUBLIC COULD BE PERSUADED TO WATCH MORE THAN ONE EVENT IS UP FOR DISCUSSION...'

exceeding their minute and a half allowance. They hadn't been time wasting, but simply found the length and severity too great to complete the section in time.

Another problem is the taping. Placing section-marking tape in such a way that it is not destroyed/displaced by riders is a rare art, and to ensure fairness for all, tape and markers have to be replaced every time they are dislodged. This often means the observer has to leave his post to achieve this which results in a rider waiting to ride the section but unable to do so until the official has satisfactorily completed his task.

Without any doubt time penalties (at the end of each lap) were incurred due to riders having to wait for abnormally long periods whilst markers and tape were replaced.

The World Championship as a series has enjoyed success for 30-odd years, and probably will do so for a good number of years to come. There is a steady stream of young riders appearing on the scene, and with the two under-classes competing at most rounds, the newcomers get the experience of the atmosphere, requirements and pressures they have to overcome if they are to succeed at the highest level.

Not all countries have candidates that aspire to World Championship success. Currently, it's Spain, Britain, Spain, France, Spain, Italy and Spain that produce the likely riders with just the occasional interloper from Japan showing a tendency to succeed (step forward Fujigas!)

However, there are sufficient numbers currently riding to ensure that in five years time, the current World Championship big hitters will have been succeeded by newcomers that will have learnt their trade via a sensible progression through the classes. In fact, it has to be said that the system not only seems to work well (albeit it is early days), but also looks good by providing enough riders to entertain the public.



World Trials: Is it on the up..?

There's no doubt that Hawkstone was a great success with a fantastic turnout reputed to be in excess of 8000, though unfortunately, Hawkstone as a venue is not spectator-friendly as it's very difficult to see the sections and gaining access across the steep, wooded hillsides is extremely tiring.

And that brings up another major problem. WTC events require facilities, ie good parking, toilets, showers, electrics, adjacent hotels, everything in fact that is needed to accommodate around 60 riders and their huge entourage of equipment for the best part of a week.

Jake Miller explained the point: 'We've been searching the UK for a suitable venue for two years. Race circuits, stately homes, private estates, council parks, government land; we've looked everywhere and ended up returning here (Hawkstone) because it was available and we had basic facilities. I know it's not ideal, but we just couldn't find anywhere else

RAP MUSINGS

8000 trials fans and barely a whipper in sight...



that was available. If Britain was going to return as a World Championship host, then this is the best we can offer at the moment.'

Whilst the problem is a major one in the UK, it's not an insignificant problem elsewhere, and whilst we don't know what will happen in the future, it does look as if the choice of venues may well be limited. The bigger the series gets, the more difficult it is to find the correct venue, and therefore the less likelihood there is that certain countries will be able to run events in future.

And what about the costs to the paying public. Entry to Hawkstone was a tenner. Good value indeed, which meant the total trial income was approaching 100 grand. And even though the expenses were undoubtedly enormous, there must have been a profit. And why not? You or I didn't try to organise this event so those that did deserve a decent return.

But is the World Championship safe? Probably at the moment, and certainly that's so abroad, but here, in the UK, who knows? Who realistically (apart from L and M Events) would be prepared to put so much money up front in say, three years time, when the interest may well have waned? The fact is, Hawkstone

SECTION 7

trial world championship

No	Name	Lap 1	Lap 2
1	T. FUJINAMI		
2	D. LAMPKIN		
3	A. RAGA		
4	A. CABRESTRANY		
5	M. FREIXA		
6	J. FALJARDO		
7	K. KUROYAMA		
8	G. JIRVIS		
9	A. BCU		
10	J. PASCUET		
11	T. BLAZURIAK		
12	F. NOZAKI		
14	S. CONNOR		
15	M. ORZIO		
16	S. MORRIS		
17	T. OGAWA		
18	J. BETHUNE		
19	T. TANAKA		
21	I. SHIBUYA		

Hawkstone was the first time in five years that the WTC has come to the UK...

succeeded because as a nation we had been starved of major trialling action for five years.

So, having seen the World Championship circus in its latest incarnation, has it got a realistic future? I'd like to think so...

CASH PAID

for
• Honda XR & CRFs
• Yamaha WRs
• KTMs
• Suzuki DRZs etc
01483 535495
South East

MOTO MERLIN
www.motomerlin.co.uk

GAS GAS GAS UK + BETA UK DEALER BETA

NEW GAS GAS 2006 TRIALS & ENDURO RANGE DUE SOON
NEW BETA ENDURO 4 STROKE RR'S 250/400/450/525CALL
HONDA CRF 450X/250XCALL
YAMAHA TT 250R£3499
YAMAHA WR450FFROM £4099
YAMAHA WR250F£4099
GAS GAS ENDURO 2005 EC 125 / 250 / 300 / 450CALL
SUZUKI DRZ400S or DRZ400EFROM £3475
NEW BETA ALPA 350cc TRAIL or SUPERMOTO£3950
YAMAHA SEROW, XR250 E/S, XR650R '02, XT600ECALL
GAS GAS, BETA, SHERCO & MONTESSA TRIALS '05 FROM £CALL

NEW TRIALS DVDS£19.99
BALANCING ACT 4£19.99
TRIALS TRAINING TECHNIQUES WITH RYAN YOUNG£33.99
MOTOCROSS SKILLS WITH RYAN HUGHES£19.99

GAS GAS & BETA SPARES SERVICE & WORKSHOP FACILITIES
SUPERMOTO WHEELS + BRAKES SUPPLIED

PHONE or CHECK WEBSITE FOR LATEST DETAILS
NEW BIKES E&OE

MERLIN MOTORCYCLES • PHONE/FAX: 01403 257 626

DAVE COOPER TRAILERS

CLIP-ON ADJUSTABLE BIKE RACKS
Car Racks **£55.95** inc P&P Van/Motorhome Racks **£65.95** inc P&P
4x4 Racks **£79.95** inc. P&P
Junior Racks 50cc - 80cc Senior Racks 100cc - 600cc

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

PRICE INCLUDES LIGHTBOARD AND RAMP

DELIVERY AVAILABLE
Drops when £25.50 extra
Trailer come with independent suspension, clip-on loading ramp, tie-down straps, wheel support clamps, security locking facility, removable light board and 8 enamel colours. NEW wall mounting brackets - to hang your trailer on your garage wall - £15.00 pair

ALL PRICES INCLUDE VAT

TRAILERS
Single Bike£229
Double Bike£279
Tribble Bike£329
Quad Trailers£345

DAVE COOPER TRAILERS
DEPT 78, UNIT 7, Pettings Court Farm, Modsell Street, Worthing, Kent TN15 7LH
TEL/FAX: 01732 820662 & 07860 702112 (MOBILE)

All KTM models in stock

4 Groes Road, Colwyn Bay LL29

Tel: 01492 535959
Fax: 01492 535969
colwynbaymcycles@hotmail.com

www.colwynbaymotorcycles.co.uk

YOU'RE NICKED!

LEGAL LIGHTING KITS FOR
CRF 250-450
CR 250-500
YZF 250-400-426-450
YZ 125-250
RMZ 250/450
RM 250
KXF 250
KX 250-500
KTM SX 450-525
HUSKY TC 570-610
ENDURO BIKES
CRF 250X/450X
DRZ 400
KLX 200-220-250-300
XR 650
WRF 250-426-450
RING FOR FLASHER KITS

CALL NOW FOR LEGAL LIGHTS OR GO DIRECTLY TO JAIL!

PRO RACING

Tel: 01788 510300

Talon
RUBS DISCS AND SPROCKETS

-Motocross/Enduro wheels-
- 70 000 off-road sprockets in stock-
-UK importer for BRAKING-
-Stockist of RK chains-

Talon Engineering Ltd
44 Lynx Trading Estate
Yeovil
Somerset
BA20 2NZ
Tel: 01935 471508

INTA MOTORCYCLE SERVICES LTD
www.intabikes.co.uk

- Gas-Gas, Beta & Scorpa Trials Bikes
- Quality Used Bikes
- Large Range of Clothing, Parts, Helmets, Boots & Accessories
- Tyres & Talon wheels
- Quads, Buggies & Kids Bikes
- X-Sport CR3s in stock now
- Finance and part exchange available

GAS-GAS, BETA SCORPA, SHERCO

Honda CRF230F £2995

01622 688727 / 765791 / 758499
99-107 UPPER STONE STREET, MAIDSTONE KENT ME15 6HE - OPEN THURS TILL 8PM / CLOSED WEDS

What's the Story?

STORY & PIC: MIKE RAPLEY



Go back 45 years and one of the many changes that the UK experienced only 15 years after the end of the War was an improvement to roadside furniture. The many bollards and roadside cabinets that held communication equipment were no longer being made from metal, as fibreglass mouldings had recently been developed to a point where mass production was possible.

One of the forerunners of fibreglass manufacturing at the time was a company called Butler Mouldings which made many such roadside articles.

It was owned by Chris Butler who by good fortune was also a member of the Wood Green Motorcycle Club and an enthusiastic trials rider.

At the time, Greeves trials bikes very much ruled the roost, but in the early to mid Sixties the Thundersley company had begun to struggle because the popular Villiers engine upon which most two-strokes of the time were based, was becoming increasingly difficult to obtain.

So Chris Butler decided that one good solution was to manufacture a trials kit which incorporated a frame, tank, mudguard, suspension and wheels, into which the Greeves parts

would fit. The plan was to get yourself a new, modern looking trialler, using older but perfectly serviceable Greeves items including the engine, while at the same time avoiding the dreaded Purchase Tax (the forerunner to VAT), which wasn't applied to self-assembly kits back then.

Butler, based at Haverhill in Suffolk, had the frames crafted by Geoffrey Challis, whilst Butler Mouldings manufactured all the fibreglass parts that so characterised the bikes. Our action shot (taken in 1964 at Foyers in

the Scottish Six Days Trial) shows Higham Ferrers bike dealer John Lee aboard his Butler, sporting Butler's fibreglass mouldings.

We'll let John take up the story: 'I first rode factory Francis Barnetts not long after I first started trials, but badly broke my leg and was out of action for two years.

Later I worked for Bill

Slocombe (a good sidecar trials rider and motorcycle dealer) in the early Sixties and rode a BSA C15 that he loaned me from his Neasden shop.

'But inevitably I got fed up with the BSA and when Chris Butler offered me a ride on his new creation, I was eager to take it up. I can't recall exactly when I first rode the Butler, but I was

'Chris Butler decided that one good solution was to manufacture a trials kit which incorporated a frame, tank, mudguards, suspension and wheels...'



on one for about three years, until the time the Bultacos became so popular.

'Chris never made that many kits, I don't know the exact number, but a few were exported to the USA, and there is no doubt that at the time, they were a great little trials bike. However, Chris was a real craftsman in fibreglass - it was he that made the special fibreglass parts for Sammy Miller's famous Ariels. But he never really made any money from his trials project and after several years, gave up to concentrate on boats.

'I moved on to Bultacos, opened my shop here at Higham Ferrers where I am still and continued riding until about 1976. However, I did ride once more after that, I rode the Scottish

What's the Story?

'Chris never made that many kits, I don't know the exact number, but a few were exported to the USA, and there is no doubt they were a great little trials bike...'

sometime on a 240 Fantic and had a horrendous time. I was forever getting the brake and gear lever

mixed up. I sold the bike up in Scotland and haven't ridden since.

This picture from Scotland was taken with all the Butler fibreglass bits on it, it was good advertising for Chris, but to be honest I never really liked the fibreglass bits, they broke too easily in a crash, so I generally preferred to ride with alloy guards. I've got a good picture of a Butler that

has been recently restored as an exact copy of the bike that I rode (see above), but it doesn't have all the fibreglass mouldings on it, as I didn't like all that fuss - strange really considering it was the fibreglass that made the bike what it was!

FREE CLASSIFIEDS

BIKES

KTM 250EXC, 2005, little use, 500 miles green lane use, handguards, £3900. Tel 07979 242829 (Herts)

Yamaha XT350, 2000, blue/white, T&T, 15000 miles, reliable starter, vgc, bereavement forces sale, £1500. Tel 01643 863067 (Somerset)

Honda CRM250, 1995, pink/silver, T&T, 5000 miles, great bike, bereavement forces sale, £1500. Tel 01643 863067 (Somerset)

Yamaha DT175MX, MoT, lots of new parts, great cond, phone for full spec, £950. Tel 01604 713728 (Northants)

Suzuki DR-Z400S, 2000, blue, T&T, 2800km, bashplate, brushguards, on-/off-road tyres, extras included, £2150 ono. Tel 01476 567400 (Lincs)

Husaberg FE450e, reg'd Jan '05, 54-reg, 22 hours' use, £3450. Tel (mobile) 07974 356341 or 01554 771996 (S Wales)

Yamaha WR250F, late 2002, 52-reg, logbook, HPI check, manual, CRD performance exhaust/sumppguard, Acerbis barkbusters, Gadget frameguards, gold Excels, TrailTech speedo, £2500 ono. Tel 01325 258032 (Co Durham)

Yamaha WR250F, 2002, 51-reg, logbook, HPI check, manual, CRD sumpguard, Acerbis handguards, Gadget frameguards, YZ-F graphics, some spares, photos available, £2000 ono. Tel 01325 258032 (Co Durham)

Suzuki DR-Z400S, 2000, W-Reg, blue, 2700 miles, CRD bashplate, handguards, great cond, new baby forces reluctant sale, £2400. Tel 01327 810008 (Northants)

Honda CRM250 mkIII, DEP system, loads of extras, new tyres/c+s, well maintained, looks/handles/runs stunning, £1995 ono. Tel 01246 569005 (Derbys)

Honda Transalp, 1991, T&T, lovely runner, new oil/filter, topbox, fair cond for year, £850 ovno. Tel 01908 562837 (Bucks)

Suzuki DR-Z400S, August 2003, 1800 miles, clean and standard, delivery possible, £2450. Tel 07958 118655 (Devon)

KTM 250EXC Racing, late '03, with dealer fitted 350 conversion, trail use only, exc cond, £2950. Tel 01773 776708 (Notts)

Yamaha DT200WR, T&T, regularly serviced, good working order, DEP can, Renthals, bushguards, good tyres/c+s, £995. Tel (mobile) 07968 833212 or 01883 650354 (Surrey)

Honda CRM250 mkII, MoT, USD forks, DEP silencer, Renthals, brushguards, green lane use, good cond, £1350 ono. Tel 07815 050764 (Kent)

Gas Gas TXT250 trials bike, reg'd March '04, immaculate cond, four-stroke forces sale. Tel (mobile) 07780 933336 or (work) 01582 491076 (Beds)

Yamaha XT600 Tenere, G-reg, white, T&T, 45000 miles, new tyres/HD tubes, good c+s, £1095 ono. Tel 01246 209099 (Derbys)

KTM 250EXC 2T, 2003, originally bought from trail rider to compete but injury stopped that, only done a genuine 38hours/750km, revalved forks, new c+s, exc cond, £2650. Tel (mobile) 07967 658928 or 01400 266278 (Lincs)

Yamaha WR250F, June '03, road reg'd, Renthals, Acerbis handguards, new c+s, good cond, £3100 ono. Tel (mobile) 07770 801711 or 01205 722468 (Lincs)

Suzuki DR-Z400E, 2002, 52-reg, elec start, DEP exhaust, new c+s, green lane use, tidy bike, £2700 ono. Tel 07778 333344 (Gloucs)

Suzuki DR-Z400S, 2000, W-reg, blue, 2700 miles, handguards, CRD bashplate, great cond, baby forces reluctant sale, £2400. Tel 01327 810008 (Northants)

Suzuki DR-Z400, 2003, T&T, Tecnosel colours, CRD bashplate/exhaust, Renthals, Acerbis brushguards, Gadget frameguards, new tyres, vgc, £2750 ono. Tel 01455 230546 (Leics)

Yamaha WR450F, 2004, 620km, used on-road only, wave discs, Pro Circuit exhaust, hand/frame/sumppguards, £3900. Tel (mobile) 07868 640077 or 01522 723957 (Lincs)

Yamaha WR250F, 2002, under 1000 miles, green lane use only, awesome bike, exc original cond, £2500. Tel 07813 979669 (Bucks)

Yamaha WR450F, 2004, lots of spares and extras, hydraulic clutch etc, £4000 ono. Tel 07957 881481 (Kent)

Honda CRM250R mkII, H-reg, T&T, new PGM box/rectifier, recent service, green lane use, good cond, reluctant sale, £1325 ono. Tel (mobile) 07815 617240 or 01924 235294 (W Yorks)

Suzuki Djebel twin cam, 1996, MoT, £1500 ono. Also Suzuki DR250, 1992, T&T, height adjustable suspension, £1050 ono. Tel (mobile) 07951 226720 or 01708 869846 (Essex)

Kawasaki KLX300R, 2002, enduro, road reg'd, new graphics/gripper seat/rear tyre, recent c+s, FMF Q-pipe, exc cond, £2200 ono. Tel (mobile) 07765 902164 or 01453 833076 (Gloucs)

Suzuki DR-Z400S, 2001, blue/white, MoT, MT21s, bashplate, new c+s, serviced, green laned only, good cond. Tel 020 8399 8050 (Surrey)

Honda CRF250X, 2005, 54-reg, taxed, very little use, over 50s rider, £500 worth of extras, new tyres, vgc, £3850 or may p/x for trials bike. Tel 01242 697494 (Gloucs)

Honda XR400R, 04-reg, 1600 road and green lane miles, professionally serviced, clean standard bike, 2750. Tel 01788 823255 (Northants)

KTM 250EXC, 2005, road reg'd, taxed, 75 hours' use, lots of new bits, well maintained, vgc, £3595. Tel 07887 645756 (London)

BMW F650GS Dakar, 2000, W-reg, white, MoT, EFI, one owner, very low miles, FSH, Continental tyres, £2950 ono. Tel 01233 851112 (Kent)

Beta Alp, Sept 2002, one owner, only 2700km, well maintained, new pads/front tyre, free guided ride-out, £1600 ono. Tel 01824 750659 (N Wales)

Yamaha WR450F, 2004, road reg'd, arrow pipe, frameguards, vgc, £3500 ono. Tel (mobile) 07835 840759 or 02838 841249 (N Ireland)

Ossa MAR 250, 1972, MoT, tax exempt, well maintained, exc all-round cond. Tel 01453 886323 (Gloucs)

Yamaha YZ250, 2005, used at local enduro track, only 20-25hours' use, recent tyres/c+s, spares kit and set of plastics included, £3000 ono. Tel 01366 387091 (Norfolk)

KTM 250EXC 2T, 2002, road reg'd, FMF pipe, good cond, spares inc exhaust/plastics, £2200. Tel (mobile) 07796 177378 or 020 8302 9463 (London)

Beta Alp 200, 52-reg, fully road legal, 2500km, exc green laner or long distance trial bike, £1750 ono. Tel Paul on (Mobile) 07867 501893 or 020 8313 3025 (Kent)

Suzuki DR350, 1997, T&T, new starter motor/rear tyre, Acerbis handguards, good cond, £1750 ono. Tel (mobile) 07976 647123 or 01869 240519 (Oxon)

Yamaha WR250F, 2003, road reg'd, 1400 miles, two owners, elec start, nice standard bike used for trail riding, would £3095 or consider p/x for KLX300 or trials bike. Tel (mobile) 07830 315405 or 01249 815551 (Wilts)

Gas Gas EC300, 2000 model, road reg'd, private plate, FMF pipe, new graphics, Renthals, loads spent, exc cond. Tel Glen on 07979 813182 (Essex)

Kawasaki KDX200 E4, 1991, J-reg, enduro, new tyres, DEP pipe, O-ring chain, green laned only, vgc, £999. Tel (mobile) 07976 232525 or 0161 9620145 (Lancs)

KTM 400EXC, 2004, taxed, 12 hours' use, sump/handguards, KTM race kit still boxed, as new, £4200. Tel 01653 668478 (N Yorks)

Honda CRM250 mkIII, well maintained, absolutely reliable, easy starter, light green lane use, near standard except DEP exhaust, good cond, £1700. Tel 01295 264269 (Oxon)

KTM 660SMC, low miles, HM Racing Silver tune, Ti Akrapovic, meticulously serviced, spare set of plastics, £3750 ono. Tel 07834 029653 (London)

Honda XR400R, 2003, red, 2150km, sumpguard, very clean, well maintained, good cond, £2500. Tel 01606 559758 (Cheshire)

Yamaha WR250F, 2003, low mileage, elec start, sump/frameguards, barkbusters, very light green lane use, well maintained, immaculate, £2995. Tel 01626 337572 or 01626 335997 (Devon)

Choice of two Honda XR600Rs, both with big tanks, T&T, vgc, 1991 bike, £1395, 1997 bike, £1950. Tel (mobile) 07981 550065 or 01993 830657 (Oxon)

KTM 200EXC, 2003, little use, well maintained, lots of spares inc wheels, exhaust, tank plus more, exc cond, reluctant sale, £2800. Tel 0116 230 2965 (Leics)

Suzuki DR-Z400E, Dec '04, 1900 miles, very light trail use, mature owner, £450 worth of extras, £3100 or poss p/x. Tel 01977 620990 (Yorks)

Suzuki DR-Z400E, 2000, T&T, well maintained, new tyres/plas-

FREE CLASSIFIEDS

tics, hand/sumpguards, £2000. Tel 07788 114793 (Wilts)

Honda XL600, 1985, red/white/blue, dual start, T&T, gold wheels, £975. Tel 01780 740914 (Lincs)

Honda XR400R, 2002, T&T, handguards, bashplate, CRD exhaust, new c+s, vgc, £2600 ono. Tel (mobile) 07884 465996 or 01202 877087 (Dorset)

Honda XR650L, 2003 model, air-cooled, red, 4000 miles, very little use, mint cond, phone for details, £3200. Tel 01785 663832 (Staffs)

Kawasaki KDX250 enduro, 1991, MoT, recent complete engine overhaul inc crank, new tyres, ready to ride, £1095. Tel 07710 39206(?)

KTM 200EXC(GS), 2002, autolube, plenty of extras, green laned only, low soft seat available, needs nothing, vgc, delivery possible, £2390. Tel 07788 144445 (London)

Honda XR650R, 2001, Y-reg, T&T, 5100km, regular oil changes, new tyres, recent c+s, good cond, £2495 ono. Tel 07815 500261 (Kent)

Gilera Dakota 500, 1993, Italian import, white/red, Dakar style, unused carb included, be different, £1450. Tel 07810 845852 (Hants)

Chituma GY200, 2005, red/white, only six miles, Chinese-built Honda type trailie, £950. Tel 07810 845852 (Hants)

Yamaha WR450F, 54-reg, hardly used, too many extras to list, a regrettable sale, £3800 ono. Tel (mobile) 07957 881481 or 01580 891069 (Kent)

Yamaha YZ250, 2003, road reg'd, taxed, very tidy bike, exc cond, £2495 ono. Tel 01803 812940 (Devon)

Beta Rev 3 trials bike, 2003, very little use, immaculate cond, £1695 ono. Tel 01803 812940 (Devon)

PBH trail/enduro, T&T, 4T Rotax engine, six-speed, WP suspension, some spares, used for MCC trials, £1000. Tel 01234 822074 (Beds)

Honda CRM250 mkI, red/white, FMF pipe, large pegs, skid-plate, good cond, £900 ono. Tel Dave on 07859 374047 (Staffs)

Honda CRF450 supermoto, 2003, road reg'd, Akrapovic system, set of MX wheels, some extras, £3250 ono. Tel 07980 983928 (Kent)

KTM 450EXC, 2005, many extras, very clean, lack of use forces sale, first to see will buy, £3650 ovno. Tel 07831 298077 (Kent)

KTM 520EXC, 2000, elec start, black Excels, handguards, orange tank, new radguards, enduro/greenlane use, exc cond, £2100. Tel 01483 539030 (Surrey)

Gas Gas EC200, reg'd Feb '03, well maintained, plastics not as new, nine outings in last year, £2400. Tel 07932 182966 (Gloucs)

Husqvarna WR125 enduro, Sept '03, 1700 miles, one owner, light off-road use only, exc cond, £2550 ono. Tel 02380 402315 (Hants)

KTM 400EXC Six Days, 2003, T&T, 3850 miles/167 hours, loads of history, mechanically good, good cond, £3200 ono. Tel (mobile) 07786 934363 or 01935 881088 (Somerset)

Honda XR400R, 2003, 4000 miles, oil change every 400 miles, say no more it's an XR, £2450. Tel (mobile) 07970 835959 or 01462 742767 (Herts)

Yamaha WR426F, 2002 green laned, brush/frameguards, Renthals, fender bag, good condition, £2600. Tel (mobile) 07962 238349 or 01582413058 (Beds)

KTM 400EXC, May '03, never raced, Endurance computer, new tyres, immaculate cond, lack of use forces sale, must be seen, £3300. Tel 01706 715377 (Lancs)

KTM 250EXC, 2003, £2800. Tel (mobile) 07904 831958 or 02825 630334 (N Ireland)

Honda CRM250 mkII, 1993, K-reg, MoT, 14500km, full DEP exhaust, bashplate, frameguards, well maintained, £1650 ono. Tel 01691 839069 (Shrops)

Gas Gas EC200, April 2004, taxed, new c+s/tyres, trail ridden by mature rider, £2700 ono. Tel 07836 205354 (Powys)

KTM 450EXC, 2003, lane use only, regularly maintained, barkbusters, sumpguard, Forksox, compression tubes, clutch-saver, Execute graphics, spares, £3250. Tel (mobile) 07843 045704 or 01626 872902 (Devon)

Honda XR250R, 1998, 10500km, many new parts, exc cond, new bike forces sale, first to see will buy, £1650 ono. Tel 01380 727993 (Wilts)

Honda CRM250 mkIII, nut and bolt rebuild inc suspension,

clutch, DEP system, 'guards, some spares, receipts, mint cond, the best you'll find, £2000. Tel 07941 903691 (Cheshire)

Honda CRF250X, 2004, road reg'd, stored whilst owner overseas, green lane use, save on new, first to see will buy, £4000 ono. Tel 01600 860779 (Monmouth)

Yamaha WR426F, 2002, MoT, one owner, low miles, well maintained, green lane use only, exc cond, £2400. Tel 07866 731100 (Warks)

Yamaha TTR250, 1994, T&T, new tyres/battery/bars and cables, brushguards, toolkit, well maintained, exc cond. Tel 01628 782656 (Berks)

Beta Alp 200, 2003, 52-reg, 2500km, fully road legal, ideal green laner/long distance trials bike, exc cond, £1700. Tel Paul on (mobile) 07867 501893 or 020 8313 3025 (Kent)

KTM 525EXC, 2004, 40 hours' use, green lane use only, with all manuals/receipts, extras, super cond, £3800 ovno. Tel (mobile) 07749 348457 or 01273 463021 (W Sussex)

Honda XR400R, 1997, T&T, well looked after, exc cond, £1900. Tel (mobile) 07951 702373 or 01454 260284 (Bristol)

Suzuki RMX250, 1994, UK bike, road kit fitted, reliable and tidy, exc cond, £1100 ono. Tel 01926 633394 (Warks)

Husqvarna WR125E, 2003, 2000 miles, not used off-road, mint cond, £1950. Tel 01691 655721 (Shrops)

Yamaha WR250F, 2003, road legal, elec start, DEP exhaust, Renthals, bashplate, never raced, £2795 ovno. Tel 07801 752230 (London)

KTM 400 LC4, 2000, X-reg, orange/silver, MoT, 2500 miles, standard bike, indicators removed for green lane use, exc cond, £1995 ono. Tel 01233 851112 (Kent)

Yamaha TTR250 Raid, 1998, T&T, low miles, exc cond, £1500 ono. Tel (mobile) 07762 376422 or 01279 310862 (Essex)

Honda Transalp, 1991, 36000 miles, T&T, lovely runner, fair cond for year, £800 ono. Tel 01908 562837 (Bucks)

Honda XR600R, 1998, new O-ring c+s/ front and rear discs/pads/wheel and head bearings, Arrow silencer, Renthals, Acerbis hand guards, green laned only, exc cond, £1850 ovno. Tel (mobile) 07764 476934 or 02380 611110 (Hants)

Honda XR650R supermoto, 2001, T&T, UK bike, with off-road wheels, exc cond, first to see will buy, £3250. Tel 07971 144440 (N Yorks)

KTM 450EXC, 2003 model, taxed, very low miles, light green lane use, good cond, £3000 ono. Tel (mobile) 07835 321880 or 01287 205335 (Cleveland)

Yamaha TTR250 Raid, M-reg, T&T, good runner, recent c+s, handguards, bashplate, oil cooler, rear rack, a few spares, £1100. Tel 01772 466134 (Lancs)

KTM 450EXC, 2004, road reg'd, only 14 hours' use, green lane use only, this bike is mint, no timewasters please. Tel 07870 553840 (Cheshire)

Honda XR200R, 1982, X-reg, T&T, Showa ProLink suspension, Showa forks, alloy rims, plastic tank, new silencer/tyres etc, classic enduro, £1200 ono. Tel 07855 680966 (Cleveland)

Suzuki DR-Z400, yellow, reg'd 2000, T&T, 2800 miles, FMF system, green lane use only, lowering kit included, £1950. Tel 07941 608761 (Staffs)

Husqvarna WRE125, 1995, T&T, autolube, new tyres/c+s, forks serviced, Acerbis handguards, good cond, dual sport, £1250. Tel 07966 053916 (S Wales)

Honda CRM250, 1993, K-reg, T&T, 35000km, DEP pipe, new plastics, Renthals, £1550. Tel 07859 060595 (Notts)

Derbi Senda R, 50cc, 2003, taxed, 2000 miles, was stolen/recovered, ideal first bike, vgc, £995. Tel 01564 794597 (W Mids)

Honda CRF450R, 2003, road reg'd, taxed, lights, sidestand, sumpguard, inlet valve mod, spares kit, green lane use only, vgc, £2650. Tel 01564 794597 (W Mids)

Kawasaki KIX250, 1995, T&T, dual start, spare Acerbis tank, good road legal cond, £1095. Tel 01539 725242 (Cumbria)

KTM 400EXC, T&T, 1400 miles, new rear tyre/plastics, some spares, green lane use only, £3200 ono. Tel 01634 818004 (Kent)

Honda XR650, 2002, 7500km, B&B frameguards/bashplate, Renthals, new c+s, spare enduro wheels and supermoto wheels, lots of spares, £2500 or £2000 without supermoto parts. Tel 01227 770449 (Kent)

Enduro left-hand sidecar, 1987 Wasp chassis, Honda CR500 engine, road reg'd, completely rebuilt engine, new

clutch/brakes, spare front wheel, £995. Tel 01227 770449 (Kent)

Yamaha WR400F, 1998, T&T, fully road legal, usual extras, exc cond, £1900 ono. Tel (mobile) 07765 945959 or 0117 961 5768 (Bristol)

Yamaha WR450F, Nov '04, 54-reg, 562 miles, green lane use, Renthal bars/grips/and sprockets, sump/frame/handguards, £3700 ono. Tel 07971 834656 (Derbys)

BSU sidecar, 2002, BSU chassis, KX500 motor, two sets of Talons, full spares kit, professionally built, cost thousands, vgc, £2600 with trailer. Tel (mobile) 07862 247887 or 01242 519500 (Gloucs)

CCM 604E, 1999, T-reg, 3400 miles, new battery/tyre/pads/bearings/seat cover, forks rebuilt, vgc, must be seen, £1800 ono. Tel (mobile) 07910 173555 or 01953 498469 (Norfolk)

KTM 200EXC(GS), 2000 model, autolube, T&T, recent c+s/ front tyre/brakes, lane use only, brilliant fun machine, £1850 ono. Tel 07977091651 (Warks)

Yamaha TTR250 Open Enduro, 1993, K-reg, low miles, Renthals, CRD frameguards, TwinAir filter, larger than standard rear rack, rest of bike completely standard, exc cond, £1300 ono. Tel (mobile) 07793 565537 or 01642 550717 (Cleveland)

Honda XR400R, 2001, red, T&T, Renthals, sumpguard, Acerbis handguards, light green lane use only, very tidy bike, £2295. Tel 01380 830983 (Wilts)

KTM 450EXC, 2004, very low miles, mainly green lane use, recent service/brakes/c+s, vgc, £4250 ovno. Tel Glen on 07768 698915 (Herts)

KTM 250EXC, 1999, T&T, 30 hours' use since full engine rebuild, reliable, well maintained, many new parts, good cond. Tel 01423 540646 (N Yorks)

Suzuki DR-Z400E, 2001, Y-reg, T&T, green laned only, sump/handguards, new plastics, regularly serviced, vgc, £2300 ono. Tel 01200 428135 (Lancs)

Honda CRM250 mkIII, 1995, white/red, T&T, Renthals, DEP silencer, sump/frameguards, well maintained, exc cond, £1600. Tel 01438 226868 (Herts)

Honda CRM250 mkII, T&T, 11000km, RSV pipe, ASV levers, Renthals, new piston/reborn, wide pegs, great bike, must go, £850. Tel 07900 244036 (Berks)

Honda XR600R, X-reg, 2000, 6000km, CRD exhaust, green lane use, well serviced, good cond, £1850 ono. Tel 01708 857004 (Essex)

Suzuki DR350S, J-reg, T&T, Renthals, Acerbis handguards, mature owner, good cond, £1250. Tel (mobile) 07906 579381 or 01980 654112 (Wilts)

Yamaha WR450F, 53-reg, elec start, green lane use only, Renthals, hand/frameguards, superb example, £3500 ono. Tel (mobile) 07976 985292 or 01460 221546 (Somerset)

CCM 604DS, 2001, 3500 miles, fitted with R30 wheels, c/w trail wheels/spare plastics/seat and can, many spares, £2700 or poss p/x. Tel (mobile) 07870 873979 or 01568 708931 (Hereford)

KTM 250EXC 4T, April '04, 900 miles, all original road kit/manuals, handguards, clutchsaver, sumpguard etc, fully maintained, vgc, £3500. Tel 01600 861848 (S Wales)

KTM 400EXC, June '04, 600 miles, handguards, clutchsaver, sumpguard etc, fully working, needs nothing, exc cond, £3900 ono. Tel 01600 861848 (S Wales)

Honda SL230, 2001, only 1300km, exc cond, £1950 ono or exchange bigger trailie with cash either way. Tel 01453 836575 (Gloucs)

Honda CRF250X, 2004, 1700 miles green lane use, Flatland radguard, sumpguard, regular oil changes, mature owner, some spares, vgc, £3500 ono. Tel 01494 677059 (Bucks)

KTM 450EXC, '04 model, 04-reg, 77 hours' use, one owner, properly serviced and maintained, handguards, bashplate, c asesaver, road kit, £3425 ovno. Tel 07747 112969 (Derbys)

BSA B40, 1960 reg'd, trial trim, new front tyre/alloy silencer, oil tank, mudguards, vgc, £1495 or poss p/x trail bike. Tel 01495 773723 (Gwent)

Yamaha WR400F, 1998, road legal, T&T, new c+s/discs/tyres, lots of spares inc wheels, vgc, £1795. Tel 01189 891893 (Berks)

KTM 250, 1994, road reg'd, road kit, some spares, exc cond, £995 ono. Tel (mobile) 07879 815235 or 01280 815225 (Bucks)

Suzuki DR-Z400E, 2002, yellow/black, low miles, Acerbis handguards, exc cond, £2495. Tel 01539 621779 (Cumbria)

CCM 604, 02-reg, CCM diji speedo, LED lights, all original parts, better than new, £3000 or may p/x twin-shock enduro, WHY. Tel 01594 564163 (Gloucs)

Yamaha WR250Z, 1998, two-stroke, blue, road reg'd, FMF Fatty

pipe, barkbusters, with manual and spares, can email pics. Tel 07967 801626 (Derbys)

Gas Gas EC300, 2004, T&T, 15 months old, well maintained, very reliable, very good original cond, £3150 ono. Tel 01237 470238 (Devon)

Suzuki DR-Z400, 2002, daytime MoT, taxed, kickstart, graphics, new c+s, CRD exhaust, green lane use, £1800 ono. Tel 07985 979131 or 01489 573018 (Hants)

Yamaha WR400F, 2001, 2800 miles, T&T, CRD power pipe, new rear tyre/gripper seat, very clean cond, £3300. Tel 07768 262767 (Notts)

KTM 400EXC, 2002, KTM private plate, hand/sump/forkguards, soft seat, little used second bike, no expense spared, £2800 ovno. Tel 07795 421404 (Wilts)

Suzuki DR-Z400S, 2003, 2700 miles, new c+s/tyre, spares, been off-road only five times, vgc, £2450 ono. Tel 07971 182339 (Kent)

Yamaha YZ450F supermoto, 2003, road legal, T&T, Akrapovic pipe, KAIS suspension, steering damper, Braking disc/caliper, MX kit, £4000. Tel (mobile) 07793 134084 or 01603 890277 (Norfolk)

Yamaha WR250F, 2003, taxed, elec start, road kit, full 'guards, dyno'd, exc cond, £3100 ono. Tel (mobile) 07837 550939 or 01538 371656 (Staffs)

Yamaha WR250F, 2003, road reg'd, little use, well maintained, spares, mint, £2900. Tel 01598 763410 (Devon)

Gas Gas EC300, 2004, 04-reg, taxed, frame/handguards, FMF silencer, well maintained, great cond, can email photos, £2995. Tel 01926 883469 (Warks)

Yamaha WR250F, 2003, 53-reg, very low miles, green lane use only, new tyres, very clean bike, £3700. Tel 01803 314463 (Devon)

Yamaha TTR250R, 2005, blue, elec start, only 488 miles, green lane use, handguards, short levers, lowered seat, as new cond, £2950. Tel 01603 414157 (Norfolk)

Gas Gas EC400FSE, 2002, needs engine work, lots of new parts, Fatbars, Ohlins shock, USD forks, good cond, £700 ono. Tel 07887 703979 (Bucks)

Honda XR600R, 1991, MoT, big tank, well maintained, some spares, ready fore Morocco or the Ridgeway, £1495 or may p/x Funduro, Dominator, KLR650 etc. Tel 01993 830657 (Oxon)

KTM 400EXC, reg'd May 2004, 52 hours' use, new front tyre/pads, spare filters/lights/plastics, sump/clutchguards, £3500. Tel (mobile) 07748637996 or 01827 52592 (Staffs)

Honda XR600R, 1998, new O-ring c+s/discs/pads/wheel bearings/head bearings, Arrow silencer, Renthals, Acerbis hand/frameguards exc cond, £1700. Tel (mobile) 07764 476934 or 02380 611110 (Hants)

Gas Gas Pampera, 2002, T&T, skidplate, spare bits and pieces, green lane use only, new bike forces sale, must go, £1650 ono. Tel (mobile) 07788 627659 or 01865 882325 (Oxon)

Yamaha WR450F, 2004, road reg'd, low miles, well maintained, Akrapovic system, K-tech suspension, Braking discs, Renthals etc, £3800ono Tel Andy on (mobile) 07989 588567 or 01452 780010 (Gloucs)

Suzuki DR250 XC Djebel, 2000, V-reg, excellent trail bike with the dual start DOHC engine, Renthals, good tyres/c+s, usual Djebel extras, good cond, phone for more details, £1400. Tel (mobile) 07973 565537 or 01642 550717 (Cleveland)

KTM 400EXC, 2002 model, road reg'd, T&T, bashplate, handguards, c/w rear trials tyre, £3250 ono. Tel (mobile) 07768 143963 or 01344 761707 (Berks)

Kawasaki KDX220, 1999, MoT, new AC10 tyres/FMF graphics and seat/piston kit, superb reliability, brushguards etc, vgc, £1500. Tel (mobile) 07813 646223 or 01925 419366 (Cheshire)

KTM 450EXC, '03 model, 52-reg, taxed, light use, exc cond, £2950. Tel 01202 381110 (Dorset)

Honda XR400R, W-reg, T&T, 9000km, hand/sumpguards, fenderbag, some spares, workshop manual, new bike forces sale, £2000. Tel 07890 181780 (Warks)

Yamaha WR450F, 2004, radguards, Renthals, new off-road tyres, light green lane use only, also Talon supermoto wheels and tyres, plus a few other spares, £3995 the lot. Tel 01237 424724 (Devon)

Kawasaki KLR650 C8, 2002, new road legal BSM exhaust/battery/front tyre etc, offers around £2000. Tel (mobile) 07970 189977 or 01945 420434 (Lincs)

Montesa 315R, 2001, great trials bike, new little end/piston/clutch/rear linkage/Michelin X11 tyres, Hebo footrests, she will go for years, bargain at £1250. Tel 07974 396407 (Shrops)

FREE CLASSIFIEDS

Husaberg FE400e, 2002, reg'd, one owner, dealer serviced, little use therefore original and great cond, bargain at £2250. Tel 07974 396407 (Shrops)

Yamaha WR450F, 04-reg, taxed, green lane use only, hand guards, priced to sell at £3250 but no offers please. Tel 07831 827652 (Oxon)

Suzuki DR-Z400S, 2000 model, light trail use, fully serviced, mint cond, ring for more details, £2150 ono. Tel 01262 672184 (E Yorks)

Honda XR400R, 2003, 1700miles, all original parts plus pumper carb, Renthals, barkbusters, road legal and enduro tyres, show-room cond, £2600. Tel (mobile) 07917 832845 or 01457 834359 (Lancs)

CCM 404DS, August '04, blue, 1800 miles, black Morad rims, big sumpguard, brush guards, scuff on silencer but mostly exc cond, £2990 ono. Tel (mobile) 01453 844855 or 01179 363153 (Gloucs)

Honda XR400R, 1999, white, green lane use only, Renthals, Acerbis handguards, Vortip, good cond, £2300 ovno. Tel (mobile) 07884 181980 or 01273 593227 (W Sussex)

Yamaha XT600E, 2002, 02-reg, blue, 3000 miles, new tyres/MoT, no off-road use, exc cond. Tel 01225 357887 (Wilts)

Suzuki DR-Z400E, 2001, only 1900 miles, road legal, vgc, £2450 ono. Tel 07709 421543 (Somerset)

Yamaha XTZ750, J-reg, blue/white, T&T, 28000 miles, Scottoiler, crash bars, high screen, clean bike, £1700 ono. Tel 01862 894176 (Ross-shire)

KTM 400EXC, 2002, 2700 miles, trail use only, handguards, mousthes, £2750 ono. Tel (mobile) 07814 038982 or 0121 604 2996 (W Mids)

KTM 625SX, 2004 model, only 1400 miles, KTM and WP manuals, exc cond, like new, must be seen, £3950 ono. Tel 01824 709754 (Denbighshire)

Gas Gas Pampera, 2004, taxed, under 1000 miles, handguards, fork protectors, stainless fittings, spare sprockets, as new, £2000. Tel 01834 813744 (Pembrokeshire)

Honda XL250, 1984, T&T, 13700km, very reliable, good c ond, £950 ono. Tel 01264 337220 (Hants)

Husqvarna TE610E, 2001, 7000 miles, sumpguard, new rings, vgc, Talon supermoto wheels included, £2400. Tel 07810 884921 (Hants)

Suzuki DR-Z400E, 2001, little use, green laned six times, Yoshimura pipe, reliable bike, good cond, £2400. Tel 07876 746919 (Cheshire)

CCM 404E, March 2004, 04-reg, taxed, 2200 miles, enduro exhaust, full bashplate, £2650. Tel 07792 265318 (Cornwall)

Yamaha WR250F, 2004, elec start, new plastics/graphics, carbon frameguards, exc cond, £3050. Tel (mobile) 07770 673323 or (days) 01376 528111 (Essex)

KTM 640 Adventure, 2003, taxed, 8000 miles, FKTMESH, new c+s, spares, £3995 ono. Tel 01751 430515 (N Yorks)

Honda CRM250 mkIII, 1995, red, MoT, mature owner, DEP pipe, Renthals, new head bearings/fork seals, tidy bike, £1795. Tel 01932 240150 (Surrey)

Gas Gas EC450FSE, one owner, taxed, light use, Acerbis handguards, CRD sumpguard, well maintained, exc cond, too many work commitments, £2850 ono. Tel 07709 209007 (Cheshire)

KTM 400EXC, 2005 model, road reg'd, only 12 hours/250 miles use, KTM hand/sumpguards, huge saving on list price at £3750. Tel Si at TBM on 020 8840 4760 (London)

Honda XR200, 1995, white, T&T, front disc model, very little use last four years, £850. Tel 01943 466184 (W Yorks)

Kawasaki KDX220R, 04-reg, taxed, 1200 miles, trail use only, Boyesen needs, full spares kit, handbook, mint cond, £2400. Tel 01380 729982 (Wilts)

KTM 250EXC, 1999, total engine/chassis rebuild, Doma, Renthals, wave discs, bushguards, vgc, £1495 ovno. Tel 07731 560638 (N Ireland)

Husqvarna WR250, 2003, taxed, one owner, hardly used, vgc, £2750 ono. Tel (mobile) 07818 403699 or 01932 227548 (Surrey)

Kawasaki KDX220R, 2003, road reg'd, road kit fitted, green lane use only, vgc, £2500 ono. Tel (mobile) 07979 700706 or 01905 757950 (Worcs)

KTM 200EXC, 2002, bashplate, handguards, case saver, very little use, £2400. Tel (mobile) 07917 570554

or 01209 843834 (Cornwall)

AJP PR4 125 supermoto, 04-reg, only 2000 miles, commuter use, never been off-road, mature owner, £1500. Tel 07900 500109 (W Mids)

Honda XLR250, 1993, white/red, T&T, 13000km, two spare tyres, good cond, £1500 ono. Tel 01803 553093 (Devon)

KTM 200EXC, 2004 model, road legal, taxed, 50 hours' use, never raced, green lane use, mature owner, serviced, mint cond, £3295 ono. Tel 01823 673054 (Somerset)

Yamaha WR250F, 2002, used twice in last 18 months, green laned only, vgc, £2200 ono. Tel (mobile) 07813 751948 or 01824 707190 (Denbighshire)

Honda XLR200R, 1998, S-reg, 4200km, T&T, elec start, spares and manuals, very good standard cond, £1195 ono. Tel 01276 686720 (Surrey)

KTM 200EXC, 2004, hand/sumpguards, well maintained, good cond, emigration forces reluctant sale, priced to sell at £2500. Tel 01728 638623 (Suffolk)

Gas Gas EC200, 2004 model, road legal, fully serviced, some spares, good condition, ready to go, £2650 ono. Tel (mobile) 07855 272658 or 01246 863936 (Derbys)

KTM 400EXC, 04-reg, 10 hours' only, never been off-road, new Michelins/mousthes, clutches/over, billet fuel/oil caps, sump/hand guards, mint, £3850 ono. Tel (mobile) 07771 858793 or 01833 690171 (Co Durham)

Gas Gas TXT280 Pro trials bike, 2003, red, two mature owners, light use only, head spacer kit making it easier to start, fully sorted, immaculate cond, £1850 ono. Tel (mobile) 07889 786325 or 01895 239757 (Middx)

Kawasaki KDX200, 1988, air-cooled, MoT, exc green laner, good cond, £650. Tel 07976 208202 (Northants)

KTM 400EXC, 2004, 15 hours' use, extras inc fan, handguards, skidplate, axle puller, spares kit, oil/filter after every outing, £3800. Tel 01296 712267 (Bucks)

Suzuki DR-Z400E, 2001, T&T, very little green lane use, exc cond, must be seen, £2450 ono. Tel (mobile) 07974 089273 or 01275 830661 (Bristol)

KTM 450EXC, 2004, new fork seals/oil/pads/front tyre, well maintained, house forces sale, £3700. Tel (mobile) 07855 771002 or 01633 614382 (Gwent)

Suzuki DR-Z400E, Feb '05, Renthals, brushguards, light green lane use only, superb cond, new bike forces sale, £2750. Tel (mobile) 07899 904058 or 01371 831145 (Essex)

Gas Gas Pampera, 2001, MoT, uprated rear spring, some spares, well maintained, best bike for Long Distance Trials, pics available, £1600 ono. Tel (mobile) 07850 435270 or 01276 20995 (Surrey)

Suzuki DR-Z400E, 2001, 4600 miles, green lane use only, extras fitted, exc cond, £1895 or may p/x small car. Tel (mobile) 07968 962286 or 01773 744014 (Derbys)

KTM 200EXC, new in 2004, 04-reg, low hours, taxed, Doma exhaust, handguards, new c+s, good cond, £2650. Tel 02476 595163 (W Mids)

Honda XR250R, R-reg, white, T&T, 13400km, recent c+s, new tyres, some spares, trail use only, exc cond, injury forces sale, £1650 ono. Tel (mobile) 07764 458176 or 01993 709412 (Oxon)

Yamaha TTR250 OE, L-reg, T&T, approx 16000 miles, £1200 ono, Tel Martin on 01295 819270 (Oxon)

Honda XR250, 1995, electric start, 280 kit, many new parts, sump/frame/bushguards, good cond for year, £1250. Tel (mobile) 07836 226462 or 020 8204 9116 (Middx)

Kawasaki KMX125, G-reg, green/blue, only 15000 miles, had new tyres/c+s before being stored for eight years, completely standard except derestricted, starts fine though needs slight fettling due to storage, good cond, can email pics, £700 no tyre-kickers. Tel 07740 520538 (Beds)

WANTED

Wanted parts for Honda XL185, head, barrel, piston, in good cond. Also Excel front rim for KTM or complete wheel, and soft/lower seat. Tel 01242 514856 (Gloucs)

Wanted TBM issues two and three, fair price paid. Tel 01594 835025 (Gloucs)

Wanted original toolkit for Honda XR400R, help me get my sparkplug out. Tel 07709 352844 (Suffolk)

Wanted FMF Powerbomb pipe to fit Yamaha WR/YZ400F, maybe 426 will fit? Tel 07976 075482 (Lancs)

Wanted parts for Yamaha XT250, 1980-83, head, camshaft, rockers, must be in vgc, even complete engine considered. Also information about XT250s very welcome. Tel 07984 077473 (London)

Wanted aftermarket exhaust and bashplate for Honda XR250. Tel 01785 663832 (Staffs)

Wanted road legal exhaust for XTZ660, ideally complete. Tel 01299 832114 (Worcs)

Wanted DR400S twin-shock parts, forks, sidepanels, engine parts, anything considered inc cheap non-runner/basket-case. Tel 01305 826670 (Dorset)

Wanted parts for 1978 Suzuki TS50, looking for one to break, need seat and various components. Also wanted technical manual for same or any TS ER models. Tel (mobile) 07974 417587 or 01286 678477 (N Wales)

Wanted Honda XR600R, 1980s model for winter restoration, any cond, will collect, private buyer. Tel 01282 412534 (Lancs)

Wanted parts for 1987 Yamaha YZ250, 21HH model, for someone getting back into bikes after a few years out. Tel 07787 990692 (Manchester)

Wanted twin-shock enduro bike, European preferred, V5 important, condition not, most things considered from 50-400cc, the odder the better. Tel 01594 564163 (Gloucs)

Wanted any bits for 1976 Yamaha DT250C, exhaust, speedo, bashplate, literature etc. Plus any trick bits you may have too. Tel (mobile) 07970 189977 or 01945 420434 (Lincs)

Wanted off-road wheels to fit XR400R, must be in good cond. Tel 07977 063764 (Wirral)

Wanted engine parts for 1997 Husaberg 501, urgently require complete top-end, cylinder head, barrel, or complete engine, runner or non-runner, can you help? Tel (mobile) 07718 036247 or 01761 415939 (Avon)

Wanted parts to convert DR-Z400S into E-model, cams, Keihin carb, exhaust. Also wheels wanted. Tel 01943 879299 (W Yorks)

Wanted Remus exhaust and Y-piece for BMW R1150GS, in good cond please. Also taller screen required. Tel (mobile) 07903 777262 or 01491 614328 (Oxon)

Wanted Gas Gas or KTM 250/300 2T, p/x or swap for my mint 04-reg KTM 400EXC with everything on it, value £3850. Tel (mobile) 07771 858793 or 01833 690171 (Co Durham)

Wanted TBM issues, numbers 20, 23, 24, 27, 37, 47, 63, 80. Have others to swap, see spares category. Tel 07754 277550 (Scotland)

SPARES

TBM issues for sale or swap, issues 2, 4, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 58, 70, 71, 87, 88, 89, 95, 101, 103, 105, 113, 116, 117. Tel 07754 277550 (Scotland)

Kawasaki KX80L, 1988, non-runner, good for spares, £150. Tel 01296 330949 (Bucks)

Pair of wheels for Suzuki RM, polished hubs, black rims, stainless spokes, discs, bearings and spacers. Tel 01296 330949 (Bucks)

Pair of wheels to fit KTM 640 LC4, fit 2004 push-drive model, stronger spokes than EXC, exc cond, £195 plus postage. Tel 01594 835025 (Gloucs)

Large fuel tank to fit 2003-04 KTM two-strokes, believed to be 11L, with rad panels and tap, exc cond, £95 ono. Tel 01594 835025 (Gloucs)

TBM magazines 5-96, missing 7, 14, 15, 17, 90, all in exc cond, £55 plus postage. Tel 01594 835025 (Gloucs)

FMF Q-pipe to fit Yamaha WR250F, exc cond, £170 ono. Tel (mobile) 07770 801711 or 01205 722468 (Lincs)

Black Talon supermoto wheels, from CCM 644DS, discs, sprocket, tyres, caliper hanger, spacers, short sidestand, approx 600miles, exc cond, £450 ono. Tel Tim on 01455 610850 (Leics)

Hebo universal hydraulic clutch conversion kit, unused, still in box, £95 ono. Tel (mobile) 07929 838301 or 01829 740148 (Cheshire)

Supermoto wheels to fit Husqvarna 250/450/510, black WRP rims, Battlax tyres, sprocket, discs, only 250 miles, bargain at £650 the lot. Tel 0161 4273448 (Cheshire)

Pair of Bridgestone Trailwing road tyres, OE on DR-ZS, approx 500 miles' use, £35 the pair, buyer collects. Tel Tim on 01455 610850 (Leics)

Supermoto wheels to fit Yamaha YZ/WR450/250, black Talons/Excels, Braking disc, c+s, fender etc, good cond, cost £1250, sell for £700. Tel 0191 518 2223 (Co Durham)

FMF Q-pipe and Powerbomb header to fit 2004 Yamaha YZ/WR450F, with carbon pipe guard, two months old, £200. Tel 0191 518 2223 (Co Durham)

CRD Ti system for Suzuki DR-Z400E, vgc, £250 ono. Tel 07831 298077 (Kent)

Spares for DR-Z400E, quiet silencer, £70. CFC caseguards, £25. CRD frameguards, £25. Bar risers, £10. Tel 01803 812940 (Devon)

Original KTM sumpguard to fit LC4, with all fittings, only on the bike for 50 miles, £55 one plus postage. Tel 01827 262753 (Staffs)

Yamaha XT600 parts, kickstart model, all engine parts, CDIs, plastics, gearbox parts, clutches, forks, shocks, electrics etc. Tel Dean on (mobile) 07767 703083 or 01754 820832 (Lincs)

Spares for KTM Duke II and LC4, wheels, forks, rads, race cans, plastics plus more. Tel (mobile) 07762 376422 or 01279 310862 (Essex)

Remus alloy race cans to fit Aprilia Caponord, plus connecting pipes, exc cond, £250. Tel 01474 705247 (Kent)

Genuine KTM panniers and rack for KTM 950 Adventure, with packaging and instructions, used only once, £325. Tel 01474 705247 (Kent)

Breaking CRM mkII, bottom-end complete, loom, CDI, rear wheel. Tel Mike on 07970 793358 (Oxon)

Genuine Yamaha workshop manual for 1998 WR250Z, vgc, £30. Tel Barry on 01977 673377 (W Yorks)

Spares for Aprilia Tuareg Wind 600, wheels, plastics, swingarm, clocks, carb and much more. Tel 01234 822074 (Beds)

Acerbis 22L long-range tank to fit Honda XR600/250, white, £150 ono. Tel (mobile) 07981 550065 or 01993 830657 (Oxon)

Motocross wheels, black Excels, gold Talons, good tyres, as new cond, cash and space needed, £330 ono. Tel 01202 691491 (Dorset)

Supermoto wheels to fit Yamaha WR450F, red WRP rims, YZ hubs, Goldspeed tyres, o-ring c+s, like new, £380. Tel 01795 661911 (Kent)

KTM 13L tank, suit EXCs 2000-onwards, £130. Tel 01980 654112 (Wilts)

Collection of TBMs, issues 5-114/Dec '95-Feb '05, good cond, serious offers over £50. Tel Neil on 01568 708931 (Hereford)

KTM LC4 parts, tank and seat, enduro and SM bodywork inc headlights/fenders/rad shrouds and sidepanels etc, offers. Tel 01600 861848 (S Wales)

Fox Tracker MX boots, black, size five, suit child/small lady, nice and flexible, offers. Also Osbe trials helmet, white, size small, worn twice, as new. Ikon MX helmet, blue/silver, size medium, vgc, offers. Tel 01600 861848 (S Wales)

Sinialo Ultradry trousers, 40in, little use, cost £120, sell for £45. Sinialo rain jacket, brand new, one size, cost £40, sell for £15. Tel 01634 812827 (Kent)

Kawasaki KDX220 parts, White Bros alloy sumpguard, £40. Alloy filler cap, £20. DEP tailpipe, £45. Tail-light, £30. All new. Tel 01380 729982 (Wilts)

KTM/Husaberg enduro wheels, fit 2000-02, complete with discs/sprockets, ready to fit, £250. Also loads of KTM 400EXC spares. Tel 07793 421404 (Wilts)

Wheels to fit KTM, gold Excels, black Talons, HD stainless spokes, rimlocks, Pirelli enduro tyres, HD tubes, discs, sprocket, spacers etc, offers. Tel 01600 861848 (S Wales)

Tank and fairing to fit Cagiva Elefant E900, blue Lucky Explorer stickers, £130 each. Tel (mobile) 07941 130647 or 0115 931 4372 (Notts)

Stolen/recovered Honda XR400R, 2002, front-end smash, perfect engine, bashguards, twisted forks/fender/bars, £1100 ono. Tel 07761 251156 (London)

Blue Talon wheels to fit 2004 Yamaha WR250F, titanium hubs. Also blue anodised oil/fuel caps, good cond, £375. Tel 07770 673323 (Essex)

Suzuki TS125 engine, 1981, complete except barrel and head, £50. Tel (mobile) 07960 719809 or (eves) 0117 961 0466 (Bristol)

STOLEN

Stolen Yamaha TTR250, reg GX02 CFE, stolen from trailer in Darenth, Kent, on 31/07/05, VIN no JYADG02X11A004489, engine no 4PX-010131. Tel 07800 584125 (Herts)

