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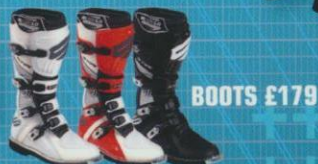
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# EDITORIAL

## Dumb & Dumber...

**W**hen the call came in to our office offering us the chance to race 100hp's worth of BMW HP2 up a German ski-slope, we did just have to check that someone wasn't yanking our chain. I mean it's not every day that you get invited to do something completely absurd on a motorcycle...

...Or is it? Because now I come to think of it, TBM has spent the last 11 years doing pointless things on dirt bikes, and then publishing the results. For instance there was the time we raced a little 50cc Rieju against a mighty BMW R1150GS in a Welsh Rally... And the little 'fifty' won!

Or the time we tested a pull-start, automatic, cast-wheel, belt-driven Canadian built enduro-racer from the Sixties, powered by a 700cc snowmobile engine.

With a motor which didn't want to start. Brakes which didn't want to stop, and no earthly way of slowing the thing down (or declutching) on the way down hills, the Rokon (as it was), taught me everything I needed to know about dirt bikes and fear.

Then there was the time we tried to re-enact a scene from the classic movie *North by Northwest* for a feature we were doing for our sister publication, *Supermoto*. Anyway this particular 'stunt' involved riding a Gilera Nordwest (the article was entitled *North by Nordwest*) along a grassy airstrip whilst a pilot in a 1940s light aircraft pretended to buzz the rider.

All would have been well had we not chosen one of the windiest days of the year to do it on. As it was the pilot did amazingly well just to keep the old crate in the air - given that we were asking him to fly incredibly slowly in order that we could capture the picture of the plane and the bike *together* in one shot.

But it was clear that all was not well when we saw the pilot fighting with the controls just to keep

the thing from crabbing sideways in the cross-wind. And when the wing of the plane dipped so low that both bike rider and photographer had to take avoid-ing action, well we knew it was time to call it a day on that particular caper...

Other dumb ideas? Well does anyone remember the time TBM entered the world's toughest one day enduro - the Gilles Lalay Classic... on a trailie? I do, and the memory still haunts me to this day.

Or the time we got disqualified from the 2001 International Six Days Enduro in France - I'm particularly proud of that moment!

Then there was our fantastic idea to race Weston beach race on a classic dirt bike - a Yamaha IT495. Naturally enough it did the decent thing and seized early on in the proceedings - though we kept on riding it just for good measure!

Another infamous seizure happened to our Thousand Quid Racer project-bike which was an absurd idea we dreamed up whereby we would buy a cheap hack out of the classifieds - in this case a DT125 - and miraculously turn it into an inexpensive race bike. Of course it didn't quite turn out like that. Because having lavished a load of time and money on the project, the thing went and seized solid at its very first outing. And ended up costing us an arm and a leg to put right!

Of course I still maintain that the time we barrel-rolled an enduro sidecar outfit wasn't *all* my fault. I told the owner that I couldn't steer those godamn three-wheeled things, but he would insist on me trying. It's just a shame the passenger ended up getting caught underneath in the crash. I blame the outfit's owner for not listening to me in the first place.

And so... actually, when it comes down to it, blasting an HP2 up a very snowy ski-slope sounded like a mighty fine idea to us when it was first suggested. I mean what's the worst that can happen...?

SI MELBER

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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, John Hulme  
Designed by: Andy Riley

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TBM

Editorial Address:  
TBM PO Box 9845  
London W13 9WP

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

Subscriptions:  
Tel: 020 7903 3993

Advertising Manager:  
Natalie Watson  
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APRIL 2006







Out on his own: Multi-time world enduro champion Juha Salminen is so far ahead of the rest of the field in US GNCC, that frequently they don't even appear in the same photo. Pic: Jonty Edmunds

# PERSPECTIVE



# PERSPECTIVE

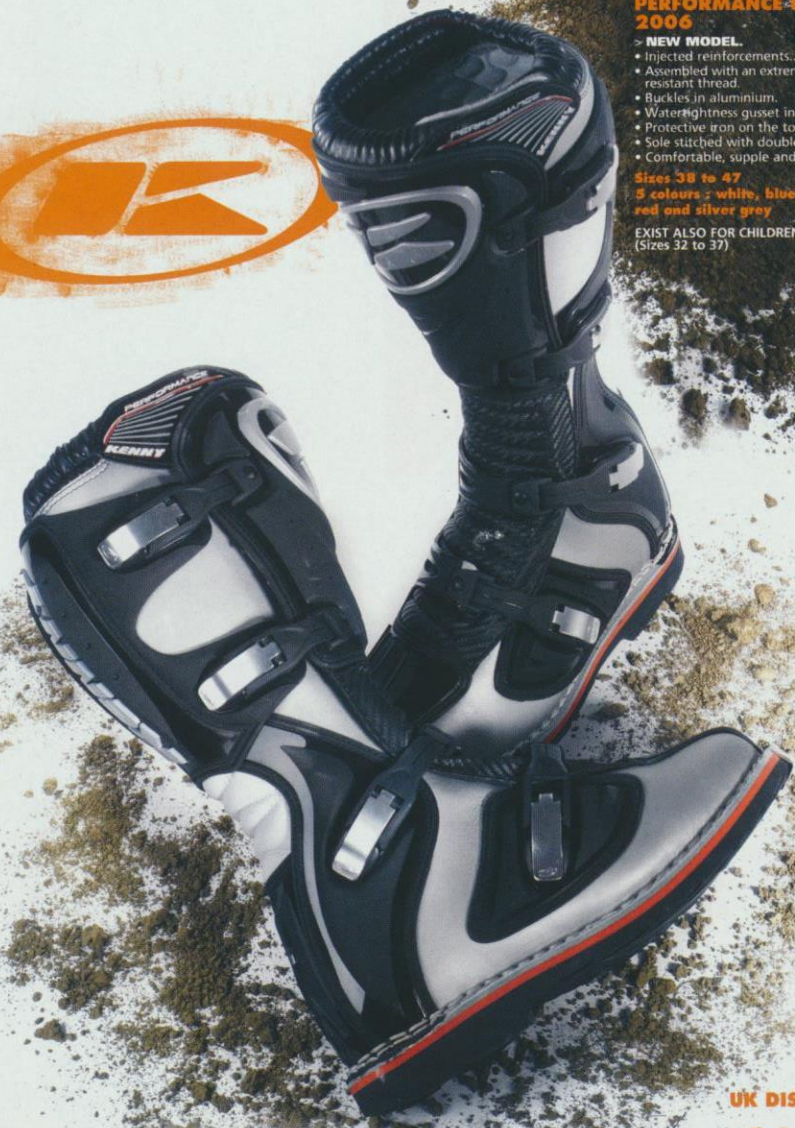
Not the M25! This is the view which greeted riders on the recent BMW R1200GS Adventure launch in northern Spain... Remind us why we live in the UK again...? Pic: Double Red



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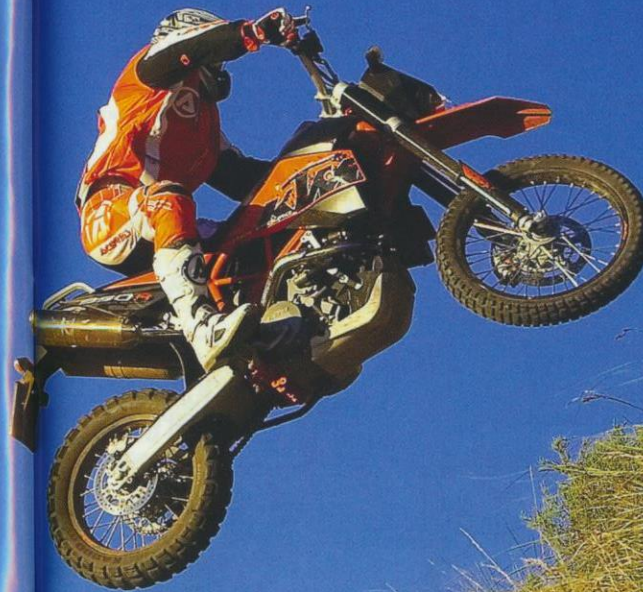


www.kenny-racing.com



# PERSPECTIVE

Jumbo Jet: KTM's forthcoming monster off-roader - the 950 Super Enduro R - looks set to be a beast of a bike when it finally lands in June this year. We're already trembling... Pic: P Mathis



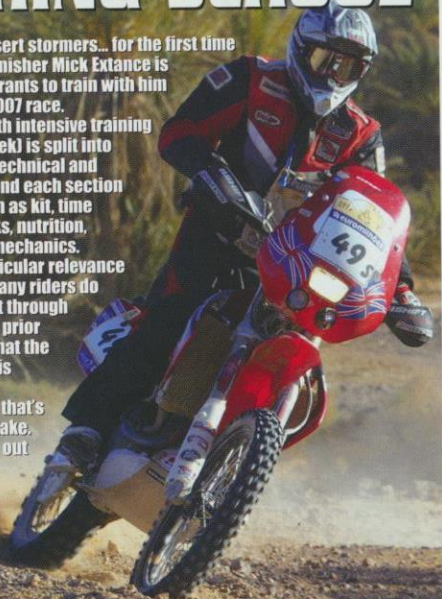


## FINISHING SCHOOL

Calling all would-be desert stormers... for the first time ever four-times Dakar finisher Mick Extance is inviting other Dakar entrants to train with him in preparation for the 2007 race.

The three or six month intensive training schedule (one day a week) is split into three parts - personal, technical and motorcycle handling - and each section will cover subjects such as kit, time management, roadbooks, nutrition, suspension and basic mechanics.

The course is of particular relevance for Dakar newbies as many riders do fail at their first attempt through lack of preparation and prior knowledge and, given that the average privateer cost is £40-60k in bike, entry, assistance and spares, that's a pretty expensive mistake. To find out more, check out [mickextance.com](http://mickextance.com) or [mpjo.co.uk](http://mpjo.co.uk).



## MERRI MAKER



Alloy Cat: Stefan Merriman's new alloy framed WR450F was in action at the opening round of the WEC in Sweden, and is likely to be a good indication of what the 2007 four-stroke Yamahas will look like. Unfortunately for the pint-sized Aussie he could only manage a best of fifth!

## OUT OF AFRICA

Charity's not normally a dirty word but in this case it most certainly is... Riders for Health are running their 'Enduro Africa' event in November 2006, which aims to provide 100 Honda CTX200 motorcycles for African health workers located in Zimbabwe.

TBM reader Kate Harrington is making the demanding 14-day, 1,800-mile off-road ride through South Africa aboard a CTX along with 100 other riders, with everybody handing over their Hondas to the Zimbabwean Riders programme at the finish.

Paul Edmondson, David Knight and Patsy Quick have already agreed to help Kate with her fundraising by donating personal items for auction. Kate needs to raise £5,000 in sponsorship money in order to buy her CTX so any donations will be gratefully received.



This potential fleet of bikes will make a huge difference to the health workers as it will enable them to reach remote rural communities quickly in order to deliver medicine and supplies to those most in need. As well as the bikes, Riders For Health also hope to provide 50k worth of training and maintenance costs from the trip.

If you would like to make a donation, call Kate on 07843 180394 or 0116 2849 459 or for more info check out [enduroafrica.com](http://enduroafrica.com) and [riders.org](http://riders.org).

## KNUCKLE HEAD

The latest wave of cheap 'n' cheerful Chinese imports includes the road legal WK (White Knuckle) 300 Enduro. This is the first mid-sized Far-Eastern trailie we've seen on these shores and it'll be interesting to see whether or not it will be any better than the smaller Urban, Hymo and Daijag 125 offerings.

Brought in by Quadzilla importer's *Fast Toys*, this would-be Chinese XR is powered by a bored-out 250cc SOHC four-stroke Suzuki (copy) lump housed within a steel chassis clothed with a set of rather unstylish body panels.

It comes with an electric boot and claims to have an 85cm seat height and a dry weight of 140kg,



which means it'll be pretty hefty when fuelled. A 125 and 450 version are also in the factory pipeline too.

The WR300's available in either red or blue and is retailing at £2399, plus OTR which should put it near the £2500 mark, all in.

Check out [fasttoys.co.uk](http://fasttoys.co.uk) or call 01507 523900 for more info.

## SPRING SALES



Spring is on its way and it's certainly cheered up the Adventure Sport category with sales up nine percent on last month, and although total motorcycle sales (registrations) have dropped ten percent, that's still three percent up on this time last year.

Now that the flurry of new registrations are over, the Trail/Enduro sector has settled to just one percent below last February's figures, not bad considering the current NERC bill threat.

The top three spots in the Adventure/Sport table remain unchanged, but Yamaha's pint-sized DT125R SM grabs fourth place from the Triumph Tiger which drops out of the top five. Meanwhile Suzuki's 650 V-Strom takes over fifth position from the XT125X.

On the Trail/Enduro front only one Chinese bike, the Urban, remains this month, but still beats new entries from Suzuki's RV125 and Beta's Rev 3, although it remains to be seen actually how many of these Chinese crackers will still be around come the end of the year.

Here's the complete figures...

### ADVENTURE SPORT

1	BMW R1200GS	103
2	Honda XL125V	57
3	DR-Z 400 SM	43
4	Yamaha DT125R SM	37
5	Suzuki 650 V-Strom	33

### TRAIL/ENDURO

1	Honda XR125L	86
2	Yamaha WR250F	67
3	Urban DZ125	50
4	Suzuki RV125	42
5	Beta Rev 3	41

## SNIPPETS

### WAYNE'S WORLD

Five times ISDE gold medal winner Wayne Braybrook is running a series of summer training days at his practice ground up in Lancashire.

The former BEC champ's courses are aimed at riders looking to improve their off-road technique. Honda CRF250Xs will be available on-site to ride or alternatively you can ride your own bike.

Prices are £179.99 per day (with use of 250X) or £340.00 for two days. With your own machine it's £139.99 per day or £250.00 for the two-day option. Available dates are:



26/27 May  
30/1 June/July  
14/15 July  
22/23 September

All prices include lunch, refreshments, accident insurance and riding kit if required (subject to availability). Call 0870 7742600 for info or to book.

### TAKE YOUR PICK-ERING

For the first time, the 2006 Ryedale Rally will be a two-day event, taking place on 10-11 June, starting each day in the Cropton Forest, Pickering, North Yorks.

The rally will consist of several laps over two different courses in two different forests with a liaison section between the two of moorland road with stunning views.

The tracks and fireroads course has been specially designed for big trailies and less experienced riders will be able to take part too, with approximately 100 miles to cover on the Saturday and 60 miles the day after. Entry is £95 - go to [enduronews.com](http://enduronews.com) for regs or email them at [slynes@aol.com](mailto:slynes@aol.com).





5 MINUTES WITH...

## SCOTT SUMMERS IS A FIVE TIMES US GNCC SERIES WINNER...

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

My first bike was an MR50, which I think I got when I was five years old, in '72. I did a lot of motocross and trail riding when I was young and then when I was 15 I got a Honda XR200. I felt like I truly learned how to ride a motorcycle when I got that bike because the power characteristics were extremely forgiving. I started to understand how I, as a rider, could affect the way the bike acted.

### WHAT WAS YOUR FIRST OFF-ROAD COMPETITION?

My first event would have been a motocross race when I was about seven years old. My first off-road event would have been a local two-hour Hare Scramble in Kentucky. I guess what really hooked me was the fact that I was able to race my 80cc bike and beat a lot of the older racers. It wasn't about how well I did back then. Once I got into my mid teenage years I started to figure things out and that's when my results really started to improve.

### WHAT HAS BEEN THE HARDEST EVENT YOU'VE EVER RACED?

For me the hardest events were the ISDE events I entered. I was just miserable at those races. I grew up riding in very tight trees, keeping the bike upright and steering with the rear wheel. I never used to lean the bike over so I never learned how to have confidence in leaning my bike and trusting the front wheel to grip. If you leaned your bike over in cross-country races in the US 10 or 15 years ago then you would hit a tree. At the six days you have to have a lot of confidence in the front wheel and lean the bike in the corners - everything I'd taught myself not to do. I was very disappointed in myself every time I went to a Six Days even if I did earn a gold medal.

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

I have several seasons that I am very proud of. I had lots of battles over the

years, with many great riders, which were always great fun. The one event that stands out was in '92, the Blackwater 100. I fell and broke my wrist in the middle of the race. Back then they counted your eight best race scores for the championship. It was the eighth race and if I won it I would win the title. I knew my wrist was broken and that if I didn't finish the race I'd be out for the rest of the season. I was able to win the event and sit out several races to let the break heal. That performance won me the championship.

### WHAT HAS BEEN YOUR BIGGEST CRASH?

By far the worst crash I ever had was when I broke my Femur while practising at my house in the spring of '99. I had just won the previous round of the GNCC series, after battling with Shane Watts. I hit a jump on my practice track, came up short and bounced over the bars. My bike landed on me and broke my Femur really badly. I was probably at the peak of my career at that time and it took about three years to get rid of the pain from that injury. I saw a lot of doctors, had two different pins put in it, which was both disappointing and frustrating.

### WHAT IS YOUR MOST TREASURED MEMORY?

I guess it is the success that I had over the years. I would have never have dreamed that I could have earned a living racing a motorcycle. Not only the success that I had on the race track but also the fact that I was competing at a time when the sport's profile was very much getting raised. I also had a great relationship with my fans. The impact that my success had on the sport and being one of the ingredients in the recipe that has helped GNCC racing get to where it is today is my greatest memory.

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

When I was younger I looked up to the athletes on the motocross side of the sport. I was intrigued by riders like Ricky Johnson. I was interested in how dedicated they were towards their physical conditioning - the things they would put themselves through Monday to Friday. I had a lot of respect for those riders. Those guys were working with professional trainers so that's what I started to do.

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

I would have to say the Honda XR600. When that bike was born it was like it was born for me. A lot of people made fun of that bike and came up to me and said 'why don't you ride a proper bike'. I had to defend that bike for years. Then when I started winning people were able to justify their purchase because before I started winning they would get teased as well. It was just a great bike that perfectly suited the way I rode.

### DO YOU HAVE A PREFERRED TERRAIN?

Although I have been a motorcycle racer for most of my life I don't really like going fast. I prefer tighter more technical terrain. If I'm going to make a mistake and fall I'd much rather it was at 20mph than 120mph. I am very much afraid of high speed racing. I like terrain that is safe. Tough terrain that doesn't allow you to reach high speeds is my favourite.

### WHAT DO YOU THINK THE OFF-ROAD SPORT NEEDS MORE OF?

Well, I think a big problem with the sport is that it is difficult to enjoy as a spectator. I'm frustrated now because I only get to see a small fraction of the event. When I was racing I'd get to see it all. If each course was laid out in a big clover leaf pattern, where the track would loop back to the paddock area, it would be a lot more exciting for the spectators.

### WHAT DOES THE SPORT NEED LESS OF?

I guess people having such an attitude. So many people get caught up in this thing I guess they forget to have fun. Not beating people makes them get frustrated and angry, which is a shame because they lose sight of why they started racing in the first place - to have fun. When you get money involved in racing that can sour the whole experience. They say money is the root of all evil and it can lead people to cheat, and that dilutes the pure off-road riding experience that existed before contingency money used to be paid. I guess all things need to stay in balance.

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

I think it will continue to grow. At a GNCC race people can visualise themselves doing what the top racers do, which they often can't in motocross and certainly can't in supercross. I think the sport will continue to have record breaking numbers of riders compete. I can see the GNCC series splitting so that quads and solos have their own events, simply because there will be too many bikes to run on one weekend.

### WHAT MORE DO YOU WANT TO ACHIEVE IN OFF-ROAD RACING?

I'm not really sure where my future lies. I'll just do whatever makes me happy. I don't have a set plan where I want to be a big team owner and all that. I'll do whatever makes me happy. Right now I have the opportunity to help a couple of younger riders, which I'm enjoying doing. I like being at home more than I used to so I'm happy that I've been given the opportunity to do what I'm doing now. I really don't know where the future will lead me.



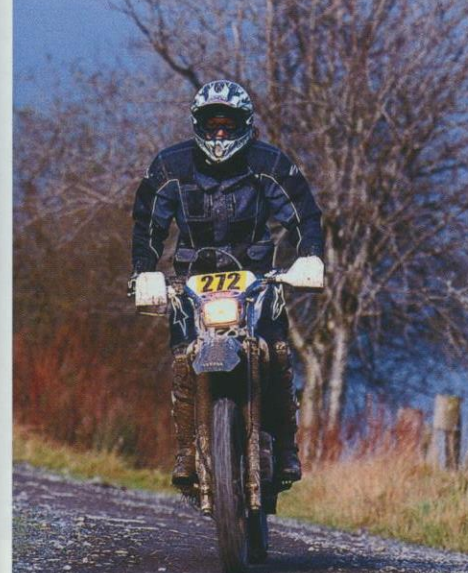
## LOVELY WEATHER



New places for trail riders to stay are always welcome - The Old Weather Station centre is on the edge of the Hafren forest, approximately eight miles north of Llanidloes, Mid Wales, within easy reach of the trails around Machynlleth, Rhayader and the Radnor Hills.

The centre can accommodate up to 22 people, has plenty of parking and a large kit-drying area. Prices start at just £10 per person per night and group bookings are welcome, plus a ten percent group discount if you mention TBM when booking. Check out [theoldweatherstation.com](http://theoldweatherstation.com) or call 0845 644 5161.

## RALLY ROUND



Brand new for this year is the Tarenig Forest Rally, taking place on Sunday 7 May. Run by the Hafren Dirt Bike Club (organisers of the ever-popular Hafren Rally), the event will be held on a different piece of land from the Hafren and a lap will be approximately 35 miles long with two special stages per lap.

Entry is just £50 and the money will go towards the Welsh ISDE teams for this year's event in New Zealand. Regs are now available on [hafrendbc.co.uk](http://hafrendbc.co.uk) or send an SAE to Kate Jones, Cefngwilyg Fawr, Gorn Road, Llanidloes, Powys, SY18 6LA. For more info e-mail [jones@cefnwilyg.wanadoo.co.uk](mailto:jones@cefnwilyg.wanadoo.co.uk).

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# DEALS ON WHEELS

With an industry still chock-full of surplus product there are plenty of good deals to be had on new machines right now. TBM investigates and highlights some of the best...

**1** Despite no longer being a current model, there are still a few good deals available on Honda's simple yet rugged **XR400R** trailie. £3499 gets you a pre-registered bike on a 55 plate from Fowlers in Bristol (0117 977 0466). The XR is one of the last remaining air-cooled thumpers you can still buy new, and with Honda reliability, this sturdy machine remains as popular as ever with trail riders everywhere. And for an extra £300 you can upgrade this to an (unregistered 2005 model) **CRF450R MXer**. This bike originally cost £5070 new - an amazing saving of 25 percent!



**2** Husqvarna are currently offering £1000 off all 2005 TE (enduro) models - the **TE250**, **TE450** and **TE510**. Right now purchasing the bike which won TBM's five-way 2005 250 4T shootout - the excellent **TE250** - will cost you just £4495 (+OTR). For details on this and all TE offers see [huskysport.co.uk](http://huskysport.co.uk) or call 01962 771122.



**3** Purchase any new 2006 **KTM** enduro model right now and you'll get nought-percent finance on the deal (up to 12 months with a 10 percent deposit) - which is effectively the same as getting a discount. Because if you take your cash and invest it in a high interest account you'll actually be making money on the deal. For more info on the offer check out your local KTM dealer.



**4** Fancy a whole host of free Yamaha accessories with your new **WR250F**? Purchase a brand new (2004 model) **WR250** from Fowlers in Bristol (0117 977 0466) and you'll get a free set of Yamaha handguards, frameguards, rad protectors and a bashplate, not to mention a blindingly low price of just £3599. A great deal for a great little bike which up until the launch of the Husky **TE250** regularly topped TBM's 250 thumper shootout.

**5** Cut-price deals on the smaller European brands are generally pretty hard to come by, but **RPM** in South Yorks (01909 567125) are currently offering nought percent finance on the purchase of any new **Beta** enduro model. Meanwhile over at **Gas Gas** they've just announced that there are now 'special deals' to be done on all 2006 trials and enduro models. Contact your nearest Gasser dealer for more details.



**6** Order yourself a new Suzuki **RM-Z250** before the end of April and Suzuki GB will send you a cheque for £500 (or £300 against an **RM-Z450**), irrespective of whatever deal you've cut with your Suzuki supplier. At less than 100kg (in stock MX trim), the lively little **Z250** is one of the lightest four-stroke 250s on the market. Better still, some Suzuki dealers are offering to register them for customers, taking away one of the major hassles of buying an MXer.



**7** There are still some fantastic deals to be had on Yamaha **TT-R250s**. European homologation recently killed off the bike as a current model, but not before Yamaha off-loaded a stack of them to UK dealers at a serious discount - many of which are still available. Widely liked by trail riders, the little **TT-R** is a great little green-laner in a compact and reliable package which is now available for not very much money. Meantime Yamaha are keen to get riders onto their **XT660Rs** and are currently running a test ride campaign at all main Yamaha agents. Check out your local Yamaha dealer for more info.



# Win New Oxbow Kit

**W**anna' bag yourself some snazzy new riding gear? Well, look no further... TBM has teamed up with Oxbow to give away a complete set of their brand new 2006 kit, worth over £250!

The French off-road clothing manufacturer is little-known over here in Blighty but we've been using Oxbow products for a few years and we think it's darn good stuff.

And there's no doubt you'll stand out from the crowd in this eye-catching ensemble. The prize includes racing jersey, pants, gloves and goggles. We've also thrown in the trailriding backpack (as featured in the January issue), as we reckon it's one of the best-equipped, innovative bags on the market.

All you've got to do to be in with a chance of winning the booty, is clip the corner of this and last month's TBM (to collect the two tokens), and send them into us along with your name, address and contact phone number and we'll enter you into the free draw.

Closing date for entries is Friday, 21 April '06. We'll then draw one lucky winner from the battered TBM crash helmet. Simple!

**Send your two tokens & details to:**  
**TBM Oxbow Competition**  
**PO Box 9845**  
**London**  
**W13 9WP**

Good luck...

#### Terms & Conditions

This offer will run in the March-April (issues 127 and 128) for two months only. Closing date is Friday, 21 April 2006 - no entries will be accepted after this date. The winner will be notified by telephone before 1.5.06. All entries must contain the two tokens from the March/April issues and full contact details. Incomplete entries will not be entered into the draw. 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 employees, prize suppliers or any members of their families or households are not eligible to enter this draw. This draw, plus its terms and conditions, will be governed by English law. So There.



Oxbow Competition  
Token  
**2**



# GRAND MASTER'S FLASH

In the USA's prestigious Grand National Cross-Country championship (GNCC), the two-stroke still reigns supreme. Jonty Edmunds takes a look at the spec of the leading machines...



STORY & PICS: JONTY EDMUNDS

## Barry Hawk, Am-Pro Yamaha YZ250

Winner of the '03 GNCC series, Hawk, along with teenager Charlie Mullins heads Yamaha's official US cross-country race effort. A former seven-time GNCC quad champion, Hawk's YZ250 features a predominantly stock motor with modified standard suspension and numerous aftermarket accessories.

### ENGINE

**Engine modifications:** Slavens Motors

**Piston:** Standard

**Reeds:** V-Force

**Exhaust:** FMF

**Carburettor:** Standard

**Crankshaft:** Standard

**Transmission:** Standard

**Ignition:** Standard

**Spark Plug:** Standard

**Clutch Basket:** GYTR + modified push rod

**Lubricants:** Yamalube

**Fuel:** VP Racing Fuel

**Flywheel weight:** Stealthy

### CHASSIS

**Front brake:** AM-Pro 270mm disk plus mounting bracket, EBC pads

**Rear Brake:** AM-Pro disk, EBC pads

**Triple clamps:** Pro Taper

**Bars:** Pro Taper

**Levers:** GYTR plus clutch perch

**Grips:** Pro Taper

**Handguards:** Cycra plus covers fitted to Am-Pro mounts

**Steering Damper:** GPR

**Fuel Tank:** IMS

**Plastics/bodywork:** standard

**Air Filter:** Ready plus cover

**Radiators:** Standard

**Radiator Braces:** Zip-Ty Racing

**Radiator hoses:** C4

**Sump guard:** None

**Chain:** RK

**Chain guards:** TM designworks

**Sprockets:** Ironman 14/49

**Rear Wheel:** 19" - standard

**Front spindle handle:** None

**Front Wheel:** 21" - standard

**Tyres:** Bridgestone plus foam inserts

**Suspension:** Forks - Kayaba, Factory Connection modified, Shock - Kayaba, Factory Connection modified

**Suspension linkage:** standard

**Foot pegs:** Fastway

**Graphics:** Johnny Signs

**Seat:** SDG

**Other:** Boyesen flex grip, E-Line pipe guard, assorted Zip Ty Racing parts



## Fred Andrews, Monster Energy Pro Circuit Kawasaki KX250

After two years racing for Suzuki, Fred Andrews is once again Kawasaki's number one racer in the US GNCC series. Now 40 years of age, the '93 series champion's bike carries just about every part Pro Circuit makes for a two-stroke Kawasaki. With engine modification aimed at reducing compression and smoothening out the motor's power, the bike also runs Showa/Pro Circuit kit suspension.

### ENGINE

**Engine modifications:** Pro Circuit  
**Piston:** Vertex  
**Reeds:** V-Force  
**Exhaust:** Pro Circuit  
**Carburettor:** Standard  
**Crankshaft:** Standard  
**Transmission:** Standard  
**Ignition:** Standard  
**Spark Plug:** NGK  
**Clutch Basket:** Hinson  
**Lubricants:** Maxima

**Fuel:** VP Racing Fuel  
**Flywheel weight:** n/a

### CHASSIS

**Front brake:** DP disk and pads  
**Rear Brake:** DP disk and pads  
**Triple clamps:** Pro Circuit  
**Bars:** Renthal  
**Levers:** Pro Circuit clutch perch  
**Grips:** Renthal  
**Handguards:** Enduro Engineering  
**Steering Damper:** None

**Fuel Tank:** IMS  
**Plastics/bodywork:** UFO  
**Air Filter:** UNI Air plus cover  
**Radiators:** Standard, re-welded  
**Radiator Braces:** None  
**Sump guard:** E-Line (Carbon Fibre)  
**Chain:** RK  
**Chain guards:** Carbon Fibre  
**Sprockets:** Renthal 13/50  
**Rear Wheel:** 18" - standard hub fitted to Excel rims  
**Front spindle handle:** Enduro Engineering

**Front Wheel:** 21" - standard hub fitted to Excel rim  
**Tyres:** Dunlop plus foam inserts  
**Suspension:** Forks - Showa 49mm Pro Circuit, Shock Showa Pro Circuit  
**Suspension linkage:** Pro Circuit  
**Foot pegs:** Pro Circuit  
**Graphics:** N-Style, designed by Troy Lee  
**Seat:** SDG  
**Other:** Cornwell tools, Boyesen water pump cover



GRAND  
MASTER'S  
FLASH





## Juha Salminen, KTM US Off-Road Team 250XC

Winner of the '05 US GNCC series, Juha Salminen's '06 race bike features only a few differences to his championship winning bike from last season. Basically a production KTM 250XC, the bike is fitted with factory specification WP suspension, factory spec Brembo brakes and a host of other aftermarket parts, transforming it into the machine on which he claimed victory at the first two rounds of the '06 series.

### ENGINE

**Engine modifications:** Cylinder modifications  
**Piston:** Standard  
**Reeds:** V-Force  
**Exhaust:** FMF  
**Carburettor:** 36mm  
**Crankshaft:** standard  
**Transmission:** Modified - XC/SX mix  
**Ignition:** KTM EXC plus re-mapped CDI  
**Spark Plug:** NGK plus cap

**Clutch Basket:** Hinson  
**Lubricants:** Motorex  
**Fuel:** VP Racing Fuel  
**Flywheel weight:** EXC ignition

### CHASSIS

**Front brake:** Braking floating, wave disk, standard size  
**Rear Brake:** Braking solid, floating wave disk, standard size  
**Triple clamps:** KTM Hard Equipment  
**Bars:** TAG  
**Levers:** Standard  
**Grips:** SDG  
**Handguards:** Enduro Engineering

**Steering Damper:** None  
**Fuel Tank:** IMS  
**Plastics/bodywork:** Standard  
**Air Filter:** Twin Air plus cover  
**Radiators:** KTM Hard Equipment (bigger than standard)  
**Radiator Braces:** None  
**Sump Guard:** None, one-off hand made engine guards  
**Chain:** RK  
**Sprockets:** TAG Metals 13/50

**Chain guards:** BRP  
**Rear Wheel:** 18' - standard hub fitted to Excel rims  
**Front spindle handle:** None  
**Front Wheel:** 21' - standard hub fitted to Excel rim  
**Tyres:** Michelin plus mousses  
**Suspension:** Forks - WP factory 52mm USD, Shock WP factory  
**Foot pegs:** standard  
**Graphics:** Powersport Graphix Seat: SDG  
**Other:** Motion Pro tools, Enduro Engineering Shark fin, SFB ignition cover



# GRAND MASTER'S FLASH





## Glen Kearney, FMF Suzuki RM250

Australia's highest finisher in the '05 US GNCC series, Kearney's Suzuki RM250 uses an almost stock motor with modified standard suspension. Being one of the smallest and lightest Pro class riders the #3 bike is set-up specifically for Glen while featuring the same IMS/FMF tank and exhaust set-up that the majority of the top riders use.

### ENGINE

**Engine modifications:** Standard  
**Piston:** Standard  
**Reeds:** V-Force  
**Exhaust:** FMF  
**Carburettor:** Standard  
**Crankshaft:** Standard  
**Transmission:** Standard  
**Ignition:** Standard  
**Spark Plug:** Standard  
**Clutch Basket:**

Hinson plus cover  
**Lubricants:** Maxima  
**Fuel:** VP Racing Fuel  
**Flywheel weight:** n/a

### CHASSIS

**Front brake:** DP disk and pads  
**Rear Brake:** DP disk and pads  
**Triple clamps:** Pro Taper  
**Bars:** Renthal  
**Levers:** Works connection clutch perch and lever  
**Grips:** Renthal  
**Handguards:** Acerbis  
**Steering Damper:** None  
**Fuel Tank:** IMS  
**Plastics/bodywork:** Acerbis plus front disk cover

**Air Filter:** Twin Air plus dust cover  
**Radiators:** standard  
**Radiator Braces:** Works Connection  
**Radiator hoses:** Standard  
**Sump guard:** Works Connection  
**Chain:** Regina  
**Chain guards:** TM designworks  
**Sprockets:** Renthal 13/49

**Rear Wheel:** 19" - standard  
**Front spindle handle:** None  
**Front Wheel:** 21" - standard  
**Tyres:** Dunlop plus mousses  
**Suspension:** Forks - Showa 47mm USD, modified by RG3  
**Shock:** Showa, modified by RG3  
**Suspension linkage:** Standard  
**Foot pegs:** Standard  
**Graphics:** N-Style + seat cover  
**Seat:** SDG

**Other:** Zip Ty Racing wheel spacers, chain adjusters, magnetic drain plug and rear brake master cylinder reservoir extension, E-Line exhaust guard, Carbon Fibre ignition cover, Motion Pro cables, Works Connection frame guards



# GRAND MASTER'S FLASH





## Paul Whibley, Parts Unlimited Mousse Honda CRF450R

Against the trend, Paul Whibley's 450cc Honda thumper is one of the least modified bikes in the Pro class. With a completely standard motor (not even the jetting has been changed) the team expect to make some modifications as they carry out more testing during the season. With a handful of aftermarket parts fitted to the bike, the Showa suspension is, like many of the Japanese bikes used in the GNCC series, modified stock equipment.

### ENGINE

**Engine modifications:** None  
**Piston:** Wiseco  
**Reeds:** n/a  
**Exhaust:** FMF  
**Carburettor:** Standard  
**Crankshaft:** Standard  
**Transmission:** Standard  
**Ignition:** Standard  
**Spark Plug:** Standard  
**Clutch Basket:** Standard  
**Lubricants:** Honda Pro oils and chemicals  
**Flywheel weight:** n/a

### CHASSIS

**Front brake:** Braking oversized floating disk and mounting bracket, Honda genuine pads  
**Rear Brake:** Stock, Honda genuine pads  
**Triple clamps:** RG3  
**Bars:** Tag  
**Levers:** Works Connection clutch perch and lever, including thumb hot start lever  
**Grips:** Standard  
**Handguards:** Cycra  
**Steering Damper:** WER  
**Fuel Tank:** IMS  
**Plastics/bodywork:** Standard  
**Air Filter:** standard plus Filterskins cover

**Radiators:** Standard  
**Radiator Braces:** None  
**Sump guard:** None  
**Chain:** EK chains  
**Chain guards:** Standard  
**Sprockets:** Sunstar 13/48  
**Rear Wheel:** 19" - standard

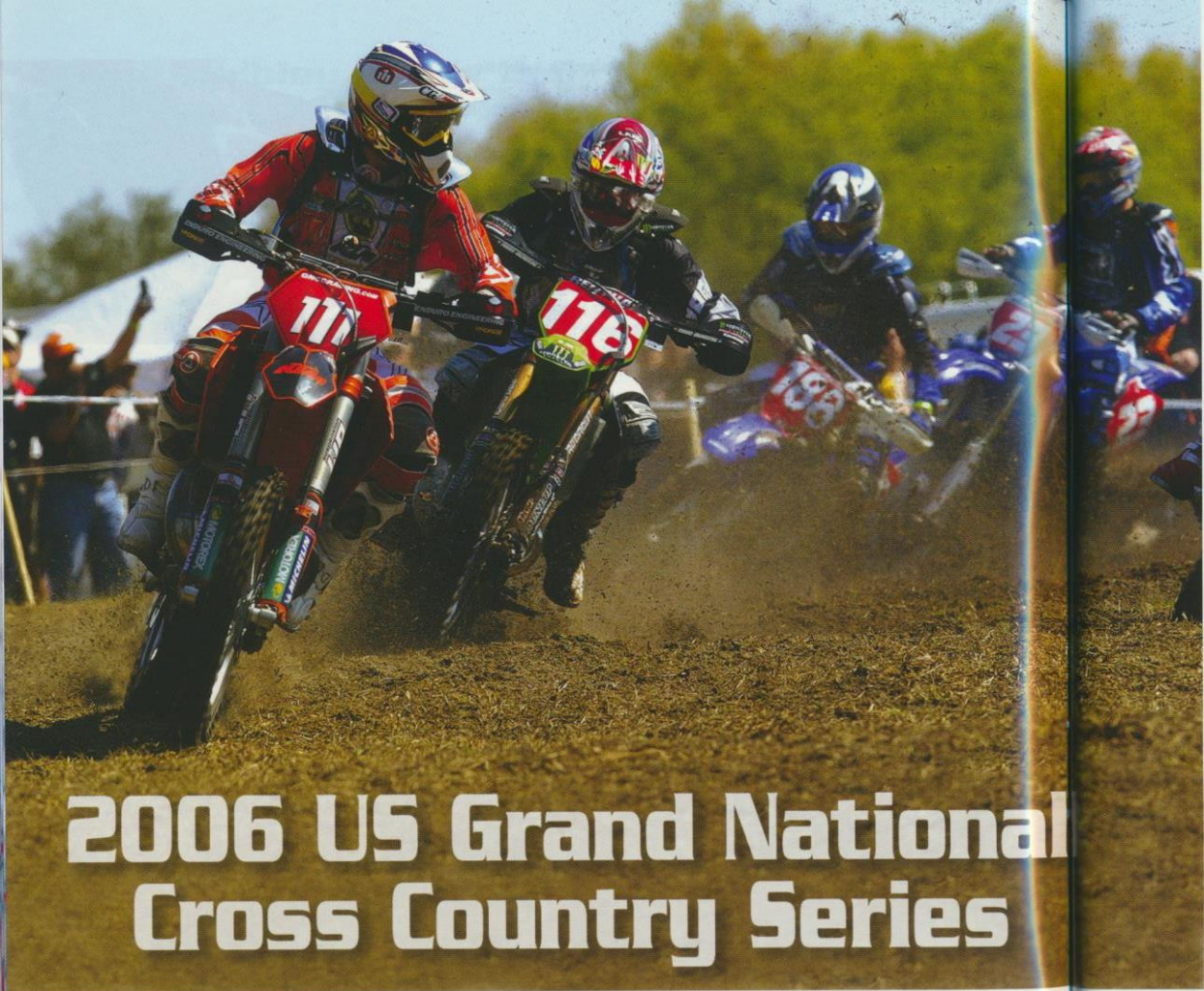
**Front spindle handle:** None  
**Front Wheel:** 21" - standard  
**Tyres:** Maxxis plus Tyre Balls (8.5psi)  
**Suspension:** Forks - Showa, RG3 modified, Shock - Showa, RG3 modified  
**Suspension linkage:** Standard  
**Foot pegs:** Standard  
**Graphics:** Factory Effex  
**Seat:** Standard  
**Other:** E-Line exhaust guard



GRAND  
MASTER'S  
FLASH







# 2006 US Grand National Cross Country Series

**You've seen the bikes, but how did the riders get on trying to grab their own big slice of American pie..?**

**Round 1 De Leon Springs, Florida**

**Round 2 Washington, Georgia**

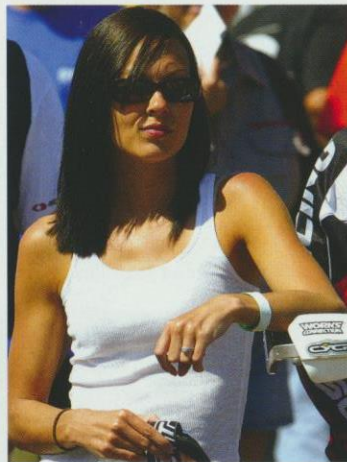
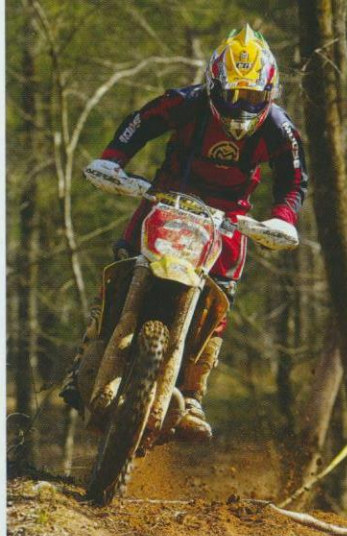
**R**eigning US GNCC champion Juha Salminen won in style at the first two rounds of America's largest off-road racing series, a perfect start to his '06 campaign.

With a huge amount of hype surrounding the season opener in Florida, due in no small part to the fact that a freestyle rider by the name of Travis Pastrana was competing, it took Salminen all of about ten seconds to blast out of turn one ahead of his rivals towards his tenth US GNCC race victory.

Setting a pace right from the drop of the

starter's flag that no rider could match - a 30sec lead became a one-minute lead after just one lap, which halfway through the race had become an advantage big enough to allow the former five-time WEC champion to ease up his pace.

Although Aussie racers Shane Watts and Glen Kearney were actually the fastest riders behind Salminen, neither managed to join him on the podium. Watts hit the runner-up spot after passing Yamaha-mounted Charlie Mullins early in the race and looked smooth, fast and strong until he crashed and broke his clutch perch.



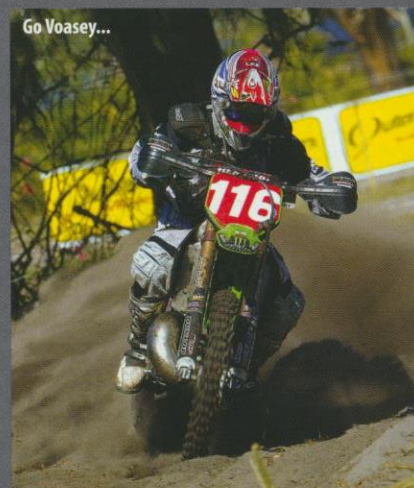
## Beginner's Luck

UK cross-country and GB Hare Scramble champion Ryan Voase got his first full season of US racing off to a strong start when he placed tenth at the opening round. Running as high as sixth during the early stages of the race, Voasey maintained a steady pace to finish ahead of several of the series' big-name riders.

'The opening round of the series was much tougher than I thought it would be,' he explained. 'I'm well happy to have just finished the race in one piece, looking at the number of riders that failed to make the finish.'

Again starting well at the second round the Kawasaki rider finished a slightly disappointing 11th. Well placed on the opening lap he then got tangled in some undergrowth before losing sight of the leading pack and later taking a 'few bad lines.'

Go Voasey...



Whibbs is getting used to racing Stateside...

As reported in TBM last month, Kiwi Paul Whibley was also competing in his first full GNCC championship aboard a Parts Unlimited Mousse Honda, under the watchful eye of former five-time GNCC champ Scott Summers. Finishing in a lowly 17th at the first round of the series - a result of having spent too little time on his race bike after his US deal only came together at the last minute - in Georgia Whibbers silenced the critics and finished a strong sixth.

'I only got on my race bike about a week before the race so that didn't give much time to get race ready,' admitted Paul. 'At the second race I got arm pump, rode a bit tight, and lost a few positions. But during the last couple of laps I caught and passed Rodney Smith and Shane Watts which was great!'



Frustrated, disappointed and unable to maintain his pace the former GNCC champ eventually dropped down to 12th place.

Glen Kearney's race got off to the worst possible start as he, along with team-mate Rodney Smith and Travis Pastrana all hit the deck in turn one. Setting a blisteringly fast pace as he put on an impressive come-from-behind charge, GK then ran out of energy and faded to seventh.

Finally joining Juha on the podium was Charlie Mullins - the rider billed as the series' 'super rookie'. Claiming three podium finishes during the final four rounds of the '05 series the 20-year-old lived up the hype and showed that he has the potential to succeed in his first full season as a Pro-class rider. On the other side of the podium US enduro ace Mike Lafferty made it a double celebration for KTM as he placed his 450 thumper in third.

Four days later the series moved from the sandy, whooped-out trails of Florida to the red clay forests of Georgia. Juha again led from the start, maintaining a comfortable lead and collect-



Juha Salminen cleaned up at both rounds...

ed the win, despite Suzuki's Glen Kearney keeping him honest during the duration of the race.

'I couldn't have asked for a better start to the season,' admitted Juha. 'I knew I was riding well but until the first race is over you never know. Both races were tough and I didn't feel 100 percent in Georgia, but to win twice is just great.'

With Mullins again impressively quick, the Yamaha teamster ran out of fuel on the final lap and as he had to re-fuel outside of the Pro pit area he was docked a lap, which resulted in Mike

Lafferty claiming third again.

With seemingly only mechanical failures or injury now going to stop Juha, the battle for the runner-up spot is where the action will lie during the coming races, with Kearney, Watts, Lafferty, Mullins and former champ Barry Hawk all more than capable of grabbing second place.

It's still a long way to go until the US GNCC series reaches its close at the Ironman event in Indiana in late October, but for now, the Juha Salminen steamroller trundles on...



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### No Pain No Gain...

'Brutal' pretty much described the opening GNCC round held in De Leon Springs, Florida as part of the famous Daytona Bike Week. The event sucked the energy out of the world's best three-hour racers leaving each and every one of them feeling drained and fatigued long before the end of the race.

'It was definitely a tough, tough race,' admitted KTM's Shane Watts. '12 miles of deep sand whoops, with next to no rest, makes the event the toughest in the series, and this year's was one of the toughest races I've done.'

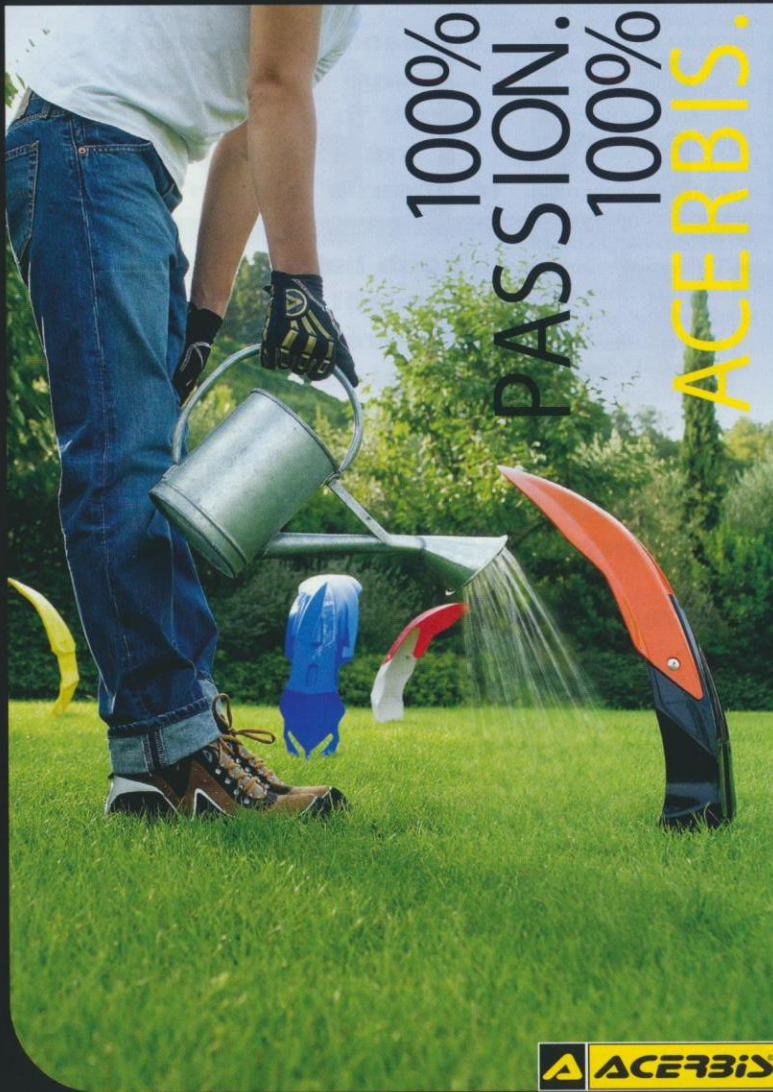
The course was the same as 12 months ago, only run in reverse. With it being the only round run over more than two days, a full day of quad racing, plus a schoolboy and industry race prior to the start of the main event ensured that the sandy Florida course was rougher than the proverbial bear's bottom before the GNCC boys got anywhere near it.

'There's only about one mile of woods that you can rest on around the 12-mile track,' reckoned series veteran Fred Andrews. 'Any rider that put 100 percent into the race wasn't able to ride during the week before the second round in Georgia.'

It's rough out there...



Still need proof of just how savage the race was? Suzuki's Glen Kearney arguably fared the worst of all the competitors after charging hard through the race following a first turn crash. Using every last ounce of energy during his three-hour 'beating', Kearney needed an intravenous drip to re-hydrate himself after the race having cramped up, and then thrown up, shortly after the finish... Euurrrch!



see more on [www.bertharkinsracing.co.uk](http://www.bertharkinsracing.co.uk)

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# RIGHT TO RIDE

**The NERC bill made it's way through the House of Lords recently. Mark Williams brings you up to date on this spiteful and ill-informed piece of legislation**

## **They Think It's All Over...**

The long, drawn-out death of trailriding as we know it, or perhaps 'knew it' might be more accurate, is almost at an end. Although the debate on the crucial clauses 61 and 62 of the NERC Bill went ahead as (re-)scheduled on February 28th, the end of the debate itself was further delayed until March 15th, but ran out of time again then and is now scheduled to be completed in the first week of April. These postponements of course exacerbate our anxiety

levels, but they do provide a little more time for lobbying, and of course a little more time to still ride your favourite RuPPs.

And thanks to the sterling efforts of the TRF's David Giles and a late rally by the MotorCycle Industry Association (MCIA), a couple of their Lordships were finally persuaded to speak out on our behalf. But the MCIA's efforts came a little too late, as did their PR Officer, Craig Cary-Clinch's rather subdued appearance on Radio 4's flagship 'Today' programme. This

writer himself managed to get a piece in the Daily Telegraph which pointed out the iniquities of NERC and which drew a slew of hysterical correspondence from GLEAM members that I can only describe as 'hate mail'. Amusing, and very typical.

However the amendments proposed by the few sympathetic Lords that spoke (ie sticking with the original 12 month 'window' for upgrade claims and making such claims based, as previously agreed, on sustainability criteria) were rejected.

And unfortunately, the malign, post-Commons amendments these few peers opposed, in particular rolling back the claims cut-off date to May 19th 2005, also failed to impress the House as a whole. So all the claims made to upgrade RuPPs to BOATS since then will have been wasted effort, an appalling example of bad, punitive law which may yet be challenged in the High Court.

Even more ominous was an attempt by Baroness Byford to have the claims cut-off date clawed back to December 9th 2003 - the date that DEFRA published its original 'consultation document' which sparked the current debacle. You may recall that the justification for the original back-dating was the bogus claim by anti-vehicle lobby groups that in anticipation of NERC, 'a tidal wave of DMMO claims' threatened to overwhelm the system and undermine the purpose of the new law.

## **Last Ditch Result**

Fortunately for us, this proposal to make the cut-off even more retrospective was deemed a touch too draconian even by the opposition's standards, and for this we must thank Viscount Simon who stood up and said: 'Baroness Byford' has accused motorised byway users of being opportunists, and along with other speakers in both houses, implied that they are some sort of villains attempting to add new byways throughout the country and overload the resources of Local Government.'

He then pointed out the facts, namely that 'The CROW Act recognised that definitive maps are inaccurate and it laid down a requirement

**'It is not legally possible to claim a 'new' byway... and the Rights of Ways being claimed are existing routes, already in use, that have never been correctly recorded due to the inaction of Highway Authorities who have, with Government knowledge, avoided their clear duty... to correct their Definitive Maps.'**

already in use, that have never been correctly recorded due to the inaction of Highway Authorities who have, with Government knowledge, avoided their clear duty... to correct their Definitive Maps.

'There has not been a "tidal wave" of over 2000 claims. There are currently around 1000 on the books of Highway Authorities, of which about half were already in existence before these proposals.'

Viscount Simon's strong and cogent argument fortunately won the day, but once again underlined the true and rather sordid nature of the uphill battle we're fighting. Or rather a small group of over-worked and committed individuals are fighting on our behalf.

Having lost that amendment Baroness Byford, who seems to've taken a particularly aggressive stance against motorised vehicle users on unsurfaced roads, also proposed that 'within three years of the date of commencement (of the Bill) of sections 61 and 62 the Secretary of State shall review every modification order (DMMO)... made between commencement or applied for between 9th December 2003 and commencement to' on the basis of there being 'damage to the natural environment by users of byways (BOATs)' and if so... to subsequently 'restrict use of the byway by other classes of traffic', ie mechanically propelled vehicles.

This amendment unfortunately did get added to the Bill and, along with the almost capricious deployment of TROs by local councils, joins an ever growing arsenal of legal curbs on our freedoms. It will, however, only add to the equally growing burden of administration and paperwork which someone, presumably we taxpayers, will ultimately have to shoulder. Or

for them to be corrected by 2026. This was in effect a Government request for claims... to be submitted over this period.

'In some areas groups of responsible users got together and carried out extensive research. This takes many years to complete, but the Noble Lady seems to think they should have done it before December 2003. It is not legally possible to claim a 'new' byway... (and) the RoW being claimed are existing routes,





# RIGHT TO RIDE

maybe this 'three year grace' mini-clause will only be applied when it's in some local politician's personal interest.

## Knight of the Long Knife

Talking of which, a telling example of alleged ministerial hypocrisy came to light during their Lordships' deliberations courtesy of a short item in the Times of March 14th. Under the heading of 'Road Watch' it noted that Rural Affairs Minister Jim Knight - the same Jim Knight that did an abrupt U-turn on sustainability assessment-driven upgrade claims - 'is backing a scheme to build a relief road in Weymouth (part of his constituency). Saying it will help the town.'

This being a designated Area of Outstanding Natural Beauty (AONB), and close to a town which already has a relief road, its true value and purpose are unclear. Or as the government's own Countryside Agency say 'there is insufficient evidence of future benefit.' Except perhaps to some of Jim Knight's chums in the local council and/or the building trade, allegedly.

And as TRF Local RoW Co-ordinator Dave Tilbury ruefully reflected, 'There's a nice pub at the southern end of Chesil Bank' (which the proposed road will blight) 'where you can have an enjoyable lunch before riding down the dirt road at the back of the pub (which will presumably lose vehicular rights under NERC) to get to an old-fashioned wholesale wet fish shop. Still, as long as the minister's happy...

And whilst I'm at it, another example of local political nepotism came to light down in Devon where Hiller Lane, a BOAT near Newton Abbot, was the subject of a downgrade claim by the

County Council on 'road safety' grounds. But which according to TRF member Brian Sussex was really, 'for no other apparent reason than one of the councillor's pals lives at one end of it.'

However the parish council's request to investigate the justification of the downgrade claim resulted in the Local Services Officer recommending that 'No action be taken in respect of the use of the powers of the Highways Act or the Road Traffic Regulation Act. He added that "There is no evidence to demonstrate that the "anti-social" use of Hiller Lane presents a severe local problem.'

Despite this, and indeed other legal advice, Devon County Council are pressing ahead with a TRO and will succeed, at least on the basis of this writer's experience with similar situations in Mid-Wales, unless there is vigorous opposition from qualified user groups and/or local residents.

If the closure of Hiller Lane could affect your right to ride, then you can submit your objections - perhaps making the point that the proposed closure is at the behest of a local councillor's interests, and not actually the public's in general - to <http://tinyurl.com/lxgay>. But on a more general level, we should all point our eagle eyes at attempts to effect closures using TROs on spurious grounds. And this we can do by demanding that county council highways and/or rights of way department inform us of any impending closures - which they are legally obliged to do if so requested.

In the meantime the TRF executive has made it clear that once NERC has been passed and the dust has settled, having failed to successfully challenge its fairness, every effort will be made to challenge its legality. And for that you owe them your support. By joining the only organisation actively fighting for our rights, you'll learn what efforts are being made and how you can assist them - and there are proposals afoot which are currently rather secret but which the average trailrider can certainly and easily embrace. So hit their website - [www.trf.org.uk](http://www.trf.org.uk) - or contact the membership secretary at [memsectrf@aol.com](mailto:memsectrf@aol.com) or 01631 657627 and join the fight. Because we're going to need all of your support in the near future...

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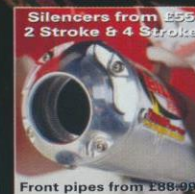
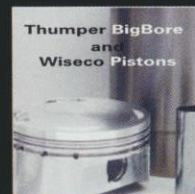
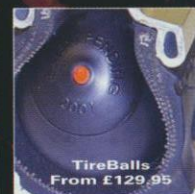
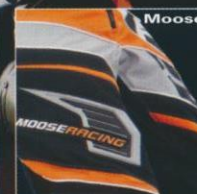
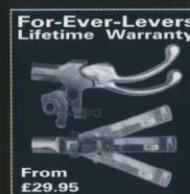
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# TALKING

**Bag-lady Chris Evans begins the season with a few surprises...**

# DIRTY

I like a cliché me, and one of my favourites is, 'life is full of surprises'. And I was certainly surprised, not to say a little dismayed, when I opened the curtains of my hotel room on the morning of my first trail ride of the year to be confronted by a carpet of crisp and even white stuff.

Fortunately 'la neige' remained of reasonable depth for the duration of the trip and happily wasn't accompanied by any deep drifts - phew!

It isn't just the snow that seems to surprise me at the beginning of each season, the speed with which I have lost my bike fitness also always comes as a bit of a shock. Normally I won't have sat on a bike for any length of time since the end of November, and in the intervening months what little muscle I had seems to have simply melted away. This year I have been doing about 45 minutes a day push biking, which obviously helped my leg muscles a bit, but my upper body still felt the strain.

I suppose I should have gone down the gym or something, but that is just too boring, and in the (how shall I put this) 'artistic' area of Paris in which I live (inhabited as it is, by gents who are good with soft furnishings), I found this a little 'intimidating'. My only solution therefore is to progressively get back some condition as the weeks of riding roll by.

But, despite the snow and my lack of fitness, perhaps the biggest surprise for me, on getting my leg over again, is just how much I still love being on a bike. Punters often ask me if ever I get bored of riding, or if I regret turning my hobby into my livelihood? And always seem a little surprised when I reply with utter conviction, that my enjoyment remains as intact as ever.

Which is a good job, 'cos I reckon the day I don't get any pleasure, to compensate for being soaked to the skin and freezing cold, is the day I apply for that job in insurance.

One of the things that maintains my passion is the chance to ride other people's bikes, and if you ever have the misfortune to come on one of my trips with a bike I've never ridden before, you can be 100 percent certain I will be wresting it from your hot sweaty grasp before the three days are over.

Tragically, for our first outing of the year, nobody turned up on anything untried, but there was a bloke on a brand new Gas Gas 200 who got the 'privilege' of doing a not

insubstantial number of kilometres on my well used 450EXC. My initial impression on riding the Gasser was, 'oh God this is horrible, how could I have ever owned a 200 two-stroke for so long myself'. But as the hours went by, this sentiment slowly transformed into, 'wow this bike is a little gem, how could I have put up with riding a big heavy four-stroke for so long'. For sure, if I wasn't doing the sort of annual distances I do, and was mixing my trail riding with the occasional competition, I would have gone back to a two-stroke a long time ago, and almost certainly a Gas Gas. Strangely I don't seem to be the only one thinking along these

**'One of the things that maintains my passion for riding is the chance to sample other people's bikes...'**

lines, as from running trips with absolutely no stinkers whatsoever, I am starting to get more and more people turning up with them - having got fed up with the cost of running (and the effort of riding) a big thumper.

My final surprise of my first trail ride of the year wasn't a good one and left me kicking myself for the entire three days - my failure to pack any waterproof riding gear whatsoever.

Now as anyone who knows me will tell you I like my creature comforts, and after years of excessive travelling, am an obsessive bag packer. Whether I am going on a desert rallye, going back to Blighty or going on a trail ride I have nerdy little check lists that I work through to make sure that no item is overlooked. So imagine my mystified horror when I opened my humongous kit bag only to discover a total absence of gore-tex socks, boil-in-the-bag tops and waterproof leggings.

In desperation I tentatively asked my faithful sweeper Dominique if he had any waterproof gear he could lend me. But as a firearms-trained narcotics cop by profession, Dominique isn't the sort to over-pack. And so I had no choice but to switch to plan B: bin liners. A couple of small blues ones to keep my tootsies warm and another big silver one under my riding jacket. And surprisingly enough they worked reasonably well.

As another of my favourite clichés states, 'necessity is the mother of invention'...



## LONG DISTANCE OFF-ROADING IN FRANCE



## REMAINING DATES FOR 2006

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# COMPLETELY

Mark Williams  
digs out his  
Knuckle  
dusters...

# ROUTED

**D**espite having excoriated in my February column those freelance, fly-by-night importers of all thing Chinese flogging their shoddy wares on eBay, I found myself scoffing down my words just a few weeks later. Hypocrisy being the meat and drink of we gentlemen of the press, that should come as no surprise of course. But in fact it wasn't a dirtbike I bought on the world's all pervasive internet auction site, and it wasn't even Chinese.

Well actually bits of it may've been, because as long ago as 1980 when I visited China for a series of features I was scrawling for the late lamented (though not much) *Which Bike?* magazine, I discovered that several Japanese marques - Yamaha in particular - were subcontracting component manufacturing to both Taiwan and mainland China. And it was a Yamaha I had just bought on eBay. But as you've perhaps surmised from last month's scribblings, this was not a bike but a scooter. A 125 Teo S as if it matters.

And the whole process was far too traumatic for me to ever repeat (cue more munching of words) involving as it did hours chained to the computer, monitoring the progress of my target purchases and much tearing of hair when I got to the keyboard just 30 seconds after the frantic bidding that immediately precedes the cut-off time... often to discover that I'd have been willing to pay significantly more than the blighter in question went for.

Eventually I did manage to 'win', as eBay rather coyly puts it, the four year-old Yamaha and thanks to the generous souls at TBM Towers, I borrowed the mighty Proton Jumbuck pick-up and sashayed down to Bristol to collect it through what, thanks to Sod's Law, turned out to be a steady snowstorm. And for the record an empty pick-up is not the most stable of vehicles on a slushy motorway... even less so on the minor roads that took me onto Wales for my local TRF meeting afterwards.

Which by a bit of tortuous connectivity brings me to a rather different type of white knuckle ride altogether. You may already have read in the news pages this month of a new dirtbike of precisely that name. And I rather fancy, or perhaps malevolently fantasise, that with a list price of just

£2399 - ie much less than the increasingly popular Honda CRF230 - the White Knuckle WK300 may very well live up to its name.

Whilst the WK's specification ain't bad for a relatively old tech machine, I wonder whether no-name 55mm forks (inverted or otherwise), a no-name monoshock and a distinctly porcine dry weight of 145kg are really up to the task of coping with the rigours of Britain's few remaining trails, let alone the demands of an enduro or other such off-road event?

The electric start engine, apparently based on an old DR lump built under licence from Suzuki is neither a 250 nor a 350, but of 300cc capacity which makes it a bit of an oddball. However the Suzy mill was always tough as old MX boots and that will doubtless tantalise anyone looking for a low-budget dirtbike, even one that looks a bit like a crash between a ten year-old Honda XR400 and a Hymo 125.

**'The other side of going down the cheapo-cheapo route is that any Chinese bike, is going to drop in value faster than Williams careening down a Cypriot forest fire-road without a back brake...'**

But as you'll recall, TBM has tested cheapo Chinese traibikes in the recent past, and we know they are built to way lower standards than Japanese and European fare.

Cycle parts and finish are the most obvious casualties of cheap materials and a low-skilled labour force and from my own experiences aboard a couple of Chinkie 125s I can categorically state that even if the engine is relatively robust (though also relatively low on grunt), anyone buying such a machine is going to have to replace plastics, secondary transmission components and possibly re-engineer the suspension if white knuckle riding is to be avoided. Which of course means you're looking at a whole chunk of hidden cost if you really plan to off-road it.

The other downside of going the cheapo-cheapo route is that any Chinese bike is

going to drop in value faster than Williams careening down a Cypriot forest fire-road without a back brake. £2399 may look like a steal until you try and sell the thing a year or two later when you'll probably be lucky to recover 50 percent of your outlay.

The White Knuckle importers are offering a 12 month warranty and 'full parts back-up' on their bikes which sounds good and I don't doubt they mean it, but I wonder if they'll have the staying power of a Honda, Suzuki or even a Gas-Gas or Beta importer if sales prove low and there's no ongoing product development to win repeat business from satisfied punters?

In other words if you should take the plunge and purchase a WK300, will there still be a range of common service parts available to keep it going for a few more years, let alone the important engine internals that are interchangeable with neither a DR250 nor 350?

If there aren't, then the re-sale value of your bike is going to fall even further and the attraction of something cheap and cheerful proves an even more distant memory. I mean absolutely no malice towards the White Knuckle's importers who have already established themselves with a range of Quadzilla, er, quads. But we have after all, been here before. Anyone remember the Praga 250ED? This Czech-built machine looked good on paper and its oil-injection two-stroke engine was pretty solid if uninspiring. But even at two-and-half grand it found few buyers and if you were one of the very few who bought one then, try finding parts for it now.

It's so easy to forget that an off-road motorcycle has a far tougher job to do than its tarmac travelling brethren and just beefing up its chassis and running gear by making 'em heavier isn't an obvious guarantee of long service and good conduct.

Evidence of this, if you need it, are the number of off-road mini bikes bought for little Darren and Damien's Xmas presents that are presumably now lying bent and inert in hundreds of sheds and garages the length and breadth of this sceptered isle.

Dirtbiking is a serious business and demands serious kit. The bottom line being - as in life generally - that you only get what you pay for. And on that subject I notice that TBM has increased in price recently...





# HACKED

At the risk of being ostracised, Alex Hearn prepares to betray the brotherhood...

# OFF

**B**eing a member of the dirt riding fraternity is a bit like being in the Masons. Well, not exactly the same, obviously. I mean we tend to wear our trouser-legs rolled down, and our handshakes are a little firmer. But the secrets contained within the off-road 'brotherhood' are almost as closely guarded. However, at the risk of being black-balled by my fellow compadres, I'm planning on revealing the six main secrets of off-road riding, and how to acquire them.

And so the subject of this month's column is snappily entitled Things They Won't Tell You But You Must Know, or TTWTYBYMK. I've compiled a list of six crucial items of knowledge, acquired by myself over eight years of riding the dirt, and for the first time ever, I'm putting them into print...

**'Don't assume that other riders know any more than you do. Make your own plan, then execute it accordingly...'**

**Going slowly can make you crash.** Eh? Carefully picking a route through a section of muddy going is much harder work than getting up a bit of speed and attacking it. The simple reason being that your tyres clog up, can't work, and down you go. Centrifugal force flings sticky mud off front wheels, just as a spinning rear tyre cleans itself. The golden rule of muddy trails then, SPEED UP, don't slow down. This also especially applies to a muddy puddle or rut that appears unexpectedly - wheelie over it, never brake into it. Then you won't even notice it.

**Thinking is better than sinking.** The time it takes to pull up and have a look at what's ahead is much less than the time needed to drag a beached bike out of a bottomless bog or ravine-like rut - or to gather yourself after a crash. Stop. Take a sip of water from your hydration-pack (see TTWTYBYMK 3) and a couple of deep breaths and have a look at the situation. Is there a better way around, up or over? Also don't assume other riders know any more than you do. Make your own plan, then execute it.

**Never venture off-road without a hydration-pack. Ever.** More and more riders understand the need to hydrate while riding off-road, but still some carry a water bottle. NO GOOD! You need to be constantly sipping away, topping up your fluid levels as you go because even stopping every half hour or so and glugging away won't stop your body de-hydrating. And, more importantly your brain with it. The first crash will wear you out and dehydrate you more... the second more so again and so on. The spiral down to complete exhaustion, and jelly legs, is set.

**Motocross tyres are a waste of time on trail bikes.** Never mind the questionable legality of MX tyres on the road (and subsequent potential for invalid insurance) they're simply not as good. Enduro rear tyres have a deeper-section carcass and are designed around giving the rider side-grip (unlike most MX tyres which are about finding drive out of berms). To find this extra grip the enduro tyre's knobbles come around the side of its carcass, which is itself a much softer construction than a motocross tyre, allowing the footprint to spread. And this is the other feature of an enduro tyre - it'll work in mud, on flat ground and wet rocks and anything else you throw at it, unlike the MX tyre which only works well on motocross tracks, funnily enough.

**It's not about the bike** (to borrow the title of Lance Armstrong's brilliant autobiography). And he's right, it really isn't. Don't think that arming yourself with the latest, fastest, most expensive full-house enduro weapon will improve your skills. There's no doubt a good quality bike with monster power and fabulous chassis can help in some instances but in many cases can also wear out the unwary, or make things happen much too quickly. And make no mistake, especially if you're a recent convert to off-roading from the roadbike world, a 450cc four-stroke dirtbike is a monster. Buy a 250 and learn to ride it.

**Never allow yourself to get in a position where somebody behind (one of your riding 'pals') can overtake you side-by-side in a double rut, or big puddle.** Especially if you still haven't quite got the

hang of TTWTYBYMK 1. You will, without doubt get soaked every time by a great bow wave from their wheel as they wheelie past, leaving you drowned, unable to see and very confused. They, of course will be laughing hard, as will anybody behind who's a witness.

Now it's taken me varying amounts of time to understand all of the above, and nobody ever told me about anything, I promise. TTWTYBYMK 6 I learnt rapidly, like you do, while TTWTYBYMK numbers 1, 3 and 4 took a lot longer, some three years in fact. I never understood why I always fell off when the going got muddy, yet my mates just found traction by magic and rode away, leaving me rolling around in the goop. Likewise, the times I simply couldn't understand why I'd crashed, and why once I'd crashed, my crashes got more frequent and even more stupid. Until I bought myself a rucksack with a hydration pack built in. And mysteriously... the crashes stopped happening. Then I watched others' deterioration. Then I understood. The same with MX tyres. I cunningly assumed they offered more grip than enduro tyres because the knobbles were taller. Duh!

TTWTYBYMK 2 I never really got the hang of until attempting the Dakar and if there's ever an off-road activity that promotes thought, then this is it. You simply have to think and ride at the same time, yes because of the navigation but just as importantly the terrain. Unfortunately TTWTYBYMK 5 I still haven't got the hang of, because after reading his Melbership's launch report on the Aprilia RXV550 in the last issue I find myself wanting one. And for all the reasons he lists, its wow-factor, trickiness, exclusivity, and simple drop-dead gorgeousness.

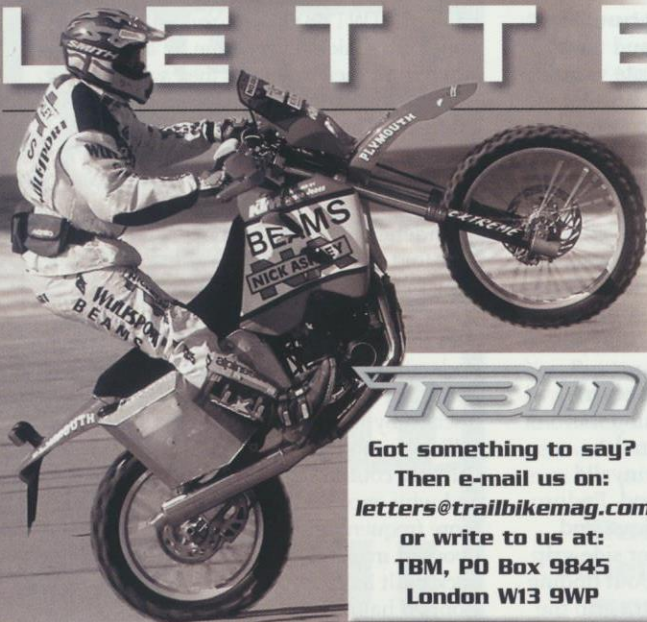
The reality, for the type of trail riding I do is that a Honda XR400 is just about the perfect bike - tough, reliable and more than competent enough for my level of, er... competence. But I still want the Priller *bad*.

So who are 'They' then? The ones who never told you anything. Well *they* can be your best mates, the guys you go riding with, the bloke in the bike shop, or more often than not your fellow competitors - in fact anybody who stands to gain absolutely nothing from seeing you improve.

Not to worry, because now I've let you in on the 'six secrets of riding dirt', it's your responsibility to tell absolutely no-one at all...







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## Elka-Seltzer

Dear TBM

I've been reading TBM for some time now and I find it very interesting. But why do you hate Husabergs? I have a Husaberg 650 and where I live (by the Swedish border) in Finnskogen there are endless forest roads and trails and I think the 'Berg is hard to beat in this kind of terrain.

I do about 10,000km each year. I have two friends (who try to keep up with me) on

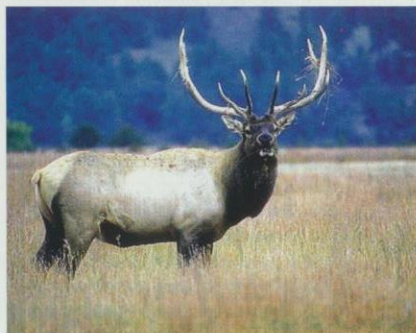
Highland 950s. Why don't you do a test on the Highland v KTM 950, or even throw in the BMW HP2 as well?

In Norway most people ride 450cc+ capacity off-road bikes - why do Brits ride a lot of 250s? Is it because you have a lot of rain and therefore slippery surfaces?

Anyway, I also have a Yamaha TTR600, which is very nice and very slow so I take it out for the 'Sunday ride'. I must recommend a trip to Finnskogen; you can ride all day without seeing tarmac or people. Last year I met several elks and a wolf. An elk is 400kg so you don't want to make contact - ouch, big headache!

Finn Aasum,  
Kongsvinger, Norway  
via email

Brings new meaning to the term 'using mousses'...



## Size Up

Dear TBM

Thanks for a great mag. Despite the Government's attempt to curtail trail riding I have decided to go ahead and start green laning anyway.

But my first problem is that I'm not too sure what size of bike to go for. I've been offered a KMX125 - is this size of bike capable of getting me to and from the trails and pulling my 14-stone frame around?

My other line of thought is to go for something bigger like a DR650 or NX650 (I read the 'Go Small, Go Large' in the December issue), which would also double as a winter bike. Do you think that they would do the job?

Any comments or guidance you can give me would be very much appreciated. I'm off now to try and find my bankcard so I can get my subscription in. Keep up the good work.

Geoff Keen, via email

Either would do the job Geoff, but the KMX will probably be better on the trail (as you're a beginner), and the 650s better for getting you to the trails. Your weight won't be an issue off-road, but the weight of the bike will be. Welcome to the fold, mate...

## Grand Theft Moto

Dear TBM

Great mag, great sport - shame some scumbags had to spoil it! I recently had my garage broken into - the night following an event. The thieves didn't manage to take my bikes as

they were locked with two insurance-approved chains, locks and an alarm lock.

I think this was enough to put them off but they did take everything else (off-road) bike related, including spare wheels, a full kit bag, two pairs of boots, a helmet, tools and spares down to some inner tubes left on the shelf! However, they did leave me my golf clubs, power tools and some old MX kit. Cheers!

I think they knew what they were coming for. Speaking to a few people who have been broken into, it seems the thieves may fit trackers to your van. If it's a local event (as mine was) you are probably not going to live miles away, so the scum can use the tracker to locate your van/garage in the middle of the night and help themselves, remove their tracker and move onto another victim at the next event.

I would like to make people aware of this and it may be worth it for you all out there to check under your vehicle for an unusual black box.

Anyway I got a decent result in the event (for me) so I'm still smiling. All I need to do now is sort this mess out with the other thieves (my insurance company). Don't forget, if you purchase any gear or tools etc, keep the receipts or take photos of all your kit.

Stewart Stokes, Aldershot  
via email

## Brace Yourself

Dear TBM

Great mag, I buy it every month. I was wondering if you could do a test on knee braces as I'm a self-employed hydro

engineer and I can't afford to have time off work.

After countless offs green laning in Derbyshire my knees are giving me grief. So any help or advice from you guys would be great.

Nick O'Leonard,  
via email

OK Nick, when we're able to get up out of our office chairs, we'll see what we can do..!

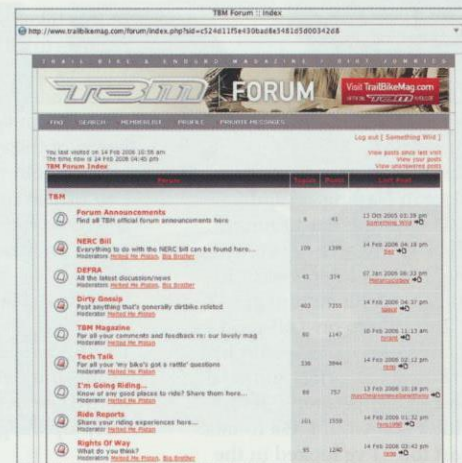
## New Arrival

Dear TBM

I've just purchased a KTM 250EXC four-stroke and am stoked to bits with it. But I've kinda' gone out on a limb as I don't have any close mates with off-road bikes to give me advice or me to pester.

I'm totally new to the sport and not the most mechanically minded bloke in the world (bit of an understatement to say the least!). But I am one of those people who likes to know as much as possible about things and was wondering if you could recommend any decent books regarding the general upkeep of my bike/ things I should be doing before/ after every ride etc as I'm a bit paranoid that I'm going to cause some serious damage to my new baby due to not knowing the basics. Thanks for any advice you can give me.

Nick Jones, via email



Nick, log onto the TBM forum (trailbikemag.com/forum) and you'll find plenty of people to help you out - including us from time to time...

## Oil Burner

Dear TBM

Do you have any plans to feature the diesel motorcycle developed by the US/UK military which is due to go into production for the civilian market? I know it's based on a dinosaur (KLR650), but it would make a fantastic overlander. Check out dieselmotorcycles.com for details.

J Lewis, via email

No!



Oil tanker...





## Chinese Take-It-Away

Dear TBM

I live in Darlington and I have found it hard finding clubs in my area - even using the Internet I don't seem to come up with anything.

I've ridden on-/off-road for many years, but I would like to be part of a club and take part in competitions. My oldest son would like to take part too - I've looked in the pages of TBM and can't find any clubs that advertise there.

Also in a previous issue you mentioned about Chinese bikes like the Bashan. Is your opinion

of this bike the same with regards to all the other cheap Chinese bikes that I've seen in Bike Trader?

Until last year I had never heard of these machines until a friend told me about them. I've ridden mostly Suzukis so would like to hear your views on this matter.

Paul Rutt, via email

PS I find your mag very interesting and helpful in providing up to date news and views. Keep up the good work!

Paul we wouldn't swear that *all* Chinese bikes are poor quality substitutes for the real thing, but there's a big clue in the price. At the risk of

repeating ourselves, log onto [trailbikemag.com/forums](http://trailbikemag.com/forums) and ask about clubs in your area. There's quite a contingent from the north-east on there...

## Ex-Roadie

Dear TBM

Just thought I'd write to let you know that thanks to your mag I'm now a dirtbike junkie... again!

Let me explain - in 1977 I bought my first 'real' bike, a Yamaha DT250MX, which I loved. Sadly, after I passed my test I moved on to road bikes, which I rode up until last year when I was knocked off and had to take an enforced break while the old bones mended (I don't seem to bounce quite so well anymore).

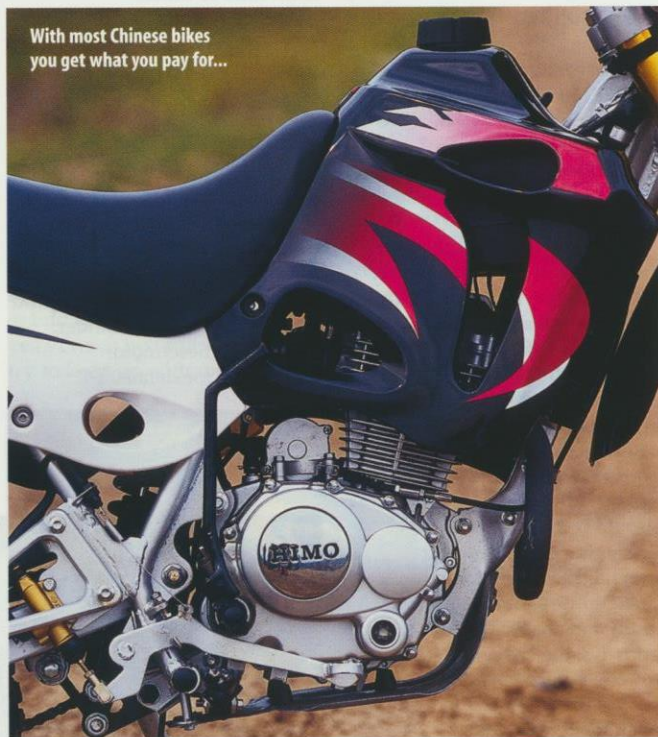
Anyway during this time I came across your mag and it stirred up some great memories, so four months later, with everything healed, I came across a Honda XL500 advertised in your mag and decided to buy it.

Well, much as I enjoyed it I found it a bit heavy in the mud and missed an electric start (having been spoilt with modern road bikes), so I decided to treat myself to a new Yamaha TT-R250. I know it's not the most advanced or powerful bike and I must admit it felt odd after owning 1000cc bikes, but I love it - the dirt bug has bitten again!

I just hope this nanny state doesn't close all the trails and green lanes before I get a chance to go out and enjoy them. Yours in dirt bike heaven...

Jeff Best, via email

With most Chinese bikes you get what you pay for...



There's still plenty of riding to be enjoyed out there Jeff. Keep reading the mag for more info on where to ride...

## Hey Sucker!

Dear TBM

I'm not particularly keen on classic bikes, but I happened upon a Triumph Scrambler the other day in a dealers.

What a great looking thing! Wouldn't it be great to sponsor a team using those? Get a couple of top riders and then go out and slaughter the competition (or not!).

I wonder if it would cope with something like the Hafren Rally? I notice the wheel sizes are not really suitable for off-road tyres but I'm sure something would fit. I would be interested to hear your thoughts on this bike. Is it really a hardcore, good ol' fashioned scrambler or simply a good-for-nothing city centre pose machine?

While I'm here, I've been struggling with the removal of the two paper oil filters on my KTM 450EXC, when I discovered that instead of circlip pliers (as suggested) or other tools, the best thing for the job is in fact a sucker-style arrowhead from a kiddies bow and arrow set - you know the sort of thing, they're usually red and look like the suckers on the bottom of a bathmat.

Anyway, just engage the sucker with the filter, pull and the filter comes out in a flash. Great mag by the way.

Jonathan Hayes, via email

Cheers for the tip Jonathan. Gotta say the Triumph



Scrambler is an exercise in styling and marketing rather than a pukka off-roader. But still watch out for a test in TBM soon...

## Top Gear

Dear TBM

Just got into green laning at the age of 57 and really enjoy your mag. I have bought a 2002 Yamaha TT-R 250 and am really pleased with it.

The only problem I have is with the final gearing. I bought it with a 13/44 sprocket fitted and a spare 14/47 sprocket. Some of the lanes we use are pretty extreme and I seem to hit neutral quite a lot going from first to second or vice-versa. The manual tells me that standard is 14/44.

What do you recommend? Should I go back to standard or fit the 47in rear sprocket and get away from having to change between first and second at difficult stages. Thanks for any advice you can give me.

Mike Mant, Bristol via email

Mike we'd recommend you use 13/47 for trail riding...

## Back To The Future

Dear TBM

Am I getting to that age? I've been riding bikes for 34 years of which the last ten have been solely road bikes, although a BMW R1200GS is my latest toy. Surely that doesn't count as an off-roader, does it?

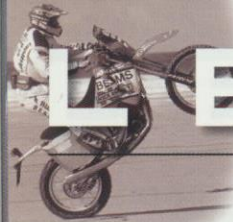
Anyway, up until the last ten years I was a dual-purpose trail bike man - great bikes and great fun. When I get together with friends who were riding and living the trail bike life back then, the stories and the laughter go on for an age. Brilliant!

So I thought it would be nice to get another trail bike, relive my past, fall off, experience the kickstart backlash, you know the sort of thing. So the wife and I had a look around some of the bike shops and their latest offerings.

My God, how things have changed! You now get razor-blade seats, monster power, very expensive plastics, radiators; the list goes on and all at a cost. You



# LETTERS



can imagine my Stone-Age grunts just listening to the gel haired salesman... I wasn't entirely convinced.

I feel ashamed for not appreciating my DTs and TSs of the Seventies and the Eighties a little more. With only a few modifications (usually home made) they were excellent. The new bikes are obviously better

than our bikes of yesteryear but in their evolution I feel that a lot has been lost, mainly simplicity and perhaps some of the fun? You could really take some liberties with the old stuff and be forgiven; I'm not so sure the modern bikes would be so kind.

I'm surprised manufacturers don't make retro dual purpose trail bikes to reflect the past machines, like they have with road bikes which reflect the

muscular machines of the Seventies.

I realise we can't really have two-strokes (shame) but bikes with all the clever stuff hidden away yet having a look of the Eighties about them might be a viable idea.

Anyway, my choice seemed to be down to the Suzuki DR-Z400 or the Yamaha 660. But I've decided on a 1980 DT250MX - I've found it, bought it, love it already and this time I'm keeping it forever. Boyesen reed valves, Fresco tail pipe, Bel Ray oil, bliss!

Yes... I indeed have reached that age, all I need now is to sell my Focus and find another Escort Mexico. More cult bikes please, for all your readers who have reached 'that age'.

P Way, Somerset

Actually the Japanese have realised that there is a market for retro classics, unfortunately they don't officially bring them into the UK. Ahh the old mk1 Escort - mine had a 2.1 lump in it and got stolen from Luton station carpark. More retro classics in the form of 'From The Archives' on their way...

## Super Model

Dear TBM

Could you advise me on the following models that I'm interested in - Yamaha TT-R 250, Honda XR250R (pre-1995), Kawasaki KDX200 or KDX220, Honda XR250R (post-1995).

I'm five foot eight inches tall and in my late thirties. I've recently ridden a CR250R and a Honda XR400R, but I'm after a tamer, more green-laning sort of bike, something I can ride

across sand dunes with some quarry and woods riding thrown in too.

I found the XR400 to be a bit of a handful in the fact there was too much power available that I didn't need or use, and it was a tall bike when I came off on slow turns. So what do you recommend out of the bikes I've mentioned? I've only ridden a 1992 XR250R back in 1997 and it was great fun. Everyone says that the pre-1995 Honda XR250 is a far better all-rounder than the post-1995 ones, what do you reckon?

I've also been told that the Yamaha TT-R 250 is better than both the XR models. And then there's the Kawasakis - apparently the KDX200 is the

ultimate green laner. What is the difference (apart from the 20ccs) between the 200 and 220? Are they terrible on fuel and oil as I'm doing around 15 miles of beach before I head to the quarry etc. I was told the 200 did only about 22mpg; surely that's a bit low?

I know that they weigh roughly the same, but it's the two-stroke thing that is also concerning me a bit, as I wouldn't be doing any competitions, just having fun out on the lanes and doing a bit of on-road work as well. Have any of these models got any really bad faults and what are the best mods to do to them?

Donald Machmer

PS How much is it to subscribe to the mag and how do I do it?

Okay Donald the later XR250s are definitely the ones to go for - Honda updated them a fair bit for the 1996 model year and there are still plenty of them out there. Nothing much wrong with the KDX200 or 220 for that matter, and not much difference between them either. I'd reckon on nearer 30mpg for the KDX but the XR should return more than that, and that's the bike I'd go for. Right now a TBM sub costs £33 for 12 months (but it's going up shortly) and you can subscribe either online at [trailbikemag.com](http://trailbikemag.com) or over the phone by calling 020 7903 3993.



The Japanese do make retro off-rovers, though they're rare in the UK...

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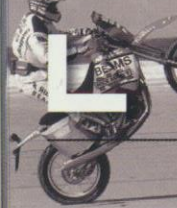
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# LETTERS



## Turning Japanese

Dear TBM

Call me an anorak if you like but when I was reading the October 2005 issue (122) for the second time on a plane recently, I noticed on page 31 in the letters section, you published a letter from a reader in Japan called Mike Sharpe which had been sent via e mail.

Mike was commenting on the trial bike scene in Japan and at the end of his letter he commented that if anyone was having trouble sourcing parts for Japanese market grey import bikes, he would be pleased to help and to contact him with details.

Well, I am having great problems trying to locate parts

for my HRC built Honda TLM trials bike and hope that Mike might be able to help - is there any chance you can put me in touch with him?

Fab mag by the way - the plane I was on was taking me to the Indianapolis Bike Trade Expo Show and it was amazing how many US bikers commented on the quality and content of TBM when they were reading over my shoulder (does this qualify me for a free subscription?)

Maybe you should dispatch Monsieur Evans to the Mid West to open a US division - it may even help with his current mid-life crisis! He's never been the same since he blagged my Gas Gas on one of his jaunts a few years ago - just for a few minutes you know - of course in the end, after several hours, I finally had to remove him with a tyre lever...

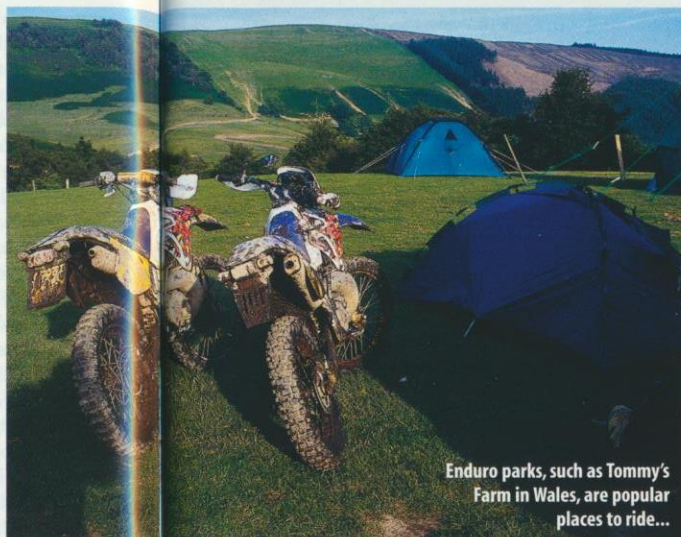
Ian Brown  
via email

We've found it's the best way of dealing with him Ian. Sadly, I don't think we've kept Mike Sharpe's email address, so if he's reading this perhaps he'd like to get in contact with us and we'll publish it in next month's mag...

## Park & Ride

Dear TBM

As the completion of the NERC Bill looms ever closer, any chance of a few articles about some of the trail/enduro parks that have dotted up around the country?



Enduro parks, such as Tommy's Farm in Wales, are popular places to ride...

They might be useful to those of us who fancy a bit of daylight riding now and again. Bit like a 'Doing the Rounds' sort of thing. Now, I appreciate this might take a while, so in the meantime I'll keep practicing my future responses in the event of being apprehended by Her Majesty's finest.

'I'm sorry officer. I appear to be lost, could you show me the way to...?', or 'Dreadfully sorry officer, I appear to have run off the edge of the map', or 'Nurk what? Never heard of it!', or 'They've done what! Outrageous, I shall be writing to my MP!' Oh no... tried that one. Didn't even get a sodding acknowledgement.

Anyway, keep up the good work, the magazine is great. A good balance of articles and a sensible size. You might like to have a word with the people who make your binders. As the magazine gets thicker and thicker, it's getting increasingly difficult to get them to fit in. Damn near saw my fingers in half when I tried to fit the last couple of months in!

Keith Maceke, Bristol  
via email

Sorry Keith, been keen to get as many articles in the mag as possible - and that's meant it's grown steadily from 72-pages right up to 140, 150 and even 160-page issues. Trail parks feature already underway...



Spares for rare imports, like this TLM, can be hard to come by in the UK...

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# WHO'S BACK?



**Beta's slow-selling Alp may just have been handed a lifeline by the NERC Bill as Si Melber explains...**

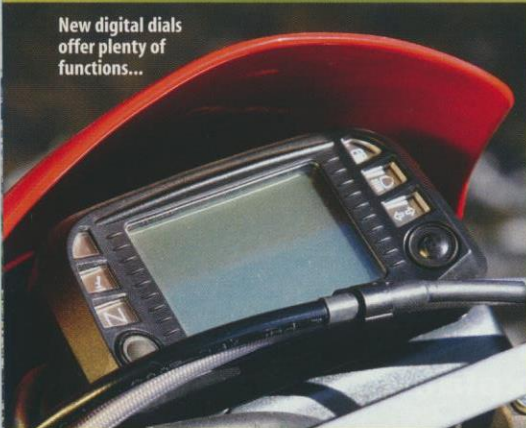


# FIRST CHECK



**GUESSES**  
**WHO'S BACK?**

New digital dials offer plenty of functions...



Modern switchgear includes this thumb-switch which lets you scroll through the different functions of the digi instruments...

Left: Beta Alp 4.0 is a curious mix of old and new, but the result is a pleasing blend of both...

**F**or John Lampkin the UK's Beta importer, there's an ironic twist to the impending NERC legislation which if I may, I'd like to share with you. The NERC consultation (sic) was announced just as the new range of Beta enduro bikes went on sale in the UK. And although these competition machines will doubtless continue to sell since they are primarily designed for racing (which will likely grow as riders seek their enjoyment elsewhere), we all know how a modern four-stroke enduro bike can make a great dual-sport weapon out on the trail. That's assuming there are any trails worth riding!

But strangely enough, a couple of years back we tested another of John Lampkin's bikes - in the form of the unusual Beta Alp 4.0 - which at the time we concluded was a great little rugged trailie in an old-fashioned kinda' way. You know the sort: air-cooled, quiet, extremely torquey, and very comfortable for extended periods on the road. Okay the suspension is fairly crude and the price perhaps doesn't really reflect the fact that you can buy much more exciting machinery for similar money. But what if you're not looking for excitement, power, or yards of suspension from your trail bike? What if quiet enjoyment of the countryside, the ability to ride all day on a tank of fuel, and a bike that can happily double up as a secondary form of transport is your main priority?

Well you've got bikes like the Yamaha TT-R250 or Honda CRF230 - both of which are arguably slightly superior to the Beta when it comes to riding off-road. But neither of which can touch the Alp's true dual-purpose credentials - especially on the street. Because at its core



Suzuki's elderly air-cooled lump offers old fashioned virtues like torque, torque and even more torque...

the Alp has got that lusty Suzuki DR350 motor - an engine which has powered numerous road bikes over the years (not to mention the UK's best-selling dual-sport trailie), and which rightly gained a reputation among owners for rock-solid reliability. And on the road, there's no substitute for a few more cubic inches. Frankly neither the small capacity Yam nor Honda comes close.

But let's not kid ourselves - the Beta Alp has been an incredibly slow seller here in the UK - which kinda' begs the question: if it's so good, how come next-to-nobody bought into the Alp concept? The answer lies in the fact that prior to





the NERC legislation, nobody needed to. Now the political climate has changed and (assuming you're not intending to go racing), then bikes like the Alp suddenly make a whole lot more sense than much more specialist machinery.

So we felt the time was right to reappraise the Alp in light of impending legislation, in order to rediscover what it is about the bike which makes it so suitable as a byway-bashing dual sporter.

Okay so what's changed during the two-year duration since we last rode an Alp 4.0? Well there's the colour scheme for starters - as you can see it's now red. And, er... the dials of course - they're different! And... well that's about it. Because in exactly the same way that the classic Fender Stratocaster guitar remains true to its original form, so a bike like the Beta Alp requires only minor changes to keep its appeal. And while I'm not pretending for one moment that the Beta Alp is in any way an icon of the modern age like a Fender Strat, I'm merely making the point that evolution is not a prerequisite for ability. Sometimes it's the very fact that a product harks back to a previous age that actually makes it so appealing. If Beta were to fit the Alp with a modern liquid-cooled engine and all sorts of bells and whistles, then its charm would probably be diluted if not lost altogether.

So let's begin on the road - the Alp's natural habitat - and explain what (in a nutshell) makes

it so good. Sling a leg over the Alp's low-level seat and as you drop down into the plushly upholstered saddle you're also dropping back in time. We're not talking decades here, more like about ten or twelve years, to a time when trailbikes were comfortable, had loads of torque, and the challenge came in actually coaxing them along the trail, rather than enduring the torment of riding them on the street in between.

The Alp is just like that. It fires up at the push of a button (hey it's not entirely retro, in Alp-Land), settles down

to an enjoyably honest-sounding 'crump-crump' idle, and handles the street like it was made for it. Let out the clutch and the bike accelerates away in a refreshingly smooth and unflustered manner. Unlike an enduro bike fitted with knobblyies, the Alp's dual-purpose tyres put plenty of rubber on the road and don't suffer the vibration or noise levels (not to mention wear-rate) of an off-road hoop. That means grip, lean angles and braking far superior to most other off-rovers, which allow the bike to be really exploited on tarmac.

Shift up through the gears (always a Suzuki strong-point), and you'll find that the motor drops you right back into the meat of a deliciously broad powerband. And while out-and-out power may not be its forte (the Alp is rated at a 'restricted-licence' friendly sub-33hp), when it comes to overtaking and the general cut-and-thrust of modern traffic, it's all about torque - just ask any diesel car owner. And although 350cc may not seem like very much, let me assure you that on the back roads around the Yorkshire Dales, the little Alp was never troubled passing vehicles which got in its way.

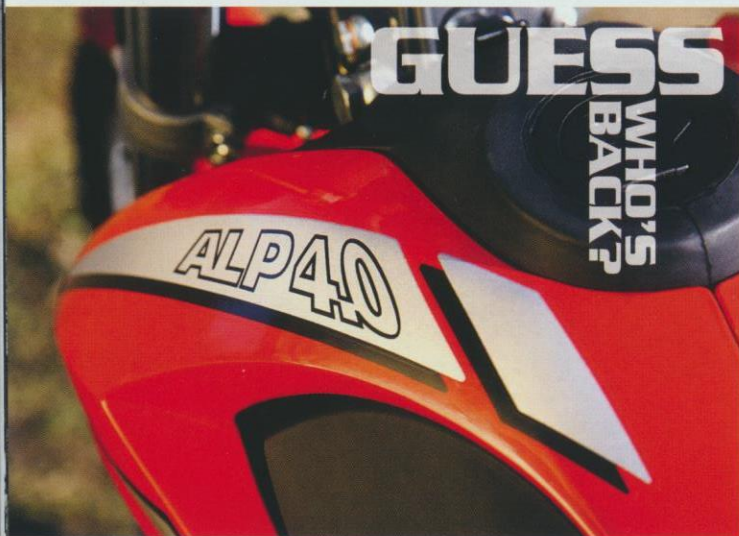
And with a quick-turning (yet stable) chassis, the Beta is actually rather better on the street than many riders might give it credit for. In fact were it not for the fact that the semi-stepped seat can make it feel slightly cramped at times (if

# SUZUKI WHO'S BACK?

Rocky green lanes are easily navigable on the Alp, providing you keep your speed down...







you're taller than about 5'10in), the Beta would probably make the perfect commuter for virtually any rider - quiet, economical, nippy, and easy to ride.

Naturally enough all the controls are light and easy to use, and the 260mm front brake (traditionally a Beta weak point) is actually strong and progressive. For 2006 the Beta owner now sits behind a rather more detailed set of electronic dials comprising speedo, odo, rev-counter, clock, stopwatch, tripmeter etc, rather than the basic analogue speedo of old. And through which you can easily scroll via a thumb-operated button on the left-hand switch-gear (or the two buttons on the unit itself). So if you do use the bike for an occasional trip to work, you can happily sit at the lights and see exactly how late (or early) you're going to be. Excellent.

But while the Alp's road credentials may be outstanding, it's in the off-road department that compromises have been made. Let's make it clear right from the start that the Alp is no lightweight. Nevertheless it wears its fuelled-up weight of 146kg very well. With an exceptionally low centre of gravity, and that lusty engine chugging away beneath you, there's virtually no rocky trail or climb which the Beta won't clamber its way up (hey, it's not called an 'Alp' for nothing you know).

The problem comes when you want to pick up your speed on the rough. That's when the Alp's

steepish geometry, excess weight and budget suspension are brought into play.

Now providing you ride steadily (and by that I don't necessarily mean walking pace), then the Alp will take you more-or less anywhere you want to go. But once you start pressing on a bit, a lack of both compression and rebound damping - particularly at the front end - will seriously compromise your enjoyment. Put simply, this is a bike for trundling along on, rather than chasing your mates through the countryside.

But then you knew that already didn't you? That's why you didn't buy it last

time round. Hell let's be brutally honest about this, the Alp may be more than adequate but it just ain't sexy alongside a KTM EXC right?

No doubt about it. But then I've got my suspicions that once the dust settles on the post-NERC landscape, a few more readers are going to look at the situation and work out for themselves that a machine which actually makes the best of what's available by throwing a compromise into the mix, might just be more valuable (to them) than a seriously efficient enduro bike.

Add in the appeal of a bike which can double up as a commuter, and suddenly the Beta Alp 4.0 looks like an interesting alternative. I wonder if anyone will actually buy one then...

## BETA ALP 4.0

<b>Price:</b>	£3895 plus OTR
<b>Engine:</b>	Air/oil-cooled SOHC, four-valve, e-start Suzuki single 349cc
<b>Displacement:</b>	79 x 71.2mm
<b>Bore &amp; stroke:</b>	9.5:1
<b>Comp ratio:</b>	6-speed
<b>Transmission:</b>	Steel, double closed cradle
<b>Frame:</b>	10.5L
<b>Fuel capacity:</b>	863mm
<b>Seat height:</b>	1444mm
<b>Wheelbase:</b>	275mm
<b>Ground clear:</b>	146kg (tested)
<b>Weight:</b>	Beta UK, 01535 655970
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How far do you want to go today? It's been two years since BMW launched their new 'lightweight' R1200GS. And now with the introduction of the Adventure model, the world's your playground...

# #LONG RANGER







Left: Linked brakes are powerful but not always what you need on the dirt...

**L**ondon to Edinburgh with fuel to spare; Calais to Lyon and beyond; Cape Town to Johannesburg with just one stop: 465 miles is one hell of a tank range. But squeeze every last drop of unleaded into the 33L fuel tank on BMW's new R1200GS Adventure and, in theory at least, that's how far it'll take you. The potential for adventure is immense...

### Action Stations

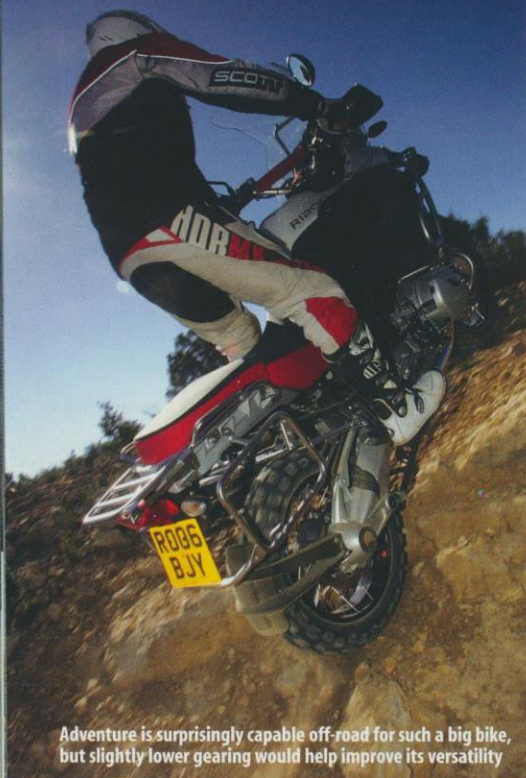
The original GS Adventure was launched in 2002, when BMW kitted-out their best selling R1150GS with a range of dirtbike accessories and overland modifications. The bike was immediately distinguishable from the standard model by its unique paint-schemes, chunky Action-Man styling, and taller suspension, plus a few neat alterations to make it round-the-world ready.

Obviously with the arrival of the 1200GS, it was only going to be a matter of time before BMW gave that the Adventure treatment too, and the result is a ruggedly handsome machine. Some of the styling cues from the old Adventure have been carried over (such as the plastic extension on the front fender), though the overall look is far more cohesive and modern, and in white and red (though *not* the silver paintjob in my opinion) it's the best looking Beemer to date - HP2 possibly excepted.



# THE LONG RANGER





Adventure is surprisingly capable off-road for such a big bike, but slightly lower gearing would help improve its versatility

That giant fuel tank dominates the look of the machine. Everything, or so it would seem, is built around that bowser of a tank and it's even got its own 'underwiring' in the form of those chunky crash bars. Everywhere you look there's a guard or bashplate, and the whole bike is a mixture of organic curves and brutal metal tubing. It's exactly how a GS *should* look...

### Heavy Mob

Admiring the launch bikes glinting in the strong Spanish sunlight, there's no doubting the bike has presence. Hauling it off the centrestand, there's clearly a great deal of weight to it too. Despite the standard 1200 being significantly lighter than the old 1150, now - thanks to all that chunky protection - the new Adventure is only 4.5kg lighter than its predecessor. Brim the tank and it's the wrong side of quarter-of-a-ton, which means those short in the leg will want to adjust (it can go 20mm lower), or even replace the 915mm high seat in order to stay upright at those border crossings. It pays to be tall when



# THE LONG RANGER



# FIRST CHECK

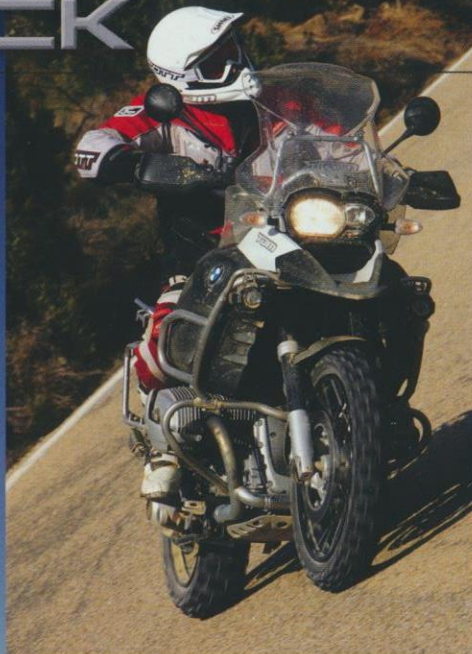
owning a GS1200 Adventure.

Not too tall, though. At speed the new billboard-sized screen does a grand job of eliminating windblast (and roost), though if you're much over six foot you still need to adapt a slight crouch at high speed. That's hardly the end of the world and on our day aboard the Adventure it wasn't as noticeable as, say, the thick padding at the side of the seat.

Although comfortable when sat in the saddle and apparently sculpted for better 'off-roadability', the chunky foam splayed the tops of my boots outwards when standing and felt just a little awkward. In all other respects the ergos are good (especially with those tall bars) and it's great to see full-size dirtbike footpegs used.

## Quaker Mass

On the trail you obviously have to make allowances for the Adventure's mass, though it's surprising what you can do, and where you can go, with a quarter-ton, 100 horsepower



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## THE LONG RANGER



motorcycle. On fire-breaks, the Adventure eats up the countryside like a John Prescott housing initiative, yet it can still be coaxed up steep loose climbs and reasonably nadgery trails.

The smooth power and stutter-free fuel injection of the latest 1200 lump make for effortless cruising - just roll on and off the gas - though it's not so smooth that you can't feel what the rear tyre is doing. Get too giddy with the throttle and the rear hoop will obviously shower the scenery with shale, though a slightly more steady approach rewards with an amazing amount of traction and a good shove out of the turns. As on the HP2, you do have to keep your speed in check, as it's all too easy get carried away and arrive at a corner faster than intended.

The giant tank didn't hamper things at all. On

any big trailie there's only so far forward you can move before you reach the humpy tank, and on the Adventure the extra capacity looks to be on the flanks. On an enduro bike the extra width would be an issue, though with the Boxer twin's big cylinders sticking out in the breeze it's not as if you can put your foot forward in the turns anyway. I could happily live with that huge tank, though filtering through city traffic could be interesting.

Thankfully, there wasn't any traffic in the Spanish mountains. Unless you count a pincer of GS Adventures thundering through the countryside..!

Compared to the old Adventure's gearbox, the new bike shifts so much better. You still need to use a good firm boot, but the new 'box dispenses with the ponderous wait between gears and loud clunk as each one slips home, and allows quick clutchless changes. The old bike had a shortened sixth gear in order to make it a useful cog instead of simply an overdrive, yet the 1200 Adventure gets the same 'box as the standard bike. On the road, which is probably

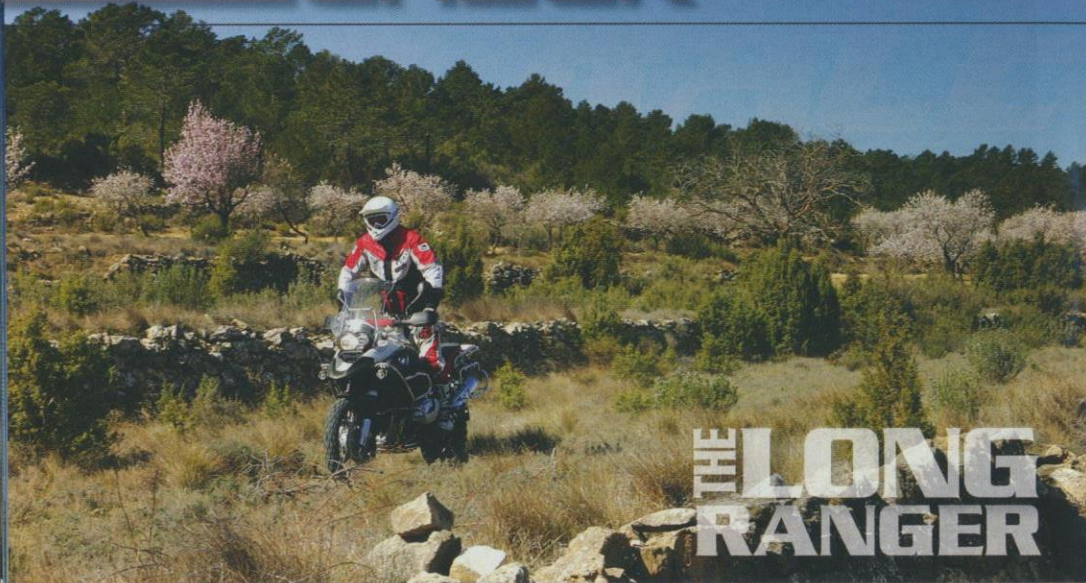
where most bikes will live their lives, this is fine, but on the dirt all of the ratios could do with being a touch lower. First gear is just that bit too tall for real low-speed manoeuvring, and with the shaft drive it's not like you can alter things with a simple sprocket swap. Fully laden, with the optional panniers crammed full and a pillion on the back, it'd be far more sprightly with slightly lowered gearing. And if you're on a rough Azerbaijani highway or negotiating wash-outs along an Amazonian dirt track you're unlikely to need its 130mph capability...

And while I'm having a bit of a moan, I can't see the point of having linked brakes. On gentler going it's hard to tell that the front brake also activates the rear, but on a steep descent, and when really hauling on the brake, I could feel

She's a BIG girl but she's lots of fun. Just the way Barni likes 'em...







## THE LONG RANGER

the rear-end lock up and start to squirm. And I don't want that - I want to choose which brake I use and when! In all other respects the servo-assisted brakes (with switchable ABS) transmitted plenty of power and feel off-road, so perhaps the aftermarket will come up with a way to circumvent this feature.

Although the suspension has been jacked up by 20mm over standard, you do have to allow for the relative lack of travel the Telelever front-end gives, not to mention the bike's weight when hitting obstacles or getting airborne. Keep things smooth and the suspension gives a supple ride which not only helps with traction off-road, but also makes the BMW comfortable on a long haul. And that really is what the Adventure is all about - loading up and riding round the globe. It isn't quite as 'sporty' as its only real rival, KTM's own Adventure, yet it instils a real feeling of get-up-and-go, of exploration and wanderlust.

### Hamburg Globetrotter

I think it's pretty obvious that BMW are gonna' shift loads of these. The 1200 Adventure is a far better machine than the old Adventure in the same way that the standard 1200 is a vast improvement on the 1150. At £9755 the 1200 Adventure is 800 quid up on the regular model (even before you start looking at the comprehensive options list), and I reckon a lot of people would happily pay the extra for the image alone - where the standard 1200GS can look gawky,

the Adventure looks tough and intimidating. I'd have one over the standard bike every time.

Because even if you only ever use that huge tank range to avoid having to fill up twice a week on your way to work, the 1200GS Adventure always offers the possibility that one day... one day... you might just head off home from work... and never come back!

**Thanks to Kylie at RBP, Si Pavey at BMW Off-Road Skills and Roc (our guide) for organising the 1200 Adventure ride...**

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# X RACE

STORY & PICS: JONNY EDMUNDS



# SPECS

Virtually all 'Extreme' bikes are two-strokes. Here's one which isn't...



**When it comes to riding 'extreme enduros', a two-stroke is still the weapon of choice for the majority of top racers. But Britain's Wayne Braybrook likes to think differently... Which is why this trials-turned-enduro ace set to work modifying his Honda CRF250X. And the results speak for themselves. TBM headed north to try it out...**

**W**hat do the following extreme enduros have in common: the Gilles Lalay Classic, the Hell's Gate, the Tough One and the Last Man Standing? All of them were won by riders on two-strokes. And despite the continued push from leading manufacturers to convince us of the benefits of thumper power (as they wind down two-stroke production), the fact remains that oil burners are still widely recognised as being more agile, less prone to overheating and most importantly lighter than their four-stroke cousins. So it stands to reason therefore, that extreme events are still dominated by two strokes.

## Different Strokes

Wayne Braybrook is one rider who thinks differently to all the rest when it comes to choosing a bike on which to compete in extreme events. Despite having spent years competing on two-stroke trials, motocross and enduro bikes, the Honda-supported rider reckons that small-bore four strokes are the ticket, and has some impressive results to back up his thinking.

Runner-up to David Knight at the '05 running of the Italian Hell's Gate event, Wayne has gone on to finish second best to the world's number one extreme rider on two more separate occasions this year - at the KTM Tough One and the





'06 Hell's Gate. On both occasions he demonstrated that thumpers can, in the right hands, be a match for two-strokes. And during the Hell's Gate race became the first rider (for a long time) to pass Knighter - before a badly bent gear selector saw him drop behind the eventual race winner.

So given the choice of competing on either a two-stroke or a four-stroke, what was it that persuaded Wayne to first compete on a baby thumper? 'David Knight,' explains Wayne. 'Initially I spoke to David about the Hell's Gate event and he suggested riding either a 250 two-stroke or a 250 four-stroke. At that time my only option was a 250cc four-stroke. Since then I have spent a lot of time riding a Montesa four-stroke trials bike so I have really started to appreciate how good four-strokes can be, even in tight and technical going.'

'In that first race I found it really easy to ride the bike and didn't see any advantage in switching back to a two-stroke,' adds Wayne. 'The bike is really forgiving, it's got an electric starter so you can start it without having to climb all over it when you are at really unusual and awkward angles, and you don't waste any energy. The bike finds grip wherever you are and you hardly have to think about applying the power. You



never have to blip the throttle every like you do on a two-stroke, and it never oils plugs. On uphill it drives forward even when you release all the bike's power at once, rather than spinning like a two-stroke can. It does feel a little heavier but I don't think it's a disadvantage because it's easier to ride. I simply get stuck less often.'

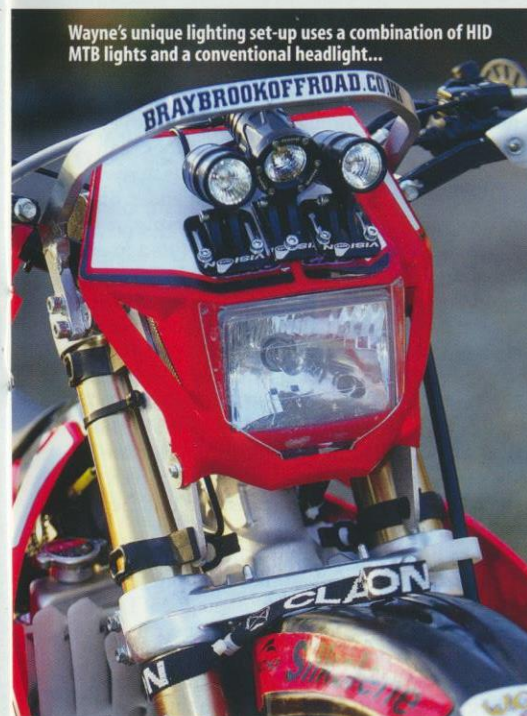
#### Protect and Survive

In light of the fact that the majority of riders competing in extreme events choose two-strokes, you'd imagine that Wayne's thumper would need to be heavily modified to compete on level

Braybrook's Honda CRF250X puts the 'X' in 'Extreme' bike...



Wayne's unique lighting set-up uses a combination of HID MTB lights and a conventional headlight...



Protecting the controls is essential in extreme events. Note single throttle cable...





Once the light starts to fade  
the real fun begins...



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terms. In fact that's not really the case. Because rarely (if ever) are these events won on a powerful bike. On the contrary, what's required is a smooth and consistent power delivery and a good rugged bike which is adequately protected from the knocks and scrapes of the course.

Items like a pair of strong handlebars, sturdy handguards and a tough skid-plate are the basic starting point for the modifications, though as Wayne points out the wheels take a hell of a battering in tough events and can actually break if you hit a sprocket or disk hard enough.

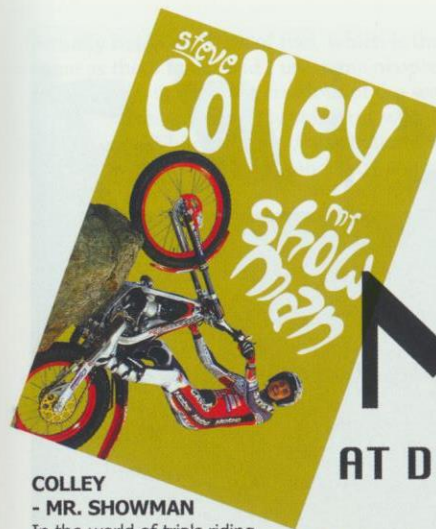
'That's why I fit a set of Talon wheels as they have a machined hub, which is fitted to Excel rims. This set is two years old and is still in perfect condition. As well as the rims being stronger, the billet hubs are also much tougher than the standard cast part, especially around the areas where the discs attach. Because of the nature of the terrain in extreme events, it's easy to hit a disc, and in the past I've broken one of the disk mounting lugs off a standard hub.

I also fit a set of Works Connection radiator braces to reduce the chances of damaging a radiator, a set of Renthal bars and bar mounts for added strength, as well as a set of Cycra

handguards. A billet REP clutch cover replaces the standard magnesium part as it's easy to put a rear brake pedal through the standard cover.

'A Pro Carbon skid plate is used rather than an aluminium one as the bike will slide across rocks easier. An Akrapovic enduro silencer, fitted with the 94db insert is used, which simply replaces the standard silencer and is fitted to an R front pipe - just to make the bike a little more responsive. A set of LightSpeed titanium footpegs replace the standard pegs because they are both stronger and lighter. A DID X-ring chain and Renthal sprockets are used. I run a 13 tooth front sprocket, instead of a 14, and the bike also has the 'closed course competition kit fitted to it, which is basically a jet kit and 250R cam with simple modifications made to the airbox to help the bike breathe a little easier. But the suspension is standard.

'The only other thing that is different is the special frame I've fitted around the front light, which protects it from getting damaged if I fall. It fastens onto the top triple clamp and can also be used to pull on, if things get really difficult. I have also fitted an 'R' fuel tank, which allows me to get a little further forward on the bike. It



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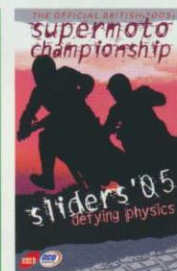
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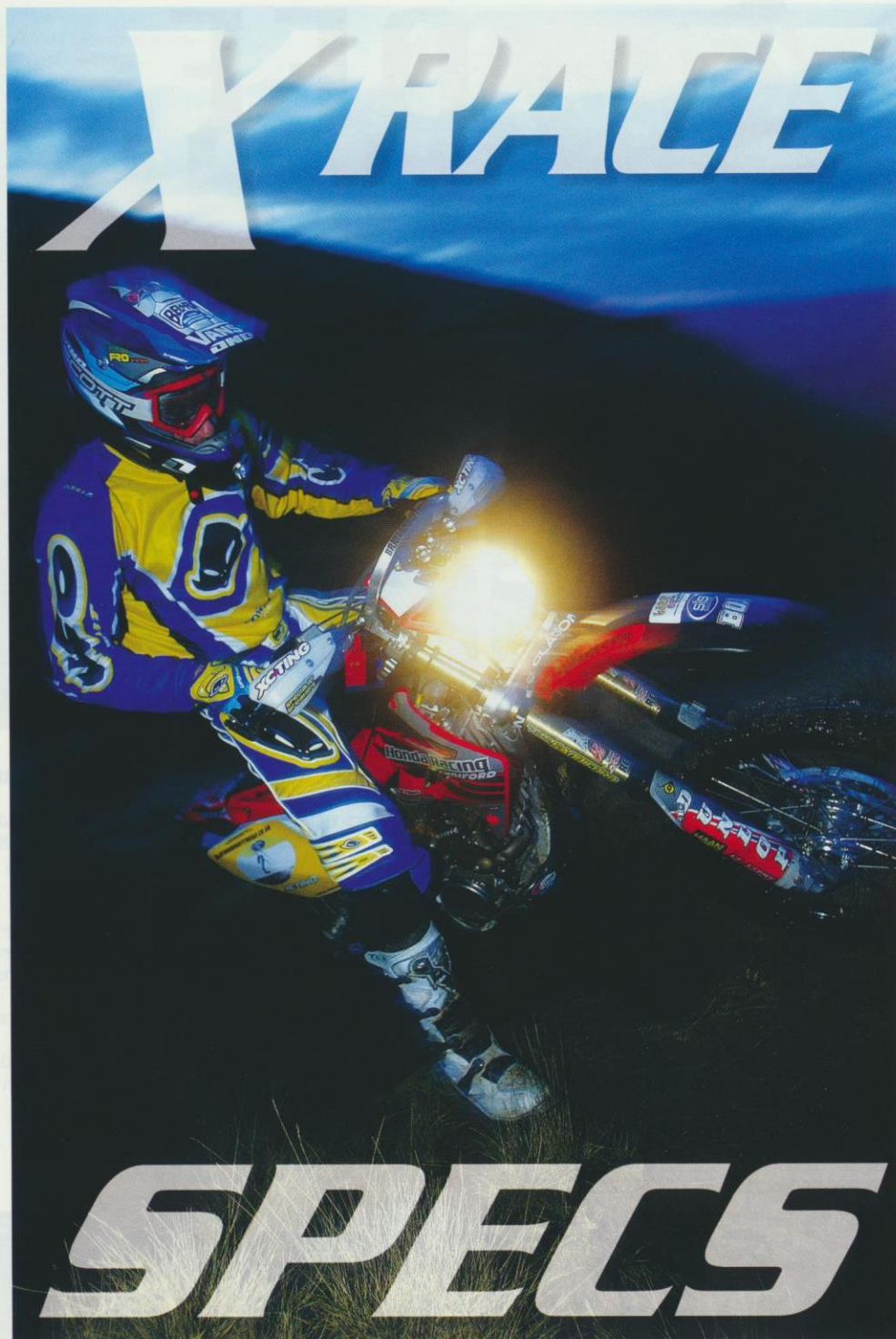
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actually holds 8.1 litres of fuel, which is the same as the X tank. And I use some neoprene fork guards, to keep the crud out of the seals.

'The brakes are virtually standard with the exception of Motor Master disks, that are a little thicker and stronger than standard. I run a standard rear chain-guard. I run my own front chain-guard because at the Tough One my chain came off a few times and got caught up on the front sprocket. I don't run a side-stand because it is something else that can get broken. I have taken the return throttle cable off, which makes the throttle a little lighter.'

### Night Rider

Heading out from Wayne's workshop towards his training area I first get to ride a standard '06 CRF250X. Although the 'X' is not a bike I've been particularly keen on in the past due to it feeling more like a soft trailie than an enduro weapon, this year's 250 is noticeably livelier than previous models. Revised for its third year of production, the Honda now has a much more competitive feel to it, which is a welcome surprise.

Then jumping onto Wayne's bike, which as well as being fitted with its race protection has a motor that breathes easier due to the Akrapovic exhaust and de-restricted air box, it instantly becomes clear why Wayne thinks highly of his quarter-litre thumper. With a power delivery as strong as you get with any standard 250cc enduro four-stroke and a wide and plentiful midrange, the bike allows you to roll the power on and off easily and effectively without having to abuse the clutch.

Although there's plenty of urgency to the performance, the amount of power on tap is still fairly modest which is ideal for when the going gets tougher. But possibly the bike's biggest plus point is the fact that it can be ridden aggressively all the time as there's no real punch to its power. Having seen Wayne in action there are numerous occasions when aggression, as well as skill and balance, are needed to scale a challenging climb. Though being aggressive certainly didn't mean being reckless.

As evening turned into night it was time to fully prepare myself for the true 'extreme experience', which meant swapping my motocross boots for Wayne's trials boots and my full-face helmet for Wayne's open face lid. Both of which took some getting used to.

Having not used an open face helmet for at least ten years the feeling of 'am I gonna knock all my teeth out if I crash?' was initially very unnerving. But it wasn't long until I got stuck for the first time, which is when I started to fully

appreciate exactly why Wayne and other top riders choose to run an open face helmet in extreme competitions. Now able to breathe more easily and see clearly (goggles would have steamed up had I been wearing them with a full-face helmet), I was able to look at the ground as I adjusted my footing and started to push.

While I was able to get used to the helmet relatively easily, the trials boots took a little longer to adjust to. Without the smooth sole I'm used to on motocross boots, my feet stuck to the footpegs like they were nailed down, which caught me out on more than one occasion. Forced to lift and reposition each foot every time I wanted to brake or change gear, the frustration of not being able to slide my foot into position was masked by the ease, stability and reassurance I got, knowing I wasn't going to lose my footing while walking alongside the bike as I pushed it.

Attempting some of the less demanding sections Wayne trains on, it became increasingly clear that the bike was more than capable of dealing with whatever's thrown at it - even if

### Light Headed

Wayne uses an open face trials helmet when competing in extreme events, which allows him to not only breathe a little better but also see downwards easier than when wearing a full face lid. Fitted to the helmet is one High Intensity Discharge Hope light, which is connected to a battery in his bum bag.

The light set-up on his bike is fairly simple. 'I use an aftermarket front light with a glass lens, on top of which three Hope HID lights are fitted. The middle light is a mountain bike light, which works off a battery that sits in the middle of the handlebar pad. The other two are mountain bike helmet lights, which are connected to two billet battery packs which in turn sit inside the radiator scoops.'

The standard headlight has been raised up to allow the beam to shine above the front mudguard. The main HID points down about six feet in front of the front wheel while the other two point forward to give improved vision when riding at high speeds. 'They give you better peripheral vision. I know some people run two that point down and one pointing forward but I prefer it the other way around.'

The only light that uses a generator is the main light, and the other three run from batteries and will maintain full power for 2h 45 minutes. 'You have to know how long HID lights last because they shut down completely after that time with no warning...'





RACE  
SPECS

speed, the standard suspension felt perfectly able to cope with it all. Firmer and slower to rebound than I was expecting (and much slower than Knighter has his dampers set), both forks and shock did everything asked of them. Can't complain about that.

### Lighting Up Time

With most extreme events now featuring an element of night time competition, getting to ride a bike with a serious and well set-up lighting system proved so much more enjoyable than I imagined it would be. I'll be honest and say that I was extremely sceptical about riding a bike at night, not least because I was expecting my enjoyment to be tempered by a serious lack of visibility. It wasn't.

Riding Wayne's bike under a blanket of darkness was one of the most enjoyable riding experiences I've had in a long, long time. Not just because it was so very different to anything I've done before, but because it was as exciting as it was challenging. But what surprised me most was the fact that riding in the dark with lights wasn't anywhere near as difficult as I'd expected it to be. Imagining my vision would be reduced to a few meters ahead of the front wheel, instead I found that you can ride a bike pretty much anywhere you can in daylight at almost the same speeds. And have great fun doing so.

Amazingly the helmet light alone was enough to see by without too many difficulties. But when Wayne turned on the four bike-mounted lights - the three High Intensity Discharge (Xenon HID's) and the bike's own light, the darkness virtually melted away. With the lights posi-

I'm not. Easier to control on slippery climbs than the tamest of two-strokes, the bike's refusal to light up and break traction meant that it would always drive forward rather than spin the rear wheel. And because the bike builds revs relatively slowly, even a rider (like me) with a lot less throttle control than Wayne, can feel comfortable attempting what were seriously steep climbs. And thanks to the lack of snap in the power delivery, no matter how hard you accelerate, the bike laid its power to the ground in a controlled way, which made driving forwards (and upwards) relatively easy.

With the nature of the terrain in extreme events being the limiting factor in terms of

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tioned perfectly to illuminate the ground in front of the bike, I soon learned that the only thing that really holds you back from going as fast as you want, is the fact that you can only really see in the direction you are riding (and it's harder to spot low-hanging branches).

And while the lights would illuminate whatever was ahead of me extremely well, what they can't do is allow you to see the bigger picture - hill, bog, or quicker/safer line around an obstacle. Not that it really mattered to me, to be perfectly honest. I was having too much fun.

One thing I had realised when riding the standard CRF250X was just how poor the standard lights are at night, just like on any bike. With the front mudguard casting a shadow 10m in front of the bike, crossing any sort of obstacle with confidence was impossible due to not being 100 percent sure of what lay ahead. But with the full lighting system on I could see at least 20 to 30 bike lengths in front of me, which meant that I was able to see exactly what I was doing.

Riding along encapsulated in a bubble of light, not only did I have a massive sense of freedom from riding at night, but I also felt extremely confident in what I could tackle due to being able to see so well. And with the lights running off batteries, that meant that when I stalled the bike they stayed on, which I quickly realised

was hugely important. Also the fact that the helmet lighting system is independent to the bike's lights means that if, or in my case when, you do part company with the bike, not only do the bike's lights act as a lighting beacon, but you can also see where you are going while you return to the bike.

### Electric Avenue

Not only did riding at night impress me more than I thought it would, Wayne's bike did as well. Although Wayne has proved that he can produce good results on the quarter-litre thumper I wasn't sure how much of that was down to his riding skills and how much was down to the bike, but it's really just an equal combination of both competent bike and rider.

While the majority of riders still prefer two-strokes for extreme events I can't see it being too long before more switch over to smaller thumpers. With tractability and rideability their two greatest strengths, it doesn't matter that the little four-strokes are a little heavier as they have that all-important idiot switch - an electric starter.

Trust me when I say that whilst you're clinging to a ledge of a tricky rock section with all your weight on your right leg and a stalled engine that magic button counts for a lot...

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# DIRTBIKE PISTE



**Think Alpine sports and it's unlikely you'll conjure up images of dirtbikes. But those Kerrayzee Krauts are looking to change all that. TBM goes on the piste to find out...**

**T**o say I was a little nervous would be something of an understatement. I'd never so much as set foot on a ski-slope before, and there I was looking up at a somewhat ominously named 'red run' wondering just what the hell I was doing here.

Yet it wasn't the descent which had me quaking in my thermal socks - if anything gravity would take care of that - rather it was the climb up to the top that worried me. 'Cos instead of

taking the ski lift I was heading up the mountain on 200 kilos and 100 horsepower's worth of BMW HP2. Welcome to the inaugural Snow Speedhill. It was gonna be one helluva ride...

#### **Snow Limits**

The BMW-sponsored event in Bischofswiesen, at the south-eastern corner of Germany, was a hill-climb like no other. Originally the brainchild of BMW, the 'Hill' was organised by German off-

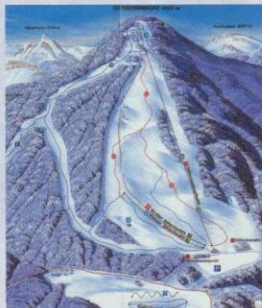




A Division of HP2s...



Chris Pfeiffer was all smiles...



road company Baboons, being put together in just three months. And the idea was clearly that of a warped genius. Get a load of dirtbikes together (60 in total), line 'em up, and set them off up a steep, snow-covered mountain-side. Only regular MX tyres would be allowed (no fancy spiked treads here) and the winner's the guy who gets to the top first. Ruthlessly simple, in that Germanic kind of way...

Naturally, I was the 'Muppett' who was put forward from Team TBM to take part, acting as 'Beaker' to his Melbership's 'Professor Bunsen Honeydew' - always the guinea pig for the more hair-brained features! And with just a week to go before the event, BMW's press department secured us a place on the starting list, alongside factory BMW riders Christian Pfeiffer, Simo Kirssi and head of BMW motorsport, Berti Hauser. Howdoo, gents.

The name Christian Pfeiffer will be familiar to those who follow the professional 'street' stunt scene (Pfeiffer also performed at the Dirt Rider Expo in 2004) or anyone who's seen the annual Erzberg Rodeo, Austria's legendary two-stage extreme enduro. Pfeiffer's won Erzberg no less than four times and in 2003 was crowned Stunt Riding World Champion. His pedigree's sound.

Simo Kirssi is less well known - in the UK at least. A young Finnish racer, he took the German and European cross country titles in 2004, and last year competed in the German series aboard an HP2, finishing above many top riders aboard 'regular' dirtbikes.

There were actually quite a few HP2s taking part, many belonging to BMW, though a few arrived on trailers and strapped to the back of private vans. And one nutter even rode his highly modified GS to, and from, the event.

# TOTALLY PISTE



James Barni 'Rubble' fires the big HP2 off the line...

The rest of the entry was comprised of more 'normal' off-road machinery, though there was a definite bias towards big power. 450 MXers were being prepped alongside 650 Bergs, whilst CR500 owners discussed jetting and the possibility of cold seizures. For getting up the mountain there was gonna be no substitute for cubic inches!

Having been allocated a bike, a German mechanic adjusted the controls to my liking and set the sag on the Beemer's air shock. Rear suspension set-up is crucial on the HP2 as the ride height obviously affects the steering geometry, though I had an inkling that the bike's cornering ability wasn't really going to be an issue...

## On a Mountain High

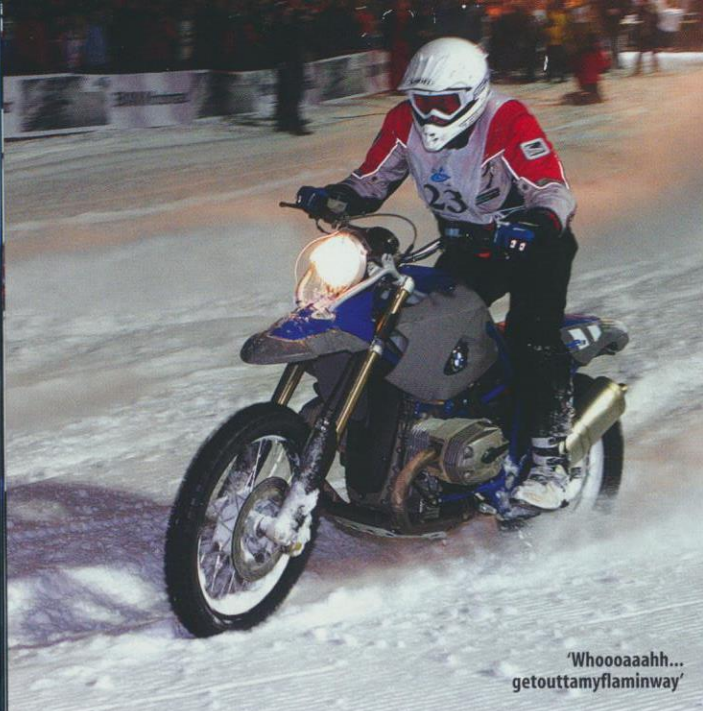
As the light faded and low cloud descended on the mountain, skiers and snowboarders retreated from the floodlit slope and gathered under the

low-hanging eaves of the piste-side café. A riders' briefing was called in front of a giant TV screen (specially erected to show out-of-sight action at the top of the hill) and the evening's action was run through... in German. Suffice to say, I didn't understand a single word of it though it surely couldn't be that complicated; get to the finish line as fast as possible, and don't come back down on the course. Simple...

Well yeah, in theory it was fairly straightforward, though in practice even getting to the startline for the 'free practice' session was pretty dicey. Hard-packed snow covered the paddock, and the merest whiff of throttle saw the rear tyre light up and cut through to the frozen concrete below. What had I let myself in for?

Only just able to touch both feet to the floor, it took a fraught few minutes to even get within sight of the startline. Now all I had to do was





'Whoaaaahh...  
getouttamyflaminway'



'For you Tommy,  
ze hill is over...'

crest the short sharp bank which stood between the paddock and the startline - a climb which saw quite a few riders come a cropper. It was easily another five minutes before I reached the start. The icy approach to the bank left me with no forward momentum and the Boxer's cylinder heads wedged themselves solid in the snowy rut formed by other's unsuccessful attempts.

Eventually I made it up the bank, and through the deep snow to the start, my arms already pumped and my lungs fit to burst. The starter marshal pointed at me and at the hill, and despite plenty of flag waving and gesticulating there was no way he was gonna get me to move just yet. I buried my head in the clocks, gulping for oxygen in the thin mountain air, and he turned his attention to some other hapless rider.

All around the snow was rough and rutted. With a wide, flat area at the bottom of the slope, the course was funnelled between two banks of snow before it climbed sharply up the mountain. 800 metres away, somewhere through the cloud, lay the finish line.

Having gained some semblance of composure it was time to give it a go. First gear, I reckoned, was gonna do little more than turn the HP2 into a 100 horsepower snowblower, so I tried a practice launch in second. The Beemer immediately flung a pure white roostertail high into the night sky and took off, the front wheel pointing every which way but straight.

With the bike weaving uncontrollably as the front tramlined in the rough snow, I failed to get up on the pegs and after ten-or-so metres the front washed out and I was dumped unceremoniously on my ass. Not a good start.

After lining up again I gave it another go, only to make the same mistake and end up eating snow in pretty much the exact-same spot. Thankfully, plenty of others displayed a similar lack of talent, resulting in one of the organisers joking that 'perhaps we'll have to run it in the opposite direction - you know downhill. Of course, the top guys were making it look all too easy...

Right then, I was gonna get this thing done - third time lucky and all that. Only this time the start marshal clearly recognised me as the idiot who'd flailed around in the snow for ten minutes and studiously ignored me, pointing his flag at anyone, absolutely anyone, else. In the end I resorted to aiming the HP2 at him and dumping the clutch, at which point he rather hastily pointed his flag at me and jumped out of the way. And d'ya know what? I got a lot further than ten metres! Having managed to get up onto the pegs, I leant right back and the Beemer charged off up the hill, wahey!

Having roosted my way up the steep initial climb, I shifted to third and got back on the gas. The rear-end slewed sideways, unsettled by the change in power delivery, and the front shim-

mied from side-to-side as it picked up someone's tyre tracks. But blow me down, if I wasn't flying.

Of course, just as I thought things were going swimmingly, the mountain had other ideas. A deep patch of snow rapidly slowed my speed, and as I tweaked the throttle that little bit harder the back-end stepped out and sent me sideways across the slope.

For a split second I was completely out of control, though narrowly avoiding ploughing through the cow-bell wielding crowd, I pointed the bars to the summit and masterfully brought the bike to a halt in a fine display of machine control. Okay, I planted it in a snowdrift...

### Snow Patrol

So it's fair to say that practice wasn't quite the success I'd hoped for - having made it only part-way up the course. But at least I now knew that the hardest part was actually getting the thing off the line.

Before the qualifying races, the slope was invaded by, what are technically referred to as, 'piste-bashers'. Running on caterpillar tracks, these are really just big snow ploughs which crawl up and down the mountain 'bashing' the snow flat. For 20 minutes these mechanical monsters crept their way along, hiding patches of ice and powder under a beautifully smooth carpet of white!

With four bikes per race, running number 23,

I was out in race six, and, after the previous debacle trying to get to the slope, made it to the start in plenty of time. Alongside me appeared another HP2, a 650 'Berg and a YZ Yamaha. As we sat there ready for the off, the commentator ran through the line-up, introducing each rider. Wow! The last time I had my name read out over a tannoy was when I was a kid and got lost in a shopping centre..!

Intros over, it was time to race. Over on the right I was on the outside for the gentle curve which led up the slope, though arguably had the best line for the initial, cambered climb.

Although I was running double-glazed lenses my goggles had fogged up with the steam from the snow melting on the hot motor, and in the cold conditions the condensation had frozen solid. I couldn't see a thing, so, rather stupidly, I decided to run without goggles.

It wasn't until I was half-way up the hill that I realised the error of my ways. The big Husaberg, which'd shot off the line with the ferocity of a pipebomb, was being gradually reeled in, when the rider suddenly gave it another big handful and filled me in with icy roost. With a face full of snow I careered off at an angle and again ended up in the bank of snow at the side of the course. Curses.

Only this time, and much to my surprise, I was able to get going again, and steadily built up speed. This was it, I was gonna make it to the





Just getting to the start line was tough...



top! The freshly 'bashed' snow gave good traction - the only problem was keeping the front wheel from following others' tyre tracks - and having weaved my way upwards all of a sudden a man with a chequered flag appeared ahead. At last, I'd done it. I'd made it to the top...

Unfortunately, the mountain was only floodlit as far as the finish line. The rest of the slope was cast into an inky blackness and, as they say, I wasn't gonna go there! So, as soon as I crossed the finish line I turned sharply - perhaps a little too sharply as it turned out - to the side of the course. What I hadn't spotted was another ski slope dropping away to the side and, not really wanting to go down there either, I stuck a cylinder into the snow and dived ignominiously over the bars. As I slid face-first back down the hill, I craned my head upwards to see a television camera, not ten feet away, recording the whole incident. There was nothing to do but smile and wave in that patronisingly British sort of way...

### Snow Fear

With the bike back upright, the rear wheel soon buried itself past the swingarm and it took the help of three marshals to get the bike moving. Traversing to the other side of the course was



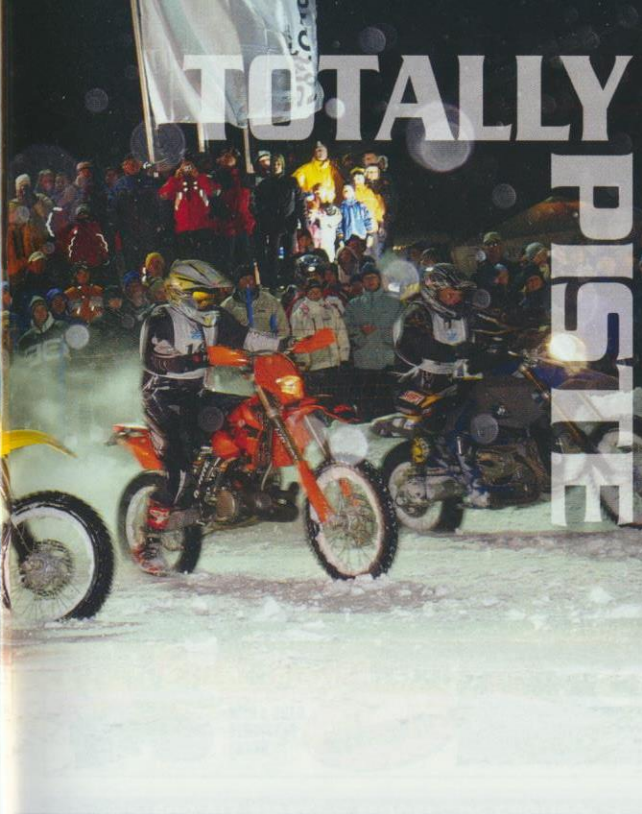
just as hard, as the front wheel kept washing out down the steep hill.

Getting back down the slope along the side of the course was just as tricky as I'd expected. The gradient was that little bit steeper than the rest of the hill, and, with a tall first gear, the HP2 would start to run away whilst the front-end twitched around in the rough snow.

Inching my way cautiously down, the sight which greeted me at the bottom was nothing short of hilarious. Four bikes were strewn across the slope, each rider frantically trying to pick up their machine. None were more than 20-or-so metres from the start. Just to ensure maximum embarrassment for those involved, the DJ who'd previously been spinning some adrenaline-pumping 'choons', switched to playing the theme music to The Benny Hill Show. Who says the Germans don't have a sense of humour..?

With a number of riders failing to even make it to the start of the climb, I managed to qualify for the next round and, once the piste bashers had done their work, it was back to the startline.

This time I was last to the line and could only run on the left-hand-side, which, with its relatively 'clean' snow and few ruts, looked to give the best line away from the start. The other



riders (one on another HP2, the other two on a YZ and an SX KTM) managed to get the drop on me, but having launched the BMW pretty hard, and with good drive over the 'well groomed' snow, I soon drew level. Looking good, baby.

At the bottom of the climb, with my weight well over the rear fender, the back-end stepped out and sent us at 45 degrees across the course. I was waiting to be T-boned by one of the other riders, though the impact never came and I found myself momentarily, and somewhat surprisingly, in the lead.

Back on course, the other HP2 snuck up the inside and we charged up the hill pretty much level. Neither of us looked particularly in control as we snaked our way along, and it could only be a matter of time before we clashed. And boy did we have a coming together...

For the second time in the race, the rear-end of my HP2 let go under power and I slammed sideways into the other Beemer. We bounced apart, then he repaid the compliment. For a split second it looked like a nasty crash was on the cards, as the bikes' cylinders scraped one another and our bars met. I lent into him, he lent into me, and we both raised our elbows and gave each other a good shove. This was surely

gonna end in tears.

Then, suddenly, he backed off. I couldn't believe it, he'd actually given way. And then it dawned on me - I was in the lead... I was actually leading the race.

Right then, that was it. Now it was serious. The snow ahead looked smooth, and hanging back over the rear fender kept the front-end out of trouble. There was no way the others were gonna catch me now - I had 100bhp at my disposal. Yee-ha! The falling snow flew by, exaggerating the speed and looking like stars as I shifted into hyperdrive. I tweaked the throttle even harder and, with the big twin revving hard, went for another gear. Kerrrrrrccchh! What the f...

Having lost all drive, the snow dragged the momentum out of the bike and the gear lever seemingly did nothing. The other riders came roosting past and I pulled over, fully expecting to see chunks of gearbox littering the snow behind me. But there was nothing. Instead, the BMW idled like nothing had happened and clunked straight into gear. Part of me wanted to see the shaft drive roll off down the mountain or a rod poking

through the cases - just something that had obviously gone wrong - something I could hold up and say 'look, this thing exploded'. I guess it's the same with injuries. Unless you've got a bone sticking through your skin, people'll tell you to stop being so soft and get on with it.

Sure enough the bike now seemed fine, but in the deep powder at the edge of the course I was going nowhere. My event had come to a rather abrupt, and premature end.

Having made it back to the BMW awning I attempted to describe to the German mechanic exactly what had happened, mainly by waving at the gearbox and making bizarre crunching noises. And after a quick conflagration with his colleagues, the general consensus was that the problem was entirely my fault! Well, sort of.

The gearbox in the HP2 requires a good positive shift - he mimicked the action with a firm stamp of his jack-boot - and it's not unknown for it to find itself between gears. And that's what had happened to mine - apparently.

So I found myself as a spectator, watching those who'd qualified for the 'gold final' and thinking to myself 'that could've been me'. The gold 'final' was actually a bit of a misnomer as, although the riders competing got their names in



# TOTALLY PISTE



Eventual winner, Simo Kirssi shows how it's done...

the results, the winners went on to the *Grand final*. And, as you'd expect, Christian Pfeiffer and Simo Kirssi were among that number.

### Snow Joke

Of course, in Europe there's another form of hillclimb; that which involves scaling a cliff on a ten-foot long motorcycle. And so in the break before the grand final we were treated to an exhibition run by three 'hillclimbers'. A noise slightly alien to the proceedings heralded their arrival as a four-cylinder Yamaha rasped its way onto the snow, followed by a Mad Max style DR Big Suzuki and a V-twin Highland. None were what you'd call pretty.

Each wore a rear tyre from a Transit, with metal paddles fixed around its circumference and three inch long bolts protruding from the knobbles. Angle iron chassis and chequerplate bodywork looked to be the height of hillclimb fashion and, to be honest, they didn't seem to go any quicker than many of the regular dirt-bikes, let alone the pros riding HP2s.

### King of the Hill

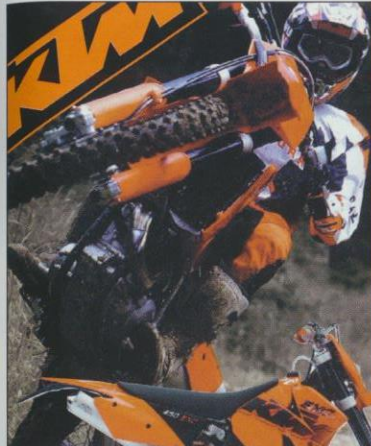
Just after 11pm, the finalists lined up along the bottom of the hill. Pfeiffer chose the left-hand-side, with Kirssi immediately to his right, and

the pair were the only HP2 riders on the grid. The race *had* to be between the BMW team riders, though which would make it to the top first?

Well, one of the two didn't make it to the top at all. The split second the starter marshal twitched his flag, the six riders ripped up onto the slope in a cloud of powdery snow. It was an awesome spectacle. Above the mist the distinct tail-light of an HP2 trailed off into the distance, but it was impossible to tell who was riding. Until, that is, Christian Pfeiffer rode back down into the start area, looking kinda miffed.

Ensuring he'd plenty of run-up for the climb, he dumped the clutch, spun the bike back round (showering the cheering crowd), and charged back off towards the hill, only to careen straight into the trackside snow-bank and launch himself headfirst into the snow. Jumping to his feet, he threw both arms into the air, and the crowd went wild. Pfeiffer had clearly enjoyed himself.

All eyes immediately switched their gaze to the big TV screen behind the start, relaying the action from the top of the hill. That tail-light had, of course, belonged to Kirssi's machine and he had the BMW tapped out, floating across the snow, and there was little hope of anyone catching him - even on the open class machinery the others were riding.



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TOTALLY PISTE



BMW Motorrad Bischofswiesen



Pfeiffer acknowledges the giant crowd...

### Summit Up

As heavy snow began to fall and midnight came and went, the trophies were presented and the beer flowed. Simo had given BMW the win they were looking for, and the first Snow Speedhill had been one spectacular event.

Organisers Baboons saw the 'Hill as a great success and, with any luck, next year there'll not only be the Bischofswiesen event but a small series of snowy hillclimbs. And with any luck, TBM will be going back out to give it another try. I've got some unfinished business with that mountain...

**Huge thanks to James Tindall at RBP for organising the trip, and special thanks to Ulrich and Martina at Baboons for a truly awesome event, and their generous hospitality...**

### Moving Mountains

Baboons is a big name in the German off-road scene. Not only do they run standalone events such as the Snow Speedhill, but also the German Cross Country Championship (along with those in Austria, Italy and the Czech Republic), off-road training and a 24-hour enduro, which incidentally fills up months in advance of its June date.

For more info on their events, take a look at baboons.de, though it'll help if you can read German...

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CARRY ON

PROTON  
JUMBUCK



I suppose it was bound to happen. Writing in the January issue that 'On crucial matters such as reliability, the Jumbuck hasn't failed us yet in just over 5000 miles of motoring...' has proved to be the printed equivalent of the infamous Murray Walker kiss of death.

Y'see, that one innocuous sentence seems to have well and truly jinxed our poor little 'Buck, so in finest 'are you sitting comfortably' style, here's what happened...

As some of you may recall at the end of the last update, the Jumbuck was due to go into the dealership to sort out a few niggles such as the intermittent alarm system and self-detaching door trim. And as I'm the one who does the most tooling around in it, it was up to me to get it done.

So alarm bells should have started going off rather loudly when the actual alarm didn't want to, well... go off any more. But I could still manually lock the Jumbuck so wasn't fretting all that much. Bad move. Starting it up one morning, the battery light lit up on the dashboard - no great concern there I thought, just pop the bonnet, check the connections and top up the battery fluid.

That done, the battery light was still giving me a headache so I plumped for the 'it must just be a dodgy connection' approach and merrily went on my way. Until a few nights later when it started to rain, I went to flick the wipers on and... zilch. At the same time the headlights decided to stop working too - in the pitch black.

So, being the highly trained car technician that I am, I reckoned it must be a faulty battery as

over the next day or so the Jumbuck always fired into life just fine, and as long as I didn't want to use the lights, wipers, heating or radio at the same time everything was peachy.

But as always happens when you're desperately running around, the 'Buck finally refused to start (luckily outside my house) only to come back to life four hours later, then die on me again the following day. It was then that I finally accepted defeat and called the RAC. I watched sadly as the Jumbuck was winched up onto the bed of a low-loader that same afternoon.

### I watched sadly as the Jumbuck was winched onto the bed of a low-loader

The subsequent diagnosis of a broken alternator made perfect sense given the symptoms, but none at all with regards to the age of the vehicle. Because however you slice it, there's no way an alternator should pack up on a car that's just a year old. And add that to the fact that at the time of writing, a full week after the Jumbuck was recovered back to the dealers, the replacement part has still to be fitted (due to it having to be specially ordered), so I'm not a very happy bunny.

I wouldn't have minded waiting had it been an obscure part that had gone belly-up, but hell, an alternator is a pretty standard item which ought to be available off the shelf.

It's such a shame that this had to happen more or less at the end of the Jumbuck's tenure, because although we'd had a few minor problems, overall it had done pretty much what it said on the tin. Whether our experiences of the Proton are typical or not we can't be sure, all we can tell you is that it happened to ours... **Mel**

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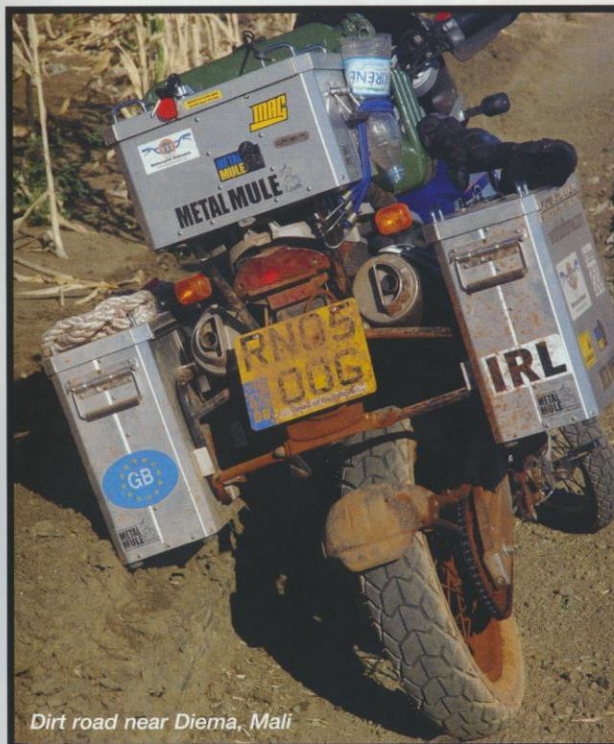


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## FASHION SHOW



Fresh from the Italian catwalks is the first ever Husqvarna clothing/accessory collection.

For both Husky owners and fans alike, the range features some nicely detailed, good quality products, from a fully branded racing team hoody (£60.00) to a subtler lightweight red/white zip-up sweatshirt as shown here (£49.99).

Ladies are catered for too with their own fitted versions. The comprehensive range - from coffee mugs to fleeces - can be ordered securely online at [husqvarna-moto.co.uk](http://husqvarna-moto.co.uk) or call Husky Sport on 01962 771122.

## HOSE PIPE FAN



Rubber fetish aside, these silicon hoses can make any bike look good. Made by SFS Performance and reinforced with polyester, the makers claim they can handle much higher pressures than the stock black offerings found on most bikes.

Each hose is handmade and SFS claim they can withstand temperatures from -60°C to +220°C and should give better resistance to hot water, ozone, oxygen and UV.

But this performance doesn't come cheap - the KTM 450/525 SX hoses featured here cost £60.00, though they're a damn good insurance policy against blowing a motor.

Replacement hose kits are available in most bike colour schemes for most makes - check out their site at [sfsperformance.co.uk](http://sfsperformance.co.uk) or call 01582 488040 to order.

## INSPECTOR GADGET

If you're riding in rocks, a decent bashplate is an essential requirement. Gadget Racing Products newly redesigned item for the Honda CRF450X offers less weight and even greater protection than their previous plate. Made from high quality aluminium, the slim-line bashplates uses the original fittings but comes with two extra clamps and fits over the existing plastic guard. It's priced at £55.00 inc p&p, and other bike makes (and rad braces) are available on request. Call 01205 359555 or go to their site [gadgetracingproducts.com](http://gadgetracingproducts.com) for info.



## FLUID MOVEMENT

There's hydro packs... and then there's the Hydro 3 pack from Kriega. Put simply, this is the undisputed Daddy of hydration. The high quality workmanship and attention to detail are second to none. With a fully adjustable harness system using 5mm thick air-flow fabric straps (including an upper chest strap that pivots to allow for movement), water resistant zips, carry handle, 3L capacity Source bladder (with insulated hose) and generous 1L main storage pocket, it's ideal for both trail and enduro use. And with its subtle styling and relatively light weight (809g) we reckon it's the best hydration pack we've seen in ages.

And if you need more storage - easily attachable to the Hydro-3's front (or available as a stand-alone strap-on rear fender pack) is the US-3 bag. Made from a hardwearing mix of Rhinotek cordura and nylon ripstock, both products come with a ten-year material guarantee - the Hydro-3 is £55.00 and the US-3 is £25.00, but there's a £5.00 discount if they are bought together. Call 01829 741223 or go to [kriega.com](http://kriega.com).





# TESTED

Up-and-coming off-road brand SixSixOne has been rapidly building its presence in the UK's dirt bike market. Originally an MTB brand, SixSixOne has successfully branched out into motorsport kit and back in June '05 the importers lent us a pair of Flight MX boots for testing. Now, nine months later we're reporting back on what we've found.

The Flights are an Italian-made leather boot (albeit largely swathed in plastic protection and/or a vinyl coating in places) in the style of an Alpinestars Tech6 or Fox Forma Pro. That means a sensible, good quality boot (which is largely devoid of any gimmicks) at the upper-middle end of the price bracket (£199). Here's what we reckon...

**Protection:** The most important element of any boot, the 661s have performed faultlessly in this area so that my feet have remained injury free

during the entire time of wearing them. I particularly like the solid (and non bulbous) toe area, and the extra-thick shin protection that the Flights afford. Unlike with some boots, when I buckle up the 661s my feet feel 'protected.'

**Durability:** Again excellent - the Flights have proved to be strong and exceptionally hardwearing with no bent, broken or missing parts. And virtually no signs of damage to the upper boot. The only bits which have begun to wear are the outside edges of the soles where I've slid my feet on tarmac following a couple of outings on a supermoto bike. But that's only to be expected. All the buckles, straps and toe caps are still functioning well and what's more the boots scrub up pretty good too.

**Comfort:** The only area where I have any issues with the 661s is in their fit. Because the boots have a slightly lower profile to the toe area (only by a millimetre or two), I found that my right foot felt sore after a few hours - particularly early on in the test period. And because of all the protection they offer, the Flight's take a long while to bed in. That said the discomfort has eased as the months have gone by, but they're not perfect in this respect.

**Ease of Use:** Again this is good. Some boots are particularly fiddly to get into or awkward to buckle up (especially if you've got a bad back which prevents you from bending down too far).

The Flights aren't like that - there's no inner bootie, no drawstrings or fiddly straps. Just four simple-to-use buckles and an upper velcro closure. Excellent.

**Verdict:** The SixSixOne Flights are a really good quality no-frills boot with sensible detailing, offering good all-round protection. Despite some misgivings over comfort, they're still the first pair of boots I reach for when I head off riding.

Si Melber

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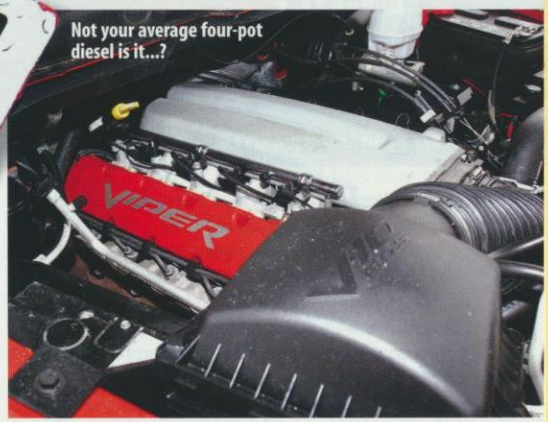
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a monster Top-Trumps made metal and we love it. It doesn't so much thumb its nose at the Prius-driving primadonnas, as drop its trousers and wiggle its sizeable rump in their general direction, before disappearing in a cloud of scalded rubber.

What we have here is the USA's most outrageous pick-up truck, shipped to these shores in left-hand drive format and made available to the unsuspecting British consumer. In the land of the

## RAM SRT-10

£2.00 gallon of fuel it barely makes any commercial sense. Over here, where petrol is almost as expensive as forecourt bottled water, it makes none at all. Thankfully, that's not a good enough reason for us to overlook it. After all - we're all involved with a sport which burns fuel for no other purpose than that of pure enjoyment, so let's not get too hung up on this aspect, okay?

And what's it like driving the world's fastest bike hauler? Absolutely sensational, that's what. First of all there's the size of the thing. Imagine piloting a small rocket-powered bungalow - fitted with 305-section tyres - and you'll get some idea of the Ram's massive street presence.

Yet for all its perceived size it's actually barely bigger than a medium-wheelbase Transit van, and it's remarkably easy to

drive. Settle yourself in the huge leather driving seat (there are six seats arranged in three-across fashion), adjust the driving position with the electric adjusters, crank up the Infinity sound system, stick the five-speed auto's column-change into 'Drive' and simply plant your foot and hold on.

It takes about half a second for the big-block V10 to clear its throat and really bellow, but when it does you won't believe the response. There's a gorgeous guttural roar followed by the most insane surge of acceleration this side of a Porsche Boxster. No skip that... In a side-by-side drag, the Ram will leave a Boxster for dead



# CARRY ON!



Dodge's massive street presence is, er... massive!

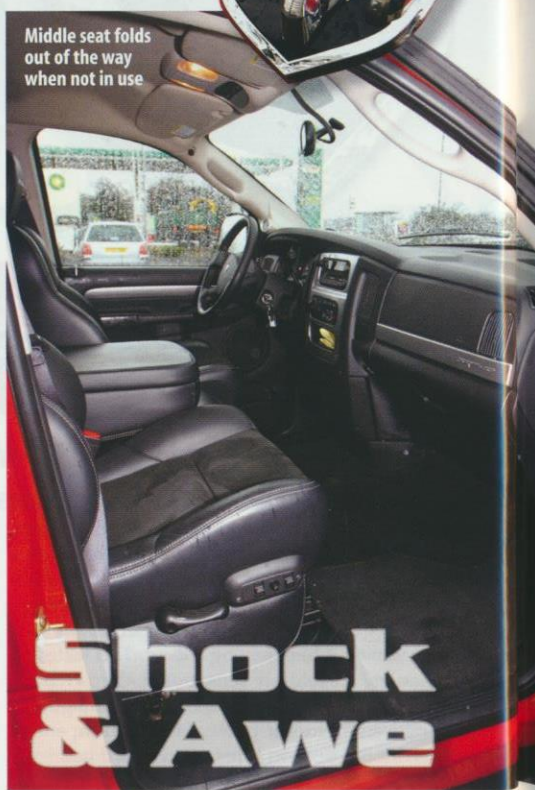
(read 0-60mph in 5.2secs). Load it up with three dirtbikes, your riding mates and all their off-road kit and the Porsche driver may just stand half a chance - providing he's *really* trying. But before you can get a bike in the back you'll have to remove that pointless rear wing. Take it from me, that any truck which weighs more than 2.5 tonnes doesn't need a nine-inch plastic wing to keep it glued to the tarmac.

On the motorway the Dodge cuts through traffic like Moses parting the Red Sea. With that intimidating 'crosshair' grill looming large in their mirrors people just seem to get out of its way and the V10's monster torque makes cruising along absolutely effortless. Yet even at motorway speeds should you need to, ahem, accelerate out of trouble, a firm foot on the throttle will pin you back in the seat firmer than a 20 stone lapdancer. Yee-ha!

Sporting discs which are larger than many family car's wheels, the SRT-10 stops just as quickly as it goes. The massive calipers look like they've come off an Amtrak train and perform a fine job of hauling up two-and-a-half tonnes of rampaging Ram. Thankfully, given the size of the tyres, the steering is light (though still precise) and despite riding on drug-dealer-sized 22in rims and 40-profile Pirellis, the ride doesn't bounce you into the headlining over every sunken manhole.

Although the Dodge's leather-n-suede seats

Middle seat folds out of the way when not in use



## Shock & Awe

# DODGE RAM SRT-10



Bolt-on rear wing needs removing before the Ram can be loaded with at least three dirt bikes

portable on a long journey. And in terms of practicalities, there's a plastic-lined six-foot-plus cargo area, with built-in anchorage points, and plenty of storage within the large double-cab area.

We actually see a surprising number of Dodge Rams out on the road, and with American cars and trucks starting to make inroads into the traditionally conservative UK marketplace, the new Dodge Ram will undoubtedly find plenty more supporters in the off-road scene. And to show that they are

Not many pick-up trucks clock 160mph that's for sure...



are amazingly comfortable, and the large white Autometer gauges clear and easy to read, the Yanks still haven't quite mastered the art of stylish interiors. The cup-holders are definitely designed for those who like to 'go large', though the wobbly plastic unit doesn't look man enough to carry an extra skinny latte. And the sliding controls for the heater are straight out of a '72 Vauxhall Viva. I guess your 44 grand gets spent on the powerplant then...

...And possibly the stereo. Because to match the 'fiver-hunnert' figures for power and torque (500bhp and 525lb-ft) the SRT-10 gets a 500W Infinity sound system which can be measured on the Richter scale. Slot in your ZZ-Top CD and party-on dudes.

Is there a serious side to all this? Sure there is. Aside from physically getting your bikes up into the high bed (which can be slightly awkward), the Ram's haulage capacity is superb and effortless, and that makes it extremely com-

deadly serious about the UK, the importers (DaimlerChrysler UK) have priced the truck below the figure the grey importers had previously been charging. A quad-cab SRT-10 will set you back 38 grand (plus VAT), but should you 'only' require the muscle of a 345hp 5.7L V8 Hemi, then you can have the quad-cab 4x4 Laramie for a mere £25,995 (plus VAT).

In these days when so much of our freedom is being eroded by Whitehall mandarins, the Dodge Ram fixes 'em in its sights and plays *lock-n-load*. Matter of fact, I'm looking forward to the day when we're forced to ride electric dirt-bikes in order to go *environmental trail riding* on-rumbling up in the most terrifying, fuel-gorging V10-powered monster truck this side of a Judge Dredd cartoon.

But I'll leave the last word to one of Mel's flat-mates. When asked what she thought of the SRT-10 she replied: 'It's pure porno, guys'. Exactly...

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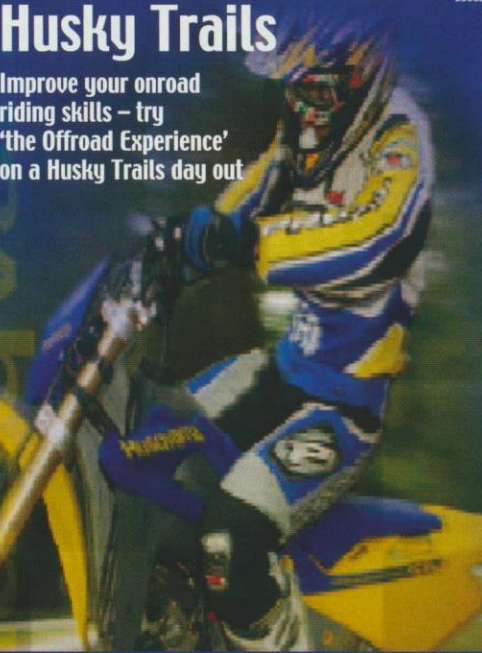
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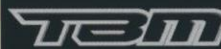
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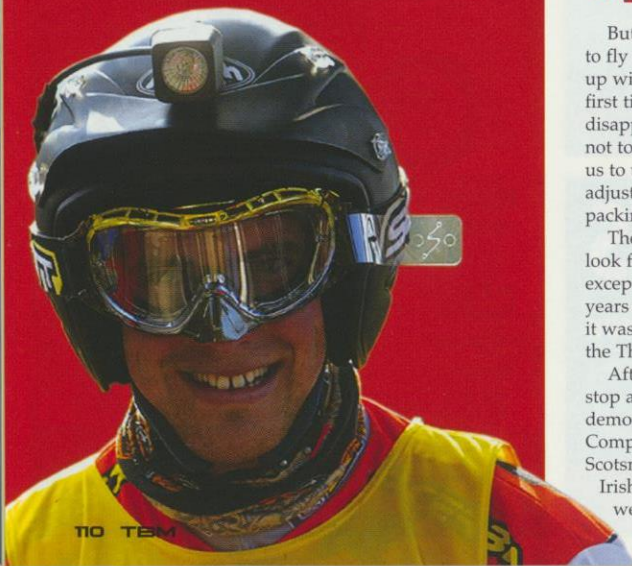
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# SPEED



**F**orgetting about the pre-season indoor and extreme events, '06 has definitely started in just the way I hoped it would. With both the opening rounds of the British and world championship taking place within a few weeks of one another, so much was going on that both events came around a lot quicker than I had expected them to.

Thankfully, winning both races has proved that all the training, testing and travelling I've been doing since Christmas has all been well worthwhile. So now that the season's first hurdles have been overcome, it means I can now take it easy for a week or two, thank goodness.

And as always seems to be the case the first round of both the BEC and WEC were relatively easy in comparison to the madness that is getting ready for the new season. Despite being more than happy with my bike from last year, KTM had two engines for me to choose from this year, which arrived from the factory a couple of weeks before the Brandon Park Enduro.

Dialling in one motor is simple enough, but when swapping between two engines, which need to be constantly removed, fitted, used and evaluated it quickly gets very confusing. Which is why *Smooth* (D3-Racing's Julian Stevens) came over to the Island to help me work out which motor was best as well as generally finishing off the set-up that I would use this season.

Also spending some time on the Island practicing with me was Euan McConnell, which proved to be entertaining. Managing to get my brother Juan to come out for a few days riding as well was great, and it was good to have some fun before the serious business of racing started.

**'At first, using the spiked  
tyres was really strange -  
I must have looked a right  
nugget slipping and sliding  
my way around the track...'**

But before the first British championship race I had to fly out to France for the WEC presentation. Meeting up with the entire KTM enduro factory team for the first time this year, the presentation itself was a bit of a disappointment as several of the Italian teams decided not to attend. Thankfully there was a good track for us to use so I spent much of the time making final adjustments to my suspension before jetting home, packing my van and heading over to East Anglia.

The first round of the BEC is an event that I always look forward to - and this year was certainly no exception. Despite being very different to previous years due to it being a one-day event with a new test, it was probably one of the best enduros I have done in the Thetford Forest. It's just a shame it might be the last.

After France and England, Ireland was my next stop as I had agreed to compete in some arena enduro demonstration races at the Dublin Motorcycle Show. Competing alongside Aussie import Jake Stapleton and Scotsman Euan McConnell, as well as a bunch of local Irish racers, the two days spent in the Emerald Isle were as enjoyable as they were entertaining. The

organisers did a cracking job of the track in what little space they had and, although they were only demo races we all had a good go. Having learnt that you gotta' be aggressive when racing indoors I managed to take down both Jake and Euan in one hit in one of the races, which I thought was funny but which they didn't seem too pleased about!

The show itself was also cracking, and with time to spare between races I was able to have a good look around Dublin. Despite having raced all over the world during the past six years I think Dublin is only the second city after Las Vegas that I have actually had time to visit. With the Purple Helmets also doing their stuff we all had a great time.

From Dublin I went back home for a few days before getting on the ol' iron bird and flying to Sweden to get ready for the first WEC race. While I know a lot of riders weren't looking forward to competing with studded tyres in the snow the chance to race in completely new conditions was a challenge that I had been looking forward to for a long time.

It was obvious to me that a good result wasn't going to be possible by just turning up and racing, which is why I arrived in Sweden more than a week before the event. With the organisers realising that a good training area would be needed I met up with my team-mate Marko Tarkkala's mechanic, who had driven the KTM truck from Austria.

Amazingly, with the exception of some Swedish riders, I was the only regular WEC rider there. Not that it bothered me because I was able to have the track pretty much to myself and learn from the other riders training with me.

At first, using the spiked tyres was really strange - I must have looked a right nugget slipping and sliding my way around the track. But lap after lap I was getting more and more confident as I got used to the incredible amount of grip you get on the ice and frozen tree roots. Using spiked tyres certainly took a lot of getting used to as you have to try and forget everything you have ever learned not to do, if that makes sense. For example, when crossing ice, tree roots or wooden bridges you normally keep a bike upright, but not when you're using studded tyres. Able to lean the bike over until your footpegs are scraping the floor you can then nail it out of a turn as hard as you like.

Anyway, day-by-day I could tell that I was getting faster so on Wednesday I took out my race bike to dial it in. It was like a motocross GP on the training track with everybody racing each other, teams timing other riders, and most riders seemingly more interested in trying to beat one another than learning the basics and then building up their speed. I decided to make a few ten-second stops in the trees, where no one could see me, just to make the other teams think I was off the pace. I knew what kind of time I was capable of putting in and as I felt confident on my race bike straight away, that was me done as far as riding before



the race was concerned.

Thursday and Friday were spent sorted out clothing, goggles and walking tests, much like they always are. With the usual hype that surrounds the first race of the WEC season diluted because so many riders and team managers were flapping about all sorts of things, I enjoyed watching some of my rivals worrying about the race knowing that they hadn't done their homework.

With the weather having gone from about minus six when I first arrived to as high as five degrees on day one much of the snow and ice on the tests melted, which made it strangely slippery. After a steady first couple of tests to get into it I started to open up a good lead, which was pretty hard to do as my team-mate Marko Tarkkala didn't want to get beaten at the race everyone expected him to beat me at.

Anyway, I did beat him, which did surprise me a little bit as you have only got to look at the Swedish car rally to see how dominant the Scandinavians are in the snow. With Samuli Aro and Marko having done all of the team's tyre testing, and having ridden all winter in Finland, beating Marko felt good, especially as I had tried to jam his 20-odd years of snow riding experience into just one week.

I felt a lot more relaxed on day two and despite the fact that I woke to a snow blizzard the weather soon improved. Starting steadily the day unfolded much like day one as I opened up a lead and extended it lap on lap. With a heavy overnight frost there was just one good line through the tests on Sunday morning and if you got off it you lost time. I just kept plodding away and by not making any mistakes managed to win day two just as I had day one, which silenced a few people who reckoned Marko was going to win easily.

In fact, having beaten Marko on day one I knew he would be determined to win on day two, but there was no way I was going to let him. When he beat me last year in Finland he proved that he is fast and brave enough to win a world championship race. But in Sweden I was determined to show him that I'm not planning on letting him get the better of me this year...



# '06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

## Everyone's talking about...

With snow replacing dirt, and sub-zero temperatures instead of Mediterranean sunshine, the fact that the 2006 (and 16th) World Enduro Championship was starting in northern Europe - and not the more traditionally favoured countries of Spain or Portugal - meant that everyone in Ostersund was a little apprehensive.

Being a completely new event there were two main areas of concern in Sweden. From the organiser's side there was the worry of teams boycotting the race, especially given that the majority of the WEC's biggest teams opted not to travel to North Africa just five days before the planned second round of the WEC back in 2003.

As far as the riders were concerned there were simply lots of unanswered questions. How much of an advantage would the Scandinavians have? What would the weather do? What would it be like to ride two six-hour days in freezing temperatures? And how long would it take to adjust to riding on ice with spiked tyres?

## And the winners are...

Reigning enduro one, two and three world champions Ivan Cervantes, Samuli Aro and David Knight started the defence of their respective world titles in the best possible way, with each rider coming away from the event leading their WEC class.

But Cervantes didn't have things all his own way in Sweden as he was beaten by

**ROUND 1:  
GP OF SWEDEN,  
OSTERSUND,  
18-19 MARCH**



## Paddock Pointers

✓ In winning the E1 class on day one TM mounted Finn Petri Pohjamo claimed his first WEC win in three years. The last time he stood on top of a world championship podium was in '03 when he won the 125cc world title for Gas Gas.

✓ French rider Johnny Aubert produced one of the standout performances in Sweden, despite not winning anything. Competing in his first ever WEC event, as well as using spiked tyres for the very first time, the former motocross racer finished third in the competitive E2 class on both days.

✓ On the whole the WEC's first ever winter enduro got the thumbs-up from competitors, due in no small part to the organisers. Deserving of a huge pat on the back for making the FIM try something new, the ultimate winners in Sweden was the WEC.



# '06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP



## Cold Killers

All teams in Sweden made changes to the normal set-up of their bikes in order to better prepare them for the expected sub-zero temperatures, snow and ice. The most obvious change, after the fitting of the spiked tyres, was the fitting of larger handguards.

With nearly all the top riders running larger than standard plastic guards in an attempt to stop their fingers from freezing, many also fitted well insulated hand warmers over the top of the traditional guards, which were only used at the start of each day. Some teams also used heated grips.

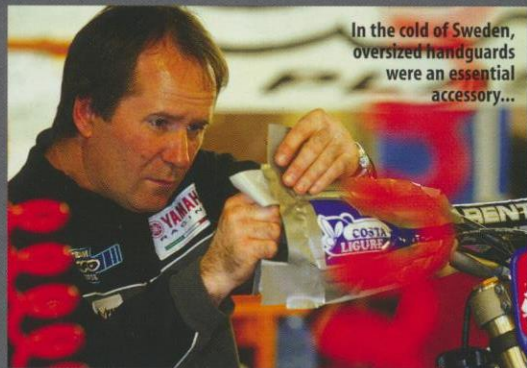
Although temperatures weren't cold enough for lighter weight fork oil to be used, the majority of riders softened off their suspension and increased the speed of the rebound in an attempt to ensure that the spiked tyres stayed in contact with the ice at all times.

Wrapping carburetors in either foam, bubble wrap, plastic or leather covers to stop snow and ice building up was another precaution most mechanics took. With some just covering the carburettor, Gas Gas and TM had the most elaborate covers, with the plastic shields fitted to the three official Gas Gas bikes coming close to completely encapsulating both sides of the engine.

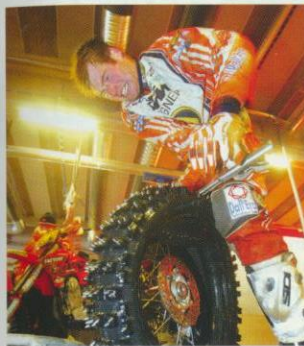
Because of the cold temperatures most of the two-stroke bikes had to be re-jetted to stop them from running lean.

Blanking off one, or in some cases, both radiators to keep engine temperature up was another trick used by most teams, as well as wrapping both foot pegs in duct tape to prevent ice from building up.

When it came to keeping themselves warm most riders simply put on a few more layers underneath their race clothes. Some used balaclavas, others neck warmers, while many taped the tops of their boots to stop water and snow entering them.



In the cold of Sweden, oversized handguards were an essential accessory...



Finn Petri Pohjamo aboard his 125cc TM on day one. With Pohjamo an experienced winter racer and looking extremely comfortable on his eight-litre machine, the former 125cc world champion made the most of several mistakes by Cervantes to claim his first WEC victory in close to three years.

Although more than pleased to have finished second to Pohjamo - a result he commented was 'like a victory for a Spanish rider' - Ivan couldn't help but be slightly disappointed, having been well placed to win the day. Falling twice on the enduro test, the factory KTM rider finished just 14 seconds behind Pohjamo and in doing so showed just how much he has matured as a rider and how difficult it was adjusting to the slippery conditions.

Just three seconds behind Cervantes was Italian Simone Albergoni. Having been in a position to possibly claim the day one win, a poor test saw him lose ten seconds to his rivals.

On day two Cervantes was impressively quick. Winning six special tests in the E1 class

despite the fact that he had a couple of below par tests, he still managed to finish close to half a minute clear of eventual runner-up rider Peter Bergvall.

In finishing second the Swede placed on the podium for the first time since claiming the '03 250cc four-stroke world championship - not bad for a rider who had been almost forgotten about, due to poor results over the last two years and an attitude that gained him the nickname 'Hollywood'. But despite claiming the runner-up spot Bergvall was unsure if he would be competing in any more rounds.

With Pohjamo not quite able to repeat his performance from day one, Husqvarna's only officially backed rider in Sweden, Poland's Bartosz Oblucki, claimed the third and final rostrum spot, placing just one second behind Bergvall. Putting his dismal '05 season behind him, Oblucki, like Pohjamo, proved that in winter conditions at least there is life in eight-litre two-strokes yet.

Nobody in Sweden expected any rider other than Samuli Aro to win the Enduro 2 class. As reigning E2 world champion and a rider well practiced in the art of racing in icy conditions, Samuli saw just one mistake on the extreme test spoil an otherwise perfect day. Finishing 26 seconds clear of his closest rival despite his extreme test spill, Samuli missed topping the overall results by just one second.

Having switched to Honda from Husqvarna Mika Ahola was determined to re-ignite his career with a good result in Sweden after two disappointing seasons in the Enduro 3 class. Winning

## Paddock Pointers

Two manufacturers - Husqvarna and Beta - had just one official rider each competing in Sweden due to injury-affected squads. Pole Bartosz Oblucki raced as the lone CH Racing Husqvarna rider and placed in fifth and third in the E1 class on day two while Italian Andrea Beconi placed in 13th and 15th in E2.

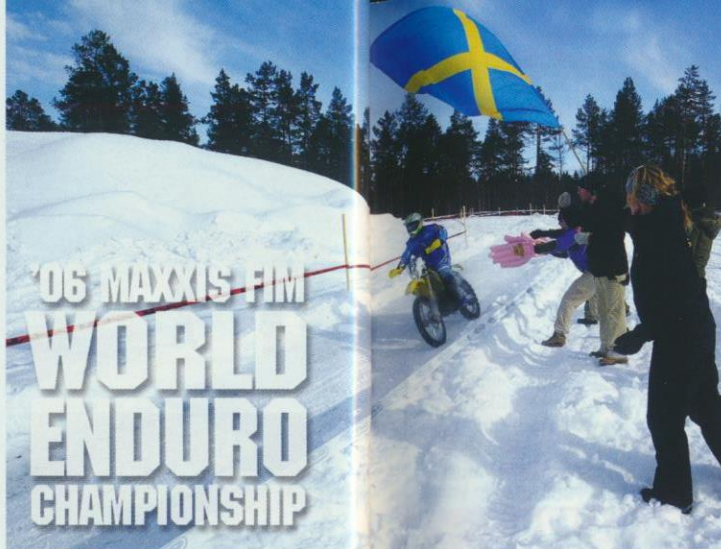
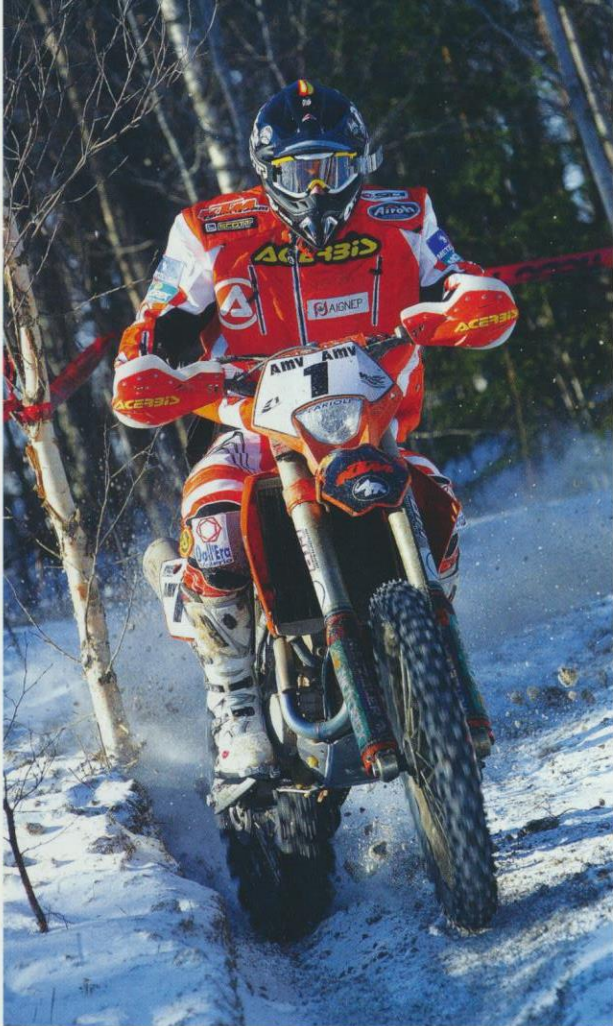
Brit Daryl Bolter should have been making his debut ride as a factory supported Husqvarna rider in Sweden but instead was forced to stay home having had surgery to fix a broken scaphoid. Daryl is unlikely to return to competition for several months.

Only a handful of Scandinavian wildcard riders took to the start in Sweden. In the E1 class just 15 riders took to the start, in E2 around 25 riders participated while in the E3 class 16 riders entered. As in '05 the Enduro Junior class saw the highest number of competitors.

day one's first two tests, Mika soon became locked in a close running battle with Aro, but despite never placing lower than third in class, he was simply unable to match the pace of Aro and finished second, which he was still really pleased with.

Frenchman Johnny Aubert made the podium in third place. Competing in his first ever enduro, the former GP motocross rider impressed many spectators with his speed and consistency, beating Finn Valtteri Salonen to the final trophy spot.





# '06 MAXXIS FINN WORLD ENDURO CHAMPIONSHIP

It was more of the same from Aro on day two, and despite Ahola's best efforts, Aro managed to increase his day one winning margin to 44 seconds at close of play. With Aro the outright winner, it was again Ahola and Aubert who filled the runner-up and third place positions with Frenchman Fabien Planet improving to fourth while Salonen placed in fifth.

The expected fight between David Knight and his rival KTM team-mate Marko Tarkkala proved to be as close and hard fought as predicted, with Knighter finally getting the better of his Finnish rival. With little to separate the pair during the morning of day one, Knighter steadily upped his

pace as the tests got rougher and his confidence grew to open out what would eventually be a 22 second winning margin. As if that wasn't impressive enough, David also finished the first day as the event's overall fastest competitor. Not bad for a winter enduro first timer!

With Tarkkala second, it was Sweden's Björne Carlsson on his Husaberg who placed third, 28 seconds behind the Finn. With the top three E3 riders in a class of their own, fourth placed Seb Guillaume finished a further two minutes behind.

Day two was a mirror image of day one. Knight and Tarkkala battled for much of the morning before DK got the upper hand and opened up a comfortable lead. 25 seconds ahead at the end of the day, Knighter was again followed home by Tarkkala with Björne in third.

### Surprise, Surprise...

The big surprise in Sweden was the fact that two of the four classes were won by non-Scandinavian riders. Okay, so conditions weren't quite as favourable for Swedish and Finnish competitors as they could have been due to a relative lack of snow on the ground, but for David Knight and Ivan Cervantes to win the E3 and E1 classes respectively was no mean feat.

And while many people expected David to win having

been so dominant in 2005 despite Tarkkala's obvious home advantage, Ivan, a rider whose year-round suntan shows that he should have been very much a fish out of water in Sweden, showed that as well as being Spain's best ever enduro rider he is also one of the most adaptable and capable riders the WEC has ever seen.

There were other impressive

results in Sweden, Frenchman Johnny Aubert's one of the most obvious. Once billed as the next Jean Michael Bayle in France after dominating the schoolboy motocross scene in his homeland, after it was announced that he would compete in the WEC for the UFO Corse Yamaha team, few expected him to shine in Sweden. It was also the first

### The event...

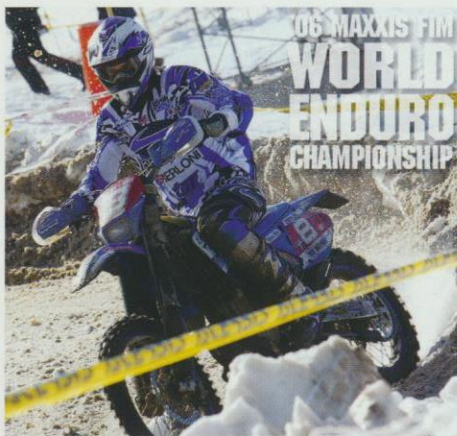
Cold and slippery best describes the Swedish WEC opener, although thankfully not as wintry as predicted. With Ostersund experiencing its warmest weather in 20 years not only was the event a lot less extreme than expected it also offered less of a Scandinavian advantage, which being the first running of a world championship winter enduro wasn't a bad thing.

Based within the barracks of the Army camp on the outskirts of Ostersund the event comprised of five 35km laps each day, which was split neatly into two checks and had three special tests - one enduro, one motocross and one extreme, all of which within walking distance of one another. Despite there being less snow than expected there was still plenty, on the course at least, to give all riders a true

winter enduro experience. With much of the two checks featuring mile after mile of snow ruts, many riders commented that the liaison sections between the tests were in fact harder, and certainly more tiring on the legs, than the tests themselves.

Of the tests the enduro and motocross ones were extremely similar as they were both marked out in the same wooded area and were just a stone's throw apart. Shorter and slightly slower than the enduro test, the only real distinguishing feature of the motocross test was the fact that a short section of snow covered ice was used. The extreme test was little more than a series of tight twists and turns within a biathlon ski area. In an attempt to add something extra several scaffolding bridges were erected, which, once covered in wooden boards caught out more than a few riders.





time he had used spiked tyres, so to finish third on both days was amazing.

### Better luck next time...

Yamaha mounted Australian Stefan Merriman was one rider that certainly didn't enjoy competing in Sweden. Having never really been in favour of the world championship 'trying something different', the former world champion would much rather the WEC series had started in Spain or Portugal, just as it always has.

Openly speaking out about his dislike of the winter enduro, perhaps if Stefan had spent a little more time studying the techniques of the riders

that have grown up racing in Finnish and Swedish winters instead of moaning about it, he might have performed a little better.

With a very specialised technique that sees the pint-sized Aussie stand up deep into a corner before sitting briefly and then powering away from a turn with both feet planted firmly on the pegs, in the icy ruts of Sweden, his style was hugely ineffective.

Instead, the technique that seemed to work much better was to sit down much earlier than normal on the turn's entrance whilst using one if not both feet as skis and keeping the bike fairly well upright, plus remaining sat down until at least halfway down the next straight.

It was also clear to see that, with the possible exception of Simone Albergoni, Italy aren't likely to win another enduro world title for quite some time as most of the Italian contingent disliked the conditions only slightly less than the fact that most of 'em got blown into the weeds on both days.

### The manufacturers' race...

Coming away from the event leading three of the four world championship classes Austrian manufacturer KTM have begun the '06 series in the exact same way they ended the '05 series - leading from the drop of the flag.

With their three reigning world champions Ivan Cervantes, Samuli Aro and David Knight proving that they will be hard to beat this season, the fact that the Enduro Junior class was topped by Joakim Ljunggren on his Husaberg meant that KTM, by virtue of the fact that they own the former Swedish company, won everything there was to win...

### RESULTS - DAY 1

#### ENDURO 1

1	PETRI POHJAMO	(KTM)	1.06:46.54
2	IVAN CERVANTES	(KTM)	1.7:01.41
3	SIMONE ALBERGONI	(HONDA)	1.7:05.08
4	PETER BERGVALL	(SUZUKI)	1.07:10.41
5	BARTOSZ OBLUCKI	(HUSQVARNA)	1.07:58.69

#### ENDURO 2

1	SAMULI ARO	(KTM)	1.04:53.34
2	MIKA AHOLA	(HONDA)	1.05:20.06
3	JOHNNY AUBERT	(YAMAHA)	1.05:52.94
4	VALTTERI SALONEN	(HUSABERG)	1.07:02.43
5	STEFAN MERRIMAN	(YAMAHA)	1.07:30.89

#### ENDURO 3

1	DAVID KNIGHT	(KTM)	1.04:52.22
2	MARKO TARKKALA	(KTM)	1.05:14.27
3	BJORNE CARLSSON	(HUSABERG)	1.05:43.25
4	SEB GUILLAUME	(GAS GAS)	1.07:42.74
5	HEIKKI TIMONEN	(KTM)	1.07:46.35

#### ENDURO JUNIOR

1	JOAKIM LJUNGGREN	(HUSABERG)	1.05:56.88
2	MICHAL SZUSTER	(YAMAHA)	1.08:17.15
3	JAKE STAPLETON	(TM)	1.08:46.16
4	ROBERT KAPAJCIK	(YAMAHA)	1.09:31.14
5	ORIOI MENA	(GAS GAS)	1.10:23.67

### RESULTS - DAY 2

#### ENDURO 1

1	IVAN CERVANTES	(KTM)	1.02:47.77
2	PETER BERGVALL	(SUZUKI)	1.03:14.26
3	BARTOSZ OBLUCKI	(HUSQVARNA)	1.03:15.46
4	PETRI POHJAMO	(TM)	1.03:32.68
5	SIMONE ALBERGONI	(HONDA)	1.03:36.21

#### ENDURO 2

1	SAMULI ARO	(KTM)	1.00:51.65
2	MIKA AHOLA	(HONDA)	1.01:36.35
3	JOHNNY AUBERT	(YAMAHA)	1.02:01.39
4	FABIEN PLANET	(KTM)	1.03:54.23
5	VALTTERI SALONEN	(HUSABERG)	1.04:04.22

#### ENDURO 3

1	DAVID KNIGHT	(KTM)	1.01:01.75
2	MARKO TARKKALA	(KTM)	1.02:27.07
3	BJORNE CARLSSON	(HUSABERG)	1.02:30.86
4	HEIKKI TIMONEN	(KTM)	1.05:04.58
5	DANIEL PERSSON	(HUSABERG)	1.05:17.68

#### ENDURO JUNIOR

1	JOAKIM LJUNGGREN	(HUSABERG)	1.02:56.56
2	MICHAL SZUSTER	(YAMAHA)	1.04:51.62
3	ROBERT KAPAJCIK	(YAMAHA)	1.05:25.34
4	JAKE STAPLETON	(TM)	1.05:30.09
5	ORIOI MENA	(GAS GAS)	1.06:01.55

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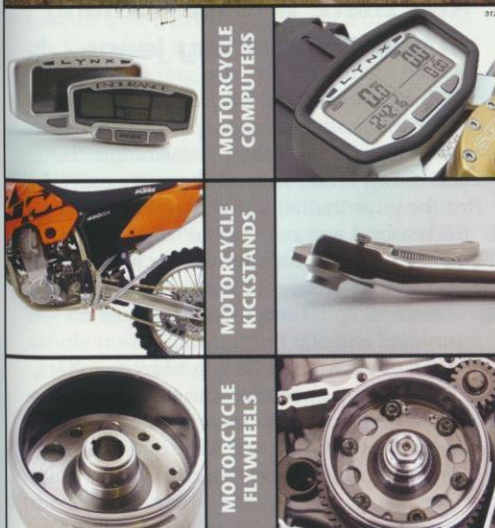
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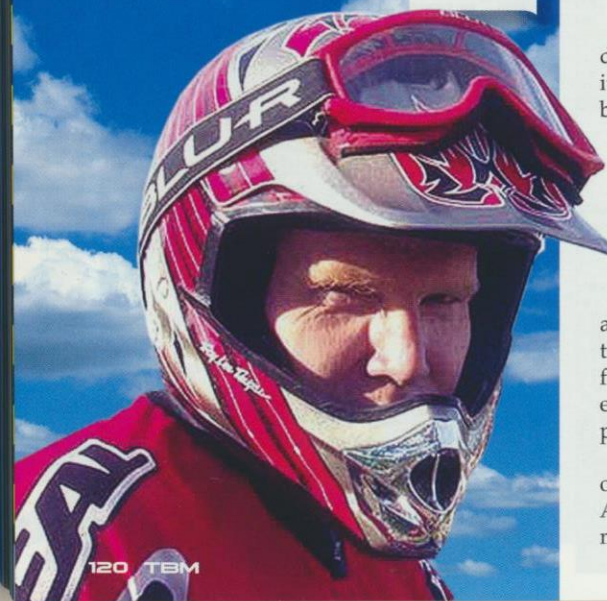
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The Patman  
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level...

# THE PATMAN



**Y**a know, there's a lot more to it than just riding. With riding areas becoming more scarce, the drive out to a place where we can enjoy our favorite past-time gets longer and longer. And thus the planning and packing, loading, camping, and of course unloading and cleaning afterwards also becomes more involved as well.

And so it was that after our last trip out to the California desert and the 22 hour drive back to Dallas, I found myself at my favourite coin-operated car wash, trying to separate the remaining residue of the great Mojave Desert from my YZM450.

You see just a few hours ago we had arrived back from a 12 day trip out to the Mojave Desert, where we experienced some terrific trail riding, fantastic camping, and raced a spectacular desert race. And by the way, got pictures and video of it all. And now on the eve of our return, there was to be a gathering of folks at my place in about 30 minutes time, to celebrate the return of the warriors. To see the pictures and helmet-cam video. And of course to eat my food and drink my beer.

**'My fingers and toes were wet and freezing, my neck and back were drenched. And there was ice forming on the front of my jeans...'**

With fellow racers coming over and an epic desert trip in my immediate past, I knew that it would only be a matter of time before the bench racing broke out and the party moved (for the guys that is) into the garage. Thus the reason I was out washin' my scoot'- in a near-blizzard - was because ya just can't have a dirty scooter in the garage during a bench race... it would be improper protocol and all.

So the other Patman Racing team members, are back at my house unloading the camper trailer, washing up, and most assuredly formulating the lies they'd soon be telling everyone about how great each of them performed out west.

But not me, I was on 'bike washing duty' out in the blowing snow and black of night. And while I did have a great race where, I might add, that I finished second in the

Senior Open class, there were really no fantastic tales to tell. Which is to say, no great crashes or injuries to show from my trip. After all, as everyone knows, all truly great bench racing lies start out as the explanation for some injury received while 'duelling with David Knight into the last corner'... Or some such spurious tale.

So I'm at the car wash. In a blizzard...

My hands are freezing. My nose is freezing. I've got soapy water all over my Yamaha and my trailer... and that's beginning to freeze as well. And only a single coin remains in my pocket. And did I mention it was freezing?

I know it was 6:47pm because I had just noticed the timer on the washer indicated ten seconds left! I quickly glanced down at my watch and sure enough, I shoulda' had 13 seconds remaining, not ten!

But that wasn't the biggest problem. The biggest problem was that as the timer counted backwards toward 00:00 I found myself standing on the far side of the trailer!

I realised immediately that I had to get a coin in that slot or be faced with having to pay a full dollar to start it again. And you know how I hate to be taken advantage of... by a machine.

Instantly my 'cat like' reflexes focused me on the timer box's coin slot. With eight seconds left I was scrambling over the trailer (the fastest way to the coin slot), and trying to stuff a wet, frozen hand into a front pants pocket, while at the same time balancing on the now freezing, soapy water in the back of the trailer. As luck would have it, during my leap across the frozen trailer the spray wand gets caught in the tail-ramp grating and is torn from my grasp. I don't care. I let it fall, 'cause now I'm focused on the coin slot. I figure a little hustle is worth a buck, 'eh? But as I leap toward the timer box I find that all footing is lost and almost instantly I'm laying on my back with a thud that shakes the whole trailer, and the van it's attached to.

Dammit! Hoping that no passerby had seen my folly, I immediately scampered to my feet and continued my quest for the coin slot. Two seconds left... then one... I flicked the wet and frozen coin into the slot just as the counter reached zero.

For a moment, just for a fraction of a second, the red LED counter read '00:00'. Then it's as if the world has shifted into slow motion. The wind stopped blowing... The

passing cars made no sound... And I can hear the quarter making its way down the slot and through the maze of 'coin sensors'. Then... I hear the pump click off. Loudly. As if it were a huge two handed circuit breaker from Frankenstein's Castle. Clunk. Then I heard the captured spray wand losing pressure, start to slip and fall loose from the tail-gate grating and fall to the floor of the trailer.

Great. Just Great. It was only then that I started to notice the pain in my shin and a bit of blood where I had accidentally caught the bike's footpeg on my trip to the trailer floor.

Then, as I stood there (frozen), staring up at the four red zeros on the counter that had just stolen my last coin, and wincing from the pain in my elbow, back, and shin, something weird happened. Nothin' magical or anything. Just weird. Weird, in the sense that those damned car washes never give you a thing. They only rip you off.

So you can imagine my astonishment when I heard the pump come back on and saw the timer flash '1:04 remaining'!

'Ha!' I yelled aloud. 'Yessss!' I hissed.

Man triumphs over machine!

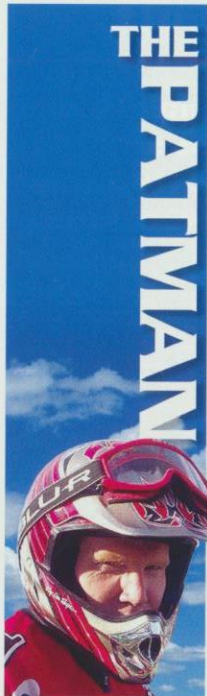
As I stood there enjoying the satisfaction of the moment, I heard something else, another 'clunk'. And it was then that I remembered the spray wand... And the 'clunk' was the sound of the 3500psi washer pump coming back on.

Now US pressure washers are not like British ones - there's no trigger to operate the flow. Once it's on IT'S ON! Eyes wide, I spun around in my best 'ready stance'. Crouched. Feet and hands shoulder width apart. Eyes darting left and right, in an effort to regain control of the now elusive 'ACME Super Turbo Blaster Washer Wand'.

It had slipped free of the trailer's grated grasp and had fallen over on the floor with the nozzle aiming harmlessly up under the rear fender of my beautiful white YZM. Before the pressure was back up I quickly reached over the trailer's (frozen) upper rail and grabbed for the spray handle. Could I snag it before it was fully awake? The answer was no. No I could not.

Just as I was at full extension straining to reach it, the wand sprang back to life. It shot a jet of water straight into the side of my head and down my neck. Then as I recoiled from the blast of the icy water, the wand repositioned itself just enough to send its freezing





stream directly into the backside of the bike's plastic handguards.

Now, if ya use plastic handguards you'll know that they're kinda spoon-shaped. So I guess it's no great surprise that the liquid ice, like a frozen laser beam, bounced off the backside of the handguards and shot directly back into my crotch!

Dammit!!!! Fellow car washers looked on, mouth agape.

All this in 20 seconds. Well, of course I finally captured the wildly gyrating washer wand, regained my composure as though nothing had happened, and finished up the last 40 seconds of rinse time.

After the pump once again fell silent, I limped back to the spray wand holder, and hung the sprayer in its place. The onlookers had dispersed - off to tell their families about the jetwash jerk.

My fingers and toes were wet

and freezing, my neck and back were drenched. And there was ice forming on the front of my jeans. Embarrassingly enough, it looked like I had snowed in my pants.

As I started up the van I felt battered and bruised - as if I had really crashed my bike, and there was a mark that looked like the top of a footpeg in my right shin.

'How am I gonna explain this?' I thought to myself. As I drove my now clean bikes back to the house, I realised that the others would have great stories to tell of how Mr Burroughs had won his class on a mere 125. And how Cindy had trophied her class as well. Rob would tell of how he had triple flipped his bike over a sand dune. And me... merely injured at the car wash.

Then, a smile emerged onto my face. I looked down at the torn jeans and the foot-peg marked shin... hmmm a story started to form...

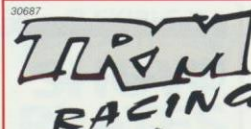
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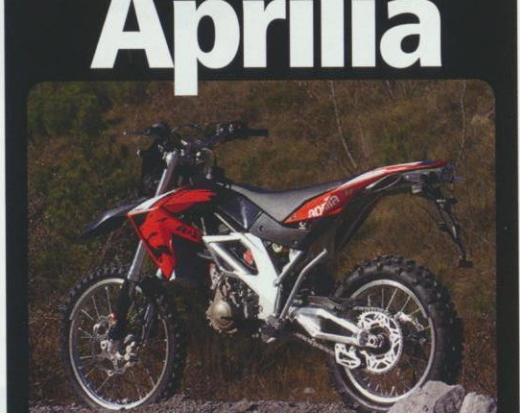
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How cool is that? Loads of people thought the same, and plenty of TYs (like this 1991 model) have been sold over the years. Now, more than 15yrs on they're still being ridden competitively...

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# OLD GOLD

**To some people, Yamaha's classic TY will always be the definitive trials bike. Using contemporary brochures of the period we take a look at what made them so special...**

**T**he original range of Yamaha TY trials machines were so effective at what they did that they remained on the market for a full decade after they were first introduced in 1973/74, with the twin-shock bikes developed by trials superstar of the time Mick, Andrews.

Evolution of the TYs carried on in the late Seventies and early Eighties with the John Shirt developed and manufactured Majesty range, which filled the gap nicely until 1984 when the new, revolutionary monoshock machines finally arrived.

At the time there simply was no other volume production trials bike with such an advanced specification as the new TY250. None of the other trials



In 1993 the TY-Z gained an alloy Deltabox frame and a liquid-cooled motor but because of its high purchase cost, sales were fairly slow. The '94 model (below) offered only minor improvements...

### On top of the world!

When you've got the will to win you need a sophisticated machine built to take you to the top. And this is the one. The Yamaha TY250Z. Equipped with a remarkably strong aluminium Deltabox frame, the TYZ features the most advanced chassis technology in its class. And with its new improved-action rear shock, this winning machine can find traction in the toughest section. Driving the bike is a 249 cc liquid-cooled engine which delivers a wide spread of useable power. Now fitted with a redesigned exhaust system and CDI, the latest TYZ runs even smoother and produces a whole lot more low to mid-range torque. Designed to bring out the full potential in novices and experts, the Yamaha TY250Z has the specification and performance to take you to the top!



**Engine**  
Liquid-cooled 249 cc. short-stroke engine features piston and valve assembly and a ceramic composite cylinder for excellent performance over a wide rpm range. And for consistent power delivery a CDI is fitted.



**Piston/Crankshaft design**  
Lightweight 74 mm diameter piston runs in a ceramic-coated piston cylinder. Together with the compact crankshaft assembly and 144 mm diameter flywheel this design gives instantaneous power delivery.



**Newly designed expansion chamber**  
Although substantially similar to the TY250Z a winner, and so to further improve rider mobility when doing badly-angled forwards or backwards we have reshaped the outer casing the lightweight muffler.



**New muffler**  
Attention to detail is what makes the TY250Z a winner, and so to further improve rider mobility when doing badly-angled forwards or backwards we have reshaped the outer casing the lightweight muffler.



**Cooling fan**  
Shrouded between the twin fan-ducts alloy distributor for excellent protection, the lightweight radiator is equipped with a thermally-controlled electric fan which cuts in when required to keep engine temperature constant for high-efficient performance.



**New shock absorber**  
The 161 mm diameter rear disc features an extremely compact frame in an extremely compact frame. The 161 mm diameter rear disc features an extremely compact frame in an extremely compact frame.



**New rear shock absorber**  
The 161 mm diameter rear disc features an extremely compact frame in an extremely compact frame. The 161 mm diameter rear disc features an extremely compact frame in an extremely compact frame.



**Rear disc brake**  
The 161 mm diameter rear disc features an extremely compact frame in an extremely compact frame. The 161 mm diameter rear disc features an extremely compact frame in an extremely compact frame.



**Aluminium handlebars**  
To help control the bike in a variety of conditions, the TYZ uses a range of components, including the new handlebars. The new handlebars are made from a high-strength aluminium alloy and offer the best of both worlds - a compact design and a high level of control.



**Rear wheel tyre**  
To keep grip on the road in a variety of conditions, the TYZ uses a range of components, including the new tyre. The new tyre is made from a high-strength rubber compound and offers the best of both worlds - a compact design and a high level of control.



**Front disc brake**  
The 161 mm diameter front disc features an extremely compact frame in an extremely compact frame. The 161 mm diameter front disc features an extremely compact frame in an extremely compact frame.



**Front suspension**  
The 161 mm diameter front disc features an extremely compact frame in an extremely compact frame. The 161 mm diameter front disc features an extremely compact frame in an extremely compact frame.

# OLD GOLD

manufacturers' machines featured the monoshock rear suspension system, complete with a single De-carbon-type shock absorber positioned at the rear of the engine with six positions of spring pre-load adjustment.

The motor had a heavyweight flywheel from the motocross YZ490 machine along with a new electronic ignition system designed to operate effectively at as low as 200rpm.

Previously, all trials irons had conventional spokes (straight ones laced onto the hub and wheel) but the TY got the new 'z' shaped rim-to-rim spokes which were fitted to reduce the need for frequent adjustment and eliminate any chance of hub distortion by over-tightening. The hub also featured an inboard actuating lever with the cable passing into the hub through the backplate.

With a dry weight of 83kg, very low seat height and usable soft power the TY soon proved very popular from clubman right up to national trials winners, despite its price tag of £1849 - some £300 more than the rest of the competition.

Over the next ten years the TY250 went through some minor changes with an 'r' and an 's' model being introduced. The 's' model came designed to be used as a street/trail machine and featured a steel tank and all the necessary items to make it fully road legal. The 'r' (racing) model had a small plastic petrol tank and a remote reservoir rear shocker with adjustment for 20 settings and some lightweight alloy parts fitted - kickstart, gear lever and rear silencer. A 350cc version was also introduced but was not all that successful due to its harsh power delivery.

The 250 continued with different tank decals and the frame changed to white for the remainder of its life, with the only major revision being the addition of a front disc brake. The machine had considerable success at club and national level but only ever achieved one world round win when Thierry Girard won the French round in 1988.

The TY remained competitive until the early Nineties but with the arrival of the Spanish and Italian water-cooled machines Yamaha realised a new machine was needed. So in early 1992 pictures started appearing in the press of the new water-cooled TYZ250, and by 1993 it was in production and had arrived in the UK.

The main differences from the old TY range was the introduction of a very rigid lightweight aluminium deltabox frame and swingarm connected to an all-new linkage ratio to provide accurate rear wheel control.

The petrol tank and radiator were now enclosed for extra protection and the water-cooled motor featured a ceramic plated cylinder to deliver smooth usable power, plus there were now front and rear disc brakes and a tubeless alloy rear wheel rim. New graphics and an aluminium rear silencer completed the transformation.

With a list price of £4199 the TYZ was about £1000 more than any of the other current trials models on the market - and this did prove a problem, with sales starting off slowly.

And the year after, things got even worse when the price tag shot up to £4499. Even a colour change didn't improve matters and the TYZ never really took off like the old air-cooled TYs. But in fairness the TYZ did garner a reputation for being bullet-proof and was popular with riders for tougher events like the SSDT and Scott Trial.

But the engine was given a new lease of life in the French-built Scorpa machines, with a few careful tweaks to bring them in line with current technology, including a new ignition system.

The 2006 Scorpas still feature the reliable two-stroke motor but with the new four-stroke machine entered for this year's SSDT who knows what the next decade will bring for Yamaha trials machine development...



Yamaha also offered a special 'Scottish' trail bike version of the TY-Z which came with all the necessary road gear





# What's the Story?

**R**iders today can start their careers in youth sport from the age of seven upwards. But for those that are now in their mid fifties, setting out in motorcycle sport was a difficult process. Most simply bought a bike at 16 and took to the roads with L-plates to learn the art of riding, as few had recourse to any other way of getting started.

Not so John Knight from Maidenhead who had the good fortune at the tender age of 11, of having a bike built for him to rush around Army land at Pirbright (back when you could do such things unmolested), or fields adjacent to the local scramble. John's bike was an Ambassador-framed 125 BSA Bantam. A machine that set him on course to be a good centre trials rider and a much better enduro rider during the late Seventies as a member of the British Trophy team.

John's father, Ted knew a friend who could turn his hand to building a bike for a youngster and that was the Bantam special, which was followed some five years later by a proper trials bike, a Greeves 250TFS on which John is pictured here, in a South Midland Centre trial around 1965.

'I would have been 16 then' said John when we spoke, not having seen each other for more than 20 years, 'and although I rode trials for another six years, I prefer to tell you about my enduros.'

John, who back in 1971 was in the family garage business, took a Mick Andrews Replica Ossa into the Welsh Two Day Enduro to try out the sport that was still in its infancy when compared with the style of today's events. 'A year later I rode an Ossa enduro bike that was awful' he laughs, 'but it gave me the desire to ride enduros rather than trials and the International Six Days was my main aim.

'I rode the Czechoslovakian ISDT event (as it was known before becoming the ISDE) at Spindler Mlyn, it was very hard but over the next ten years I managed to collect three Gold medals, a Silver and two Bronze, as well as a number of retirements,

usually on a Friday with mechanical trouble.

'There are lots of memories from those events; in Sweden (1978) the final motocross was a disaster as it had rained so hard the track was almost impossible, whilst in Elba (1981) it was dead easy in order to suit the Italians who were best on the tests. They won easily that year if I remember.'

'But just a couple of weeks after Elba, I hit a car head-on during the Beacons Enduro. The car was being driven against the course in the forests and that effectively stopped my riding. I did ride the Natterjack the following two years, but by then I had done enough.'

**'John's first trials bike was an Ambassador-framed 125 BSA Bantam. A machine that set him on course...'**

John's been out of the sport ever since, until last year when he visited the Pre-65 Scottish (oddly enough, an event in which I was riding). I had run out of petrol and it was John who gave me a push from the bottom of Pipeline to the top of the hill where I could freewheel down to the van for gas. In the pouring rain, with both of us

bedraggled and well wrapped up against the elements, and not having seen John for nigh on 25 years, it took me four days to recall his name, but by then he had returned home.

'I had no idea it was you Mike' said John when we spoke recently, 'but I'm going up to the trial again this year so we can meet and talk about old times. I'm also spending a day with Geraint Jones at one of his enduro schools soon. I rather wish I had continued riding, but it's good to meet some old friends 20 years on.

'I wish I had that Greeves trials bike now' he adds. 'Back then there was never any thought of keeping it for future use. It's a pity you can't look this far ahead and pre-plan, but I'm sure there will be similar bikes in Scotland later this month and I'll be able to see how they look and perform now compared with that bike some 40 years ago.'

And if I can persuade him, I'm going to try and tempt John back into the saddle one more time...



# FREE CLASSIFIEDS BIKES

**Honda TL200 trials**, 1984, twin-shock, T&T, 2500 miles, six-speed, lights, runs perfectly, lovely bike, delivery possible, £1600. Tel 01483 894880 (Surrey)

**Honda XR250**, 2002, 52-reg, T&T, 3000 miles, one previous owner, new tyre/c+s, Renthals, £2000 no offers. Tel 01302 751027 (S Yorks)

**KTM 520EXC**, 2001, 51-reg, T&T, only 2400 miles, sump/handguards, exc cond, £2550 ono or p/x later 525EXC. Tel (mobile) 07971 677685 or 01568 760147 (Hereford)

**KTM 525MXC supermoto**, reg'd 2003, 2100 miles, KTM hubs, Goldspeed tyres, 13L tank, enduro set up available, £3250. Tel (mobile) 07989 190314 or 01384 895107 (W Mids)

**Honda XR400**, 1997, T&T, one owner, hand/sump/discguards, Renthals, new tyres/c+s, £1650. Tel 01202 432479 (Dorset)

**Suzuki DR-Z400E**, 2001, Y-reg, road reg'd, two owners, present owner last three years, new graphics, reliable, £2000 ovno. Tel 01260 280240 (Cheshire)

**Suzuki DR-Z400**, 2003, taxed, 700 miles, road legal, vgc, £2700. Tel (mobile) 07747 484445 or 01932 400683 (Surrey)

**Yamaha XTZ660 Tenere**, MoI, only 3100km, Givi screen, topbox, summer road use only, exc mechanical cond, unmarked Italian bike, £1500 ono. Tel 01225 767550 (Wilts)

**Honda CRM250 AR**, 2000, W-reg, one of the last into the UK, taxed, 6600km, new pads, braided hose, Renthals, well maintained, trail use only, £2495 ono. Tel 0161 304 8116 (Cheshire)

**Gas Gas EC200**, only raced twice, totally as new, any inspection welcome, £2750. Tel 01376 344844 (Essex)

**Yamaha WR450F**, 2004, 53-reg, sump/frame/handguards, rad braces, many extras, regularly maintained, exc cond, £3250 ono. Tel (mobile) 07970 125597 or 01584 831542 (Shrops)

**Gas Gas EC450FSE**, 2003 model, loads of extras, oil changed every two rides, green laned only, no expense spared, complete engine rebuild with 04 upgraded parts cost £2500, all receipts, £2700. Tel (mobile) 07725 722556 or 01233 646168 (Kent)

**KTM 400EXC**, 2002 model, T&T, hand/sumpguards, green lane use, mature owner, exc cond, must be seen, £2295. Tel 07764 180158 (S Yorks)

**Kawasaki KLR250**, 1990, 11000 miles, T&T, full manual, vgc, £925. Tel 01483 306437 (Surrey)

**Kawasaki KX420**, 1981, rare off-roader, needs minor bits and bobs, make good restoration project. Tel 07986 250162 (Camps)

**Suzuki DR-Z400E**, 2005, 05-reg, taxed, Acerbis handguards, Renthals, well maintained, £2650. Tel 07841 341209 (N Yorks)

**Suzuki DR-Z400S**, 2003, blue, taxed, Renthals, handguards, new c+s, exc cond, £2595 ovno. Tel (mobile) 07966 283670 or 01306 887615 (Surrey)

**Honda XR250R**, red, T&T, low miles, recent tyres, hand/sumpguards, super cond, £1795 ono. Tel (mobile) 07720 885978 or 01993 881655 (Oxon)

**Husqvarna WR250**, 03-reg, 680 miles, not used last year, exc cond, £2350 ono. Tel (mobile) 07818 403699 or 01932 227548 (Surrey)

**Kawasaki KDX250**, 1992, V5, lights etc, green lane use, USD forks, many new parts, sweet engine, very tidy, £950 ono. Tel 07791 288671 (Staffs)

**Honda XR650R**, 2002, T&T, full road kit, light green lane use, frameguards, Rental Dakar bars, HD spokes, very reliable, exc cond, superb beat, £2895 ono. Tel 07891 305864 (Cheshire)

**Honda XR600R supermoto**, 1996, Q-reg, T&T, FMF

exhaust, new c+s/rear tyre, powdercoated frame, new black paint, £1800. Tel 01626 775322 (Devon)

**Scorpa TY5125F**, Dec '04, road reg'd, less than 200 miles, rejetted, exhaust mod, hardly used, exc cond, great LDT/trials or trail bike, £1950 ono. Tel 01600 861848 (S Wales)

**Yamaha XT660X**, late 2004, 04-reg, gunmetal grey, 4000 miles, practical supermoto in exc cond, £3450 ono. Tel 01603 897839 (Norfolk)

**Suzuki DR-Z400E**, road reg'd, 600miles, too many extras to list, unused since Dec '04, exc cond, £2650. Tel 07976 256589 (S Wales)

**Yamaha TT250R**, blue, 04-reg, 600miles, done 570 miles when I bought it, derestricted, almost like new, £2395 ono. Tel 07793 413843 (Worcs)

**Rieju MX50**, kids off-road bike, 2001 model, red, fully automatic two-stroke, suit 8-12 year old, now too small for rider, exc cond, great starter bike, £450 ono.

Tel (mobile) 07854 798986 or (eves) 01736 788115 (Cornwall)

**KTM 250EXC**, 2002, road reg'd, MoT, good looking well maintained bike, little use last 12 months, various spares, £1900. Tel 07870 204215 or leave number if on answer phone (Mid Wales)

**Yamaha WR400F**, 2000, T&T, hand/frame/sumpguards, new c+s/pads/tyres/bearings, exc cond, first to see will buy, £1900. Tel (mobile) 07980 602197 or 01535 654859 (W Yorks)

**Honda CRM250 AR**, 1999, T&T, 2500km, all original, green lane use only, lack of use forces sale, £2500. Tel 01428 712746 (Hants)

**Suzuki DR200 DF**, 1998, R-reg, orange, very low miles, wife's bike, hardly used, totally standard, smart looking bike, never abused off-road, £900 ono. Tel 01980 652908 (Wilts)

**KTM 200E65**, 199, T-reg, MoT, autolube, green lane use only, spare levers/plugs etc, £1395 ono. Tel (mobile) 07855 746487 or 01455 844951 (Leics)

**KTM 525EXC**, 2005, very little use, hand/clutch/exhaust/sumpguards, green lane use only, immaculate bike, £4200. Tel 07766 163814 (Norfolk)

**Husqvarna TES10**, 55-reg, only 200 miles only with only eight off-road, 18 months warranty, supermoto wheels, brushguards, perfect condition, £4200 ono.

Tel (mobile) 07737 466371 or 01925 481413 (Cheshire)

**Husqvarna SM125**, 2003, taxed, 2750 miles, well looked after, excellent bike for learner or commuter, £1500 ono. Tel (mobile) 07896 031490 or 02828 277309 (N Ireland)

**Yamaha XT225 Serow**, N-reg, rear disc model, 12000km, light trail use, hardly used last two years, Bridgestones, Renthals, o-ring chain, vgc, £1200. Tel (mobile) 07941 570438 or 01252 838673 (Surrey)

**Suzuki DR-Z400S**, 04-reg, yellow, 1700 miles, vgc, £2899 ono. Tel (mobile) 07836 678009 or 01684 292561 (Gloucs)

**KTM 450EXC**, 2004, road reg'd, low miles, serviced every ten hours, well looked after, must be seen, £3200 ono. Tel (mobile) 07854 960424 or 02828 277309 (N Ireland)

**Yamaha YZ250**, 1999, road reg'd, owned since six months old, still loads of original bits, exc bike, £1350 ono. Tel 01432 265009 (Hereford)

**Suzuki RM250**, 2003, road reg'd from new, with professional fitted lighting kit, recent engine rebuild, FMF tailpipe, Renthals, £2750 ono. Tel 01458 241690 (Somerset)

**Yamaha TT600R**, 2001, T&T, very low mileage, lady owner, big and standard tanks, good tyres, exc cond, quick sale, £2900. Tel (mobile) 07779 258286 or 01282 870895 (Lancs)

**KTM Adventure**, 2002, first reg'd 2003, orange/grey, taxed, fantastic on- and off-road bike, good condition, new rear tyre, gentle trail and road use only, £3000 ovno. Tel (mobile) 07779 258286 or 01282 870895 (Lancs)

**Kawasaki KMX125**, 1993, T&T, learner legal, good cond, £720 ono. Tel (mobile) 07778 054226 or 01483 534098 (Surrey)

**Husaberg FE450**, 54-reg, only 31.5 hours' use, new tyres,

just serviced by 'Berg dealer, very little use, loads of extras, exc cond, bargain, first to see will buy.

Tel 0191 581 0109 (Tyne & Wear)

**Honda XR250**, 1995, white, T&T, newish c+s/tyres, CRD pipe, light green lane use by very unfit rider. Tel (mobile) 07720 550775 or 01235 530880 (Oxon)

**Honda CR80**, 2001, big-wheeled, new piston/c+s/bearings/clutch, handguards, black Excel rims, ready for the season, £750. Tel (mobile) 07799 881147 (Lancs)

**Kawasaki KDX220**, 2002, currently SORN, new plastics/c+s/seat cover/pads, FMF system, USD forks, neat example, £1950 ono. Tel (mobile) 07725 524972 or 01296 624887 (Bucks)

**KTM 450EXC**, 2004 model, 72 hours' green lane use, sump/handguards, clutch saver, new tyres, spare c+s, well maintained, £3200 ono. Tel 01924 371825 (Yorks)

**Yamaha WR250F**, 2003, road kit, new tyres/c+s/pads, extras, green lane use only, £2600. Tel 07711 034598 (W Yorks)

**Suzuki DR350**, 1993, T&T, new rear tyre, handguards, bashplate, Renthals, ideal green laner, £650 ovno. Tel 01530 835321 (Leics)

**KTM 400EXC**, 2002, well maintained, many new parts, clutch saver, handguards, bashplate, vgc, £2700 ono. Tel 07870 972752 (Hereford)

**KTM 450EXC**, 2003, MoT, 3500 road commuter miles, routinely maintained, vgc, will be missed but need cash, £2800 ono. Tel 01531 670283 (Hereford)

**Yamaha WR400F**, 2001, not used for past year hence no T&T, exc cond, must be seen, bargain at £1400. Tel 01458 446576 (Somerset)

**Yamaha XT225 Serow**, 1996, 6600 miles, wife's bike, well cared for, plenty of life left in tyres/chain, vgc, £7753 926569 (Surrey)

**Beta Rev3 200cc trials bike**, 2003 model, ten trials from new, fun use only, immaculate cond, £1850 ono. Tel (mobile) 07919 627294 or 01355 904068 (Lanarkshire)

**Honda CRF250X**, 2004, road reg'd, taxed, handguards, bashplate, mainly trail use, good cond, £3100 ono. Tel 01524 242594 (N Yorks)

**Yamaha WR450F and WR250F**, 450 is 2006, 250 2005, both brand new in crates, with paperwork to register, £4395 for 450, £3695 for 250. Tel (mobile) 07914 412188 or 01246 567556 (Derbys)

**Honda NX650 Dominator**, 1992, rebuilt, new engine/carb/exhaust/c+s/tyres etc, lots of spares inc Acerbis tank, £1250. Tel (mobile) 07799 460641 or 01257 241289 (Lancs)

**Yamaha XT600Z Tenere**, 1983, T&T, green lane set-up, oil cooler, big tank, very reliable, £800 ono. Tel 01603 270420 (Norfolk)

**BMW F650GS Dakar**, 54-reg, 6200 miles, FBMWSH, some warranty still remaining, heated grips, topbox, new tyres, road use only, immaculate, £4350. Tel Rob on 07803 275265 (S Wales)

**Suzuki DR-Z400S**, 2000, T&T, FSSH, mainly road use, not raced, mature owner, spares available, new bike forces sale, £1950. Tel (mobile) 07787 545722 or 01493 308446 (Norfolk)

**BMW F650GS Dakar**, 02-reg, 13000 miles, FBMWSH, ABS, heated grips, twin Remus pipes, K&N filter, lots of extras, road use only, exc cond, £3700. Tel 07867 528307 (Hants)

**Honda CRM250**, 1992, basically standard, little use past two years, spare tyres, £1200. Tel 01628 531367 (Bucks)

**Yamaha TT250R**, 04-reg, 3500 miles, FSH, sump/frameguards, rear rack, Kouba lowering link plus original, good cond, £2000. Tel 07951 275949 (Staffs)

**Honda CRF250X**, 2004, road reg'd, road legal, UK bike, mature owner, trail use only, sensible mods, ready to ride, £3295. Tel 07957 328494 (Surrey)

**Suzuki DR-Z400**, 2003, taxed, engine rebuild in '05, exchange for 2T enduro/MX bike or sell for £2000. Tel 07973 383753 (S Wales)

**Honda XR400**, 2004, red, road legal, taxed, 2200km, green lane/road use only, good cond, £2600. Tel 01507 527208 (Lincs)

**Suzuki DR350**, J-reg, used as spare bike, starts and runs

well, great bike, good cond, ideal for trail or work, £895. Tel 07831 871069 (Kent)

**Honda XR400R**, 2000, T&T, CRD pipe, new tyres, mainly road use to work, £2000 ono. Tel 01509 502976 (Leics)

**KTM LC2 125**, 2000, road reg'd, Yamaha engine, only 2500km, manual, spare tyres, tool kit, excellent trail bike, great condition. Tel 0161 980 6697 (Cheshire)

**Honda XL500R**, 1982, T&T, 44000km, new clutch/tyres/tubes/c+s, chain & sprockets, good condition, £725. Tel (mobile) 07738 143733 or 01386 840645 (Gloucs)

**Honda CRM250R mklII**, imported 2002, MoT, hardly used off-road, never raced, vgc, £1400 ono. Tel (eves) 01276 32931 (Hants)

**CCM 6440S**, 02-reg, Suzuki engine model, T&T, 6500 miles, handguards, green lane use, good cond. Tel (mobile) 07787 111234 or 01291 431424 (S Wales)

**Honda XR400**, 2001, red, T&T, low miles, exc cond, £1900. Tel 01209 314790 (Cornwall)

**Yamaha WR250F**, 2004 model, brand new on 06 plate, taxed, road legal, unused, change of plans forces sale, £3500. Tel (mobile) 07710 150400 or 01387 730492 (Dumfries)

**Honda CRF250R**, 2004 model, standard, only field use by novice, well maintained and in good cond, £2750 ono. Tel 01886 880204 (Hereford)

**Gas Gas Pampera**, 2000 miles, green lane use only, well maintained, exc first bike, £1800 ono. Tel 07736 314645 (Yorks)

**Gas Gas EC200**, 2002, road reg'd, one owner, FMF exhaust, frameguards, recent tyres, vgc, £1650. Tel 01473 830489 (Suffolk)

**Yamaha YZ125**, 2004 model, 05-reg, many new parts, good clean bike, £1850 ono. Tel 01962 777526 (Hants)

**Suzuki DR350**, 1992, MoT, Acerbis 14L tank, Produro stainless exhaust, handguards, good tyres, vgc, £1000. Tel (mobile) 07711 851605 or 01896 830577 (Scotland)

**Yamaha YZ426F**, 2002, road reg'd, low miles, green lane use only, some spares, vgc, £2200 ono. Tel 01663 741484 (Derbys)

**Yamaha XT250**, 1980, taxed, no MoT, complete bike, runs but smokey, spares or repair, £2000 ono. Tel 07790 636904 (London)

**CCM 640 trail/supermoto**, WP shock, Marzocchi forks, Talon/Excel wheels, spare rubber, paddock stand, surplus to requirements, £2000 no offers. Tel 07876 181437 (Leics)

**BMW F650 rally bike**, Touratech Schaller full kit, roadbook, Fatbars, WP suspension, Excel rims, never seen the desert, vgc, £5250. Tel (mobile) 07782 244782 or 01937 831655 (Yorks)

**KTM 125EXC Six Days**, 2003, taxed, gold Talons/Excels, well maintained/serviced, recent fork seals/wheelbearings, good cond, all documents, £1995 ono. Tel 07740 645746 (Manchester)

**Yamaha WR400F**, 1998/99, road reg'd, T&T, three owners, original spec, hardly used, light green lane use, exc cond, only £1750. Tel 07976 075482 (Lancs)

**Honda CRF450R**, '04 model in full enduro trim, little use, exc cond, also available all parts to convert to supermoto, £2850. Tel (mobile) 07797 715148 or 01534 490330 (Lincs)

**CCM 404E**, 2004, 1200 miles, new c+s, as new, £3000 ono. Tel 01502 742085 (Suffolk)

**Yamaha WR250F**, 02-reg, T&T, 2900 miles, one previous owner, Renthals, bashplate, green laned only, well maintained, good cond, £2200 ono. Tel 0161 747 2561 (Lancs)

**Yamaha WR450F**, 2005, road reg'd, completely standard, immaculate cond, £4250 ono. Tel 07780 668484 (Suffolk)

**Yamaha WR400F**, 1999, T-reg, MoT, starts first time, new c+s, light use, well maintained, very tidy, £2150. Tel 07778 594156 (Wilts)

**Kawasaki KMX200**, 1989, MoT, spare wheel/tyres, great green lane bike, good cond, £1000 ono. Tel 01908 320104 (Bucks)

**Kawasaki KDX200**, 1986, well maintained, £825 ono. Also Bultaco Sherpa 340, 1982, six-speed, many new parts, £725 ono. Tel 07932 661125 (Kent)



# FREE CLASSIFIEDS

**KTM 525EXC Farioli special**, June 2004, one owner, maintained beyond reason, documented history, spares, manuals etc, £3700. Tel 01773 874819 (Derbys)

**Yamaha WR450F 2-Trac**, 2004, two-wheel-drive, Rekluse clutch, many extras, rider retiring, great chance to experience amazing bike, £5500 ovno. Tel 07817 301541 (W Mids)

**Honda XR600**, 2000, red, very low miles, superb cond, lots of extras, can email pics, £2650. Tel (mobile) 07906 911636 or 01903 751026 (W Sussex)

**Kawasaki KLR650 C7**, 2002, 8500 miles, one owner, Datatag, cat D cosmetic write-off, needs HPI check and MoT for road, £1000. Tel 020 7732 9522 (London)

**Honda CRM250 mkl**, 1989, MoT, no tax, barkbusters, bashplate, DEP pipe, wide pegs, has to go, £1100 ovno. Tel 01980 621220 (Wilts)

**TM EN250 2T**, 1999, X-reg, still competitive, good order, £1350 ono. Tel 02380 864744 (Hants)

**KTM 200 EXC(6S)**, 2001, T&T, clutch saver, alloy frameguards, skid plate, exc cond, £1695 for quick sale. Tel 07788 790966 (N Wales)

**KTM 640 LC4 Adventure**, orange/silver, 52-reg, 28,000 miles, one former owner, Comp exhaust, Bracken serviced, fantastic bike, good cond, £2695. Tel 07956 050102 (Herts)

**Gas Gas Pampera 250**, 2002, MoT, not ridden since last year, in exc cond throughout, £1550 ono. Tel 07917 770360 (Devon)

**Husqvarna WRE125**, 2004, only 6500km, superb bike, light off-road use, new pads, some spares, exc cond, £2000 ono. Tel 01491 651515 or 01235 812995 (Oxon)

**KTM 125EXC**, May 2005, 31 hours/700 miles, one owner, bashplate, handguards, clutch saver, original invoices and road gear, superb cond, £2800. Tel (mobile) 07976 257439 or 01305 261843 (Dorset)

**Gas Gas Pampera**, 2003, low miles, many mods for long distance trials, new wheels, very well maintained, runs perfectly, exc cond, £1750. Tel 01242 697494 (Gloucs)

**Suzuki DR-Z400E**, July 2001, T&T, 2500 miles, recent c+s/tyres, Renthals, quiet pipe insert, manual cam chain adjuster, vgc, £2000. Tel (mobile) 07917 186485 or 01420 562348 (Hants)

**Gas Gas EC300**, 2005, nine months use trailriding only, new clutch plates/wheel bearings/pads/o-ring chain and Stealth sprockets, £2850 ono. Tel (mobile) 07771 675737 or 01656 785438 (Mid Glam)

**Gas Gas EC300**, 03 model, 52-reg, MoT, Datatag, Trailtech, rad braces, 9oz flywheel weight, S12s, forks re-valved by Endurotech, good cond, £2300. Tel (mobile) 07855 457006 or 01603 712470 (Norfolk)

**KTM 6255XC**, 2004, 5000 miles, new c+s/wheel bearings, bashplate, bar risers, Talon rear hub, £3000. Tel Mark on 07951 545492 (Kent)

**AJP PR4 125 4T**, 54-reg, T&T, blue with black rims, exc runner, mint cond, £1350 ono. Tel (mobile) 07970 181122 or 01642 596475 (Cleveland)

**KTM 250EXC 2T**, new in March 2005, used for local lanes and hare & hounds, easy to maintain, starts easy, great to ride. Tel 07801 677329 (Herts)

**Suzuki DR600S**, 1988, E-reg, Italian import, T&T, very reliable but well used cond, £450. Tel 01293 451964 (Sussex)

**Yamaha WR450F supermoto**, pro modified, frame/handguards, loads of mods, unused original wheels/tyres, call for details, £3500. Tel 07740 856527 (Kent)

**KTM 525EXC**, 2004, road reg'd, 3400 miles, trail use only, new pads/x-ring c+s, brilliant bike, exc cond, £3795 ono. Tel 01522 787508 (Lincs)

**Honda XR400R**, Dec '01, T&T, 7000km, commuter and light trail use, pro serviced, road kit, sump/hand/frameguards, Renthals, vgc, £2200 ono. Tel 01981 251496 (Hereford)

**KTM 525EXC Racing**, 04-reg, 130 hours/3850 miles, new pads/wheel bearings etc, CRD bashplate, top class cond, £3675. Tel 07814 005169 (Notts)

**KTM 250EXC 4T**, 2004, 04-reg, 42 hours/700 miles, hand/sumpguards, clutch saver, ideal first enduro bike, good cond, £2550 ono. Tel (mobile) 07711 732690 or 01423 871991 (N Yorks)

**Honda CRF230**, 2004 model, lady owner, garaged, serviced, new tyre, exc cond, ride away, £2200, kit also available. Tel 07989 346403 (Essex)

**Husaberg FE400e**, 2001, MoT, 2500km, great green laner, brushguards, bashplate, £1700 or swap for trials bike. Tel 020 7231 9124 (Kent)

**Suzuki DR-Z400S**, 2001, yellow, MoT, only 1300km, elec start, DEP, Renthals, engine guards, many spares, unused for two years, £2000. Tel 01737 350489 (Surrey)

**KTM 6255XC**, 2004, 5000 miles, new c+s/wheel bearings, bashplate, £2950. Tel 01634 312230 (Kent)

**Suzuki DR-Z400S**, 2001, black, T&T, Renthals, handguards, new c+s, good cond, £2150 ono. Tel (mobile) 07812 984588 or 01743 790350 (Shrops)

**KTM 250EXC Racing**, 2005, 950 miles, bashplate, clutch saver, handguards, exc cond, £3200. Tel 0114 235 1718 (S Yorks)

**Honda XR650**, 2001, T&T, 13500 miles, road use only, some spares, exc original cond, £2500. Tel (eves) 01245 250615 (Essex)

**Honda NX650 Dominator**, 2000, W-reg, T&T, 5800 miles, FSH, recent rear tyre/pads, nice bike, exc cond, £2650 ono. Tel (mobile) 07732 693433 or 01327 706756 (Northants)

**Husqvarna 250 twin-shock enduro**, 1984, original, plus spares, £800. Also Husqvarna 250 MX, 1988, spares, £500. Tel 01482 870435 (E Yorks)

**Yamaha WR250Z 2T**, 1998, T&T, third owner, fantastic cond for year, original discs/kickstart/exhaust, sought after enduro bike, genuine sale, £1800. Tel 01761 452606 (Bristol)

**Two Kawasaki KDX200s**, 1989 and 1990, serviced, new tyres, little used, well looked after, £1800 the pair, will split. Tel 01227 700345 (Kent)

**KTM 450EXC**, 2005, only used as road supermoto, mint condition, £3800 ono as dirtbike or £4300 with supermoto parts. Tel 07971 787838 or 07795 481156 (Swansea)

**CCM 604E**, 2001, black/silver, T&T, just over 1000 miles, nice looking, still like new, £2000 or swap for XR. Tel 01491 834059 (Oxon)

**Honda XR600R**, 1991, MoT, only 8000 miles, recent clutch/c+s/fork seals, well maintained, superb all-rounder, vgc, £1000. Tel (mobile) 07981 550065 or 01993 830657 (Oxon)

**Triumph Tiger Cub trials**, square barrel, new tyres, traditional classic look, tidy bike, £1950. Tel (mobile) 07767 204730 or 01905 451313 (Worcs)

**Yamaha Serow**, 1994, T&T, disc brakes, dual start, £995. Tel (mobile) 07767 204730 or 01905 451313 (Worcs)

**Suzuki DR-Z400E**, 2001, yellow, one owner, handguards, light green lane use, good cond, £1900. Tel 02879 300134 (N Ireland)

**Yamaha YZ400F**, 2000, TAG taper bars, frameguards, new tyres, well looked after bike, mint cond, £1600 ono. Tel 07963 975195 or 07900 082336 (Swansea)

**TM 250**, 1999, new clutch plates/fork seals, good cond, £700 ono. Tel 07776 342822 (Derbys)

**Honda XR400R**, Nov '05, 55-reg, taxed, 1850km, green lane use, vgc, £2850. Tel 01933 663823 (Northants)

**Gas Gas EC450F5E**, 2003, 2600 miles, one owner, £1950 ono. Tel 07999 556782 (W Lothian)

**Honda XR250R**, 2003, T&T, fully road legal, never raced, trail use only, £1950. Tel (mobile) 07876 444934 or 01332 733467 (Derbys)

**Yamaha YZ125**, 2003, DEP exhaust, may extras, used as

25070



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practice bike, full spares kit, new plastics, looks like new, rides brilliantly, £1650. Tel 01242 525923 (Gloucs)

**Gas Gas EC450FSE**, 2003 model, 52-egg, enduro and SM wheels with discs on both, £2550. Tel 01978 822726 (N Wales)

**KTM 250EXC 2T**, 2003 model though 2004 look, MoT, new tyres/graphics/all original paperwork, maintained to highest level, superb bike, £2600. Tel 01327 260576 (Northants)

**Xsport CR3 125 4T**, Cooper replica pit-bike, black with gold rims, three months old, ridden three times, immaculate, £750. Tel 07770 801711 (Lincs)

**Gas Gas Pampera 250**, 2004, taxed, barely used, original tyres, bashplate, uprated shock/fork springs, light easy to ride trailie, mint, £1900 ono. Tel 01786 464830 (Stirling)

**Montesa 315R**, 93-reg, new tyres/plastics, some spares, good cond, ready to trials, £1475 ono.

Tel (mobile) 07905 070148 or 01904 704122 (Yorks)

**Yamaha WR250F**, 54-reg, 1300km, one owner, full road kit, Renthals, CRD bashplate, frame/handguards, trail use only, exc cond, £2950 ono. Tel 07973 741335 (Manchester)

**KTM 525MXC**, 05-reg, 14 hours/420 miles, sump/handguards, graphics kit as new, £4500 ono.

Tel 01985 850141 (Wilts)

**BMW R1150GS**, 2002, grey, 18000 miles, FBMWSH, topbox, ABS, alarm, heated grips, Touratech sidepanels, garaged, warranty/recovery remaining, £5750. Tel 01233 851112 (Kent)

**Yamaha WR426F**, 2002, T&T, one owner, only 500 miles, immaculate, £2900 supermoto wheels also available.

Tel 01959 573332 (Kent)

**Gas Gas EC300**, X-reg, 2001, Ohlins shock, Marzocchi forks, Renthals, anodised wheels, little use, vgc, £1595 ono.

Tel 07973 427017 (W Mids)

**BMW F650GS**, 2002, metallic blue, T&T, 16600 miles, BMWFWSH, heated grips, lady owner, immaculate, £3150 ono.

Tel (mobile) 07725 048014 or 01923 261023 (Herts)

**Yamaha WR426F**, 2002, tidy bike, great runner, all the trimmings but she's no turkey, £2100 ono.

Tel (mobile) 07714 200483 or 0117 908 2664 (Bristol)

**Honda XR400R**, 53-reg, 2200km, owned from new, CRD bashplate/frameguards, green laned only, recent full service and tyres, vgc, £2500 ono. Tel (mobile) 07802 485167 or 01530 459702 (Leics)

**KTM 400EXC Racing**, 2004 model, 55-reg, only 34 hours' use, light green lane use, many extras, just serviced, immaculate cond. £3497 ovno or consider p/x for GSXR or equivalent. Tel (mobile) 07875 743786 or 01249 447708 (Wilts)

**Sidecar**, 2002 BSU chassis, Kawasaki motor, Reiger shocks, spares kit, Talons and spare Talons/tyres/discs etc, manual, vgc, change of plan, £2400 for quick sale with rebuilt trailer included. Tel (mobile) 07862 247887 or 01242 519500 (Gloucs)

**Suzuki DR350SEX**, T-reg, MoT, 17000 miles, road legal, lowered seat and original, Renthals, regularly serviced, vgc, a pleasure to ride. £1700 ono. Tel 07973 627273 (Lancs)

**KTM EXC supermoto**, '05 bike, road reg'd, 570cc kit, big valve head, full Ti Akrapovic, slipper clutch, K-Tech suspension, Beringer brakes, massive spec, built and maintained by HM racing, £6000. Tel (mobile) 07770 847122 or 01634 725179 (Kent)

**CCM 4040S**, 2004, taxed, only 400 miles, trail and SM wheel kits, hand/frameguards, bar risers, HD bashplate, Trelleborg tyres, plus spares, as new, £3995 ono.

Tel 0118 947 0748 (Berks)

**Yamaha WR400F**, 1999, blue, FMF graphics, Renthals, just had engine rebuild, stainless exhaust, excellent cond, £1995 ono. Tel (mobile) 07746 965138 or 01929 460089 (Dorset)

**Suzuki DR-Z400E**, 2003, 03-reg, 2000 miles, oil changed every second ride, frameguards, DEP, CRD, Uniko, Stealth etc, exc cond apart from cracked side panel, best in south.

Tel 07834 769007 (Dorset)

**Honda XR600**, elec start, fully rebuilt, MoT, eligible for

classic insurance, fun and easy to ride on/off the trail, exc cond and starter, £1325 ono. Tel 07752 067590 (Cheshire)

**Kawasaki KDX220R**, 2003, 03-reg, one owner, green lane use only, nice tidy bike, giveaway price, £2000.

Tel 07973 122221 (Notts)

**Suzuki DR350**, 1999, black, T&T, only 1200 miles, two owners, exc cond for work, some spares, £1850 ono no timewasters. Tel 02920 593457 (Cardiff)

**Yamaha WR400F**, 2000, X-reg, T&T, Trailtech computer, Renthals, CRD bashplate, handguards, new graphics, spare plastics, good cond, £2000 ono. Tel 0151 513 9326 (Wirral)

**Kawasaki KDX125**, 1995, many new parts inc chain/rings/front tyre, workshop manual, vgc, ideal field bike, £600 ono. Tel 01768 372814 (Cumbria)

**KTM 400EXC**, 2002, T&T, fully road legal, mature owner, well maintained, green laned only, exc cond, £2395 ono.

Tel (mobile) 07764 180158 or 01302 719766 (S Yorks)

**Honda XR200**, 1995, T&T, ideal green laner, good cond, any inspection welcome, £1100 ono. Tel 01242 602089 (Gloucs)

**KTM 625SXC**, 54-reg, 1900 miles, exc cond, £3450 ono, Talon/Excel supermoto wheels also available.

Tel 07890 525046 (Gloucs)

**KTM 520EXC**, 2002, handguards, bashplate, new tyres/c+s/fork seals, well maintained, £2200 ono. Tel 07920 251218 (Kent)

**Honda XR400**, 03-reg, little use, vgc, must sell hence £2200 ono. Tel 01373 463253 (Somerset)

**Honda CRM250 AR**, X-reg, T&T, 4600km, DEP exhaust system, Renthals, barkbusters, new o-ring chain, original exhaust plus spares, £2650 ono. Tel (mobile) 07921 023047 or 01489 785732 (Hants)

**Honda XR400**, 2003, T&T, 2000 miles, indicators, immaculate cond, £2795. Tel (mobile) 07950 987994 or 02380 510558 (Hants)

## WANTED

**Wanted Husky TE610 engine**, kickstart model, 1997-ish, could swap with price adjustment for 410 lump.

Tel 07765 577111 (Worcs)

**Wanted parts for Yamaha XT600 Tenere 3AJ**, twin headlight disc braked model, sidepanels, seat, wheels, rack, master cylinder etc, consider whole bike if cheap.

Tel 01604 406209 (Northants)

**Wanted rally/overland parts for Honda XR400**, bashplate with toolbox etc, anything considered.

Tel Tony on 01253 875717 (Lincs)

**Wanted KTM 200 or 250EXC**, may also consider Gas EC200 or 250, must be late model and good cond, cash waiting and may travel for the right bike, WHY.

Tel 07980 015536 (N Yorks)

**Wanted parts for 2001 KTM LC4 640**, wanted for re-build, please ring with any parts that you may have for sale. Tel (after 4pm) 01772 621522 (Lancs)

**Wanted race can for DR-Z400S**, or full system.

Tel (mobile) 07761 251156 or 020 8632 0844 (London)

**Wanted big tank for CRM250 mkill or CR500**, cash waiting. Tel (eves) 01276 32931 (Hants)

**Wanted supermoto wheels to fit Husqvarna TE570**, also disc, caliper, exhaust and panels, anything for SM conversion. Tel Andy on (mobile) 07770 567888 or 01694 751775 (Shrops)

not objected to. Tel Paul on (mobile) 07866 090721

or 01873 832407 (S Wales)

**Wanted Kawasaki trail bike**, any size engine, under £900. Tel 07866 969522 (Shrops)

**Wanted original headlight for Kawasaki KDX200 E1-4**, complete, must be in exc cond. Also Ossa/Bultaco trials bike, non-runner, for project.

Tel (mobile) 07871 498200 or 01604 764763 (Northants)

**Wanted exhaust system to fit Suzuki DR-Z400E**, both OE or aftermarket considered, must be in good cond, cash waiting. Tel (mobile) 07709 309894 or 01772 814926 (Lancs)

**Wanted head and barrel from KTM 200**, to fit 2000 model 125EXC. Tel 07722 836612 (Northants)

**Wanted performance exhaust to fit DR-Z400**, anything considered, cash waiting. Tel (mobile) 07966 240055 or 01926 889916 (Warks)

**Wanted performance exhaust system/silencer for 1995 Suzuki DR350S**, needs to be in good cond and able to be posted for around £100 all in.

Tel 00 35 799 049 413 (Cyprus)

**Wanted complete exhaust for DR-Z400E**, new or used. Tel 07764 335709 (London)

**Wanted Yamaha YZ250F exhaust cam**, '03 onwards with auto decompressor, must be in vgc.

Tel 07752 067590 (Cheshire)

**Wanted A-Loop tank/seat for Honda XR400**, also FMF Q-pipe or similar quiet aftermarket exhaust, please phone mobile first. Tel (mobile) 07903 777262 or 01491 614328 (Oxon)

## SPARES

**Parts to fit XR400**, Clarke 12L tank, red, £100. CRD tailpipe, £80. OE light lens, £20. OE handguards, £10. Various sprockets, £15. Gadget sumpguard, £20.

Tel 07706 797838 (Scotland)

**Supermoto wheels to fit Yamaha WR450F**, six months old, with 20 miles old Avon Distancia rear tyre, bargain at £600 no offers. Tel 01299 879094 (Worcs)

**Parts for Yamaha XT600E**, Acerbis 23L tank, white, vgc, £100 ono. Rear rack, vgc, £35 ono. HD sumpguard, vgc, £40. Tel 01827 708740 (Staffs)

**KTM 5XC enduro wheels**, 2004, only done 200 miles, with tyres/spacers, as new cond, ring for details, £400.

Tel 07917 368282 (Middx)

**Dunlop sports D739 MX tyres**, front 80/100-21, rear 100/100-18, marked NHS, as new, can email pics, £45 for the pair. Tel (mobile) 07776 146906 or 01603 259373 (Norfolk)

**Acerbis 14L tank to fit 1998-2003 WR400F**, includes sidepanels and Yamaha of Troy graphics, cost £246, accept £120. Tel 07926 322042 (Derbys)

**SM wheels to fit Yamaha WR-F/YZ-F**, tyres and discs. Also Pro Circuit exhaust, new original plastics, headlight, sumpguard, full road/dirt brake systems, plus loads more spares. Tel 07771 655144 (London)

**Parts for Vertemati 570e supermoto**, wheels, forks, shock, plus other parts available.

Tel 07884 497721 (Kent)

**Akrapovic system to fit KTM 450EXC**, like new, £350. Tel 01924 371825 (W Yorks)

**Dunlop D739 MX tyres**, front 80/100-21, rear 100/100-18, as new, £40 the pair. Tel (mobile) 07776 146906 or 01603 259373 (Norfolk)

**Supermoto wheels to fit Yamaha**, complete, black Excel rims, used twice, need cash as getting married, offers. Tel Matt on 07967 000092 (W Mids)

**Supermoto wheels to fit DR-Z400**, Talons/Excels, Pirelli tyres, exc cond, £400 plus postage.

Tel 01522 877162 (Lincs)

Tel 01446 710653 (S Wales)

**DEP front pipe to fit Husqvarna WRE125**, 2004 onwards, nickel-plated, a bit of rust on dents, £100 ono. Also DEP silencer for 2001-2005 WR125, new, £40 ono.

Tel 01491 651515 or 01235 812995 (Oxon)

**Single-bike trailer**, lightweight, galvanised, £110 ono.

Tel 01535 645607 (W Yorks)

**Rino stainless tailpipe to fit Suzuki DR-Z400**, exc cond, £75. Tel (mobile) 07989 913655 or 01977 620990 (S Yorks)

**Yoshimura off-road exhaust to fit DR350**, in exc cond. Tel 01273 464779 (W Sussex)

**Parts for Husqvarna twin-shock**, forks, yokes and wheel, vgc, £80. Also seat for XR400, vgc, £30.

Tel 01981 251496 (Hereford)

**FMF Gnarly front pipe to fit KTM 200EXC**, perfect cond. Flywheel weight, used once, £150 will split.

Tel (mobile) 07940 538299 or 01260 224577 (Cheshire)

**KTM paddock jacket**, orange/black, size medium, brand new, £25 could post. Tel (mobile) 07940 538299 or 01260 224577 (Cheshire)

**Bodywork to fit Suzuki DR-Z400S**, blue/white, all panels, no headlight, all as new, £200 ono.

Tel 0121 707 1615 (W Mids)

**Talon/Excel enduro wheels**, gold, with discs/sprocket/speedo dive, Pirelli tyres, never used, £400.

Tel 01491 834059 (Oxon)

**Supermoto wheels**, 3.50x17 front, 4.25x17 rear, Morad rims, Michelin Pilot Sports, exc cond, £450.

Tel 01491 834059 (Oxon)

**Honda TLR200 motor**, with carb, good cond, £150 ovno.

Tel 01484 854154 (W Yorks)

**Acerbis 23L tank to fit Yamaha XT600E**, vgc, £100. Rear rack to fit same, £35. CRD sumpguard to fit XT600E, vgc, £45. Tel Nick on 01827 708740 (Staffs)

**Parts for Gas Gas EC250**, swingarm, shock, subframe, CDI, ring for more info. Tel 07760 265299 (Lancs)

**Aprilia Tuareg 600 spares**, wheels, tyres, switches, plastics, pipes, silencer, swingarm, cables, caliper, parts books and much more. Tel 01234 822074 (Beds)

**Gas Gas 400/450 workshop manual**, £15. Motion Pro sag scale, new in box, £25. Tel (mobile) 07771 675737 or 01656 785438 (Mid Glam)

**Supermoto wheels to fit KTM 625SXC**, Talons/Excels, discs, tyres, sprockets, hardly used, £800.

Tel 07890 525046 (Gloucs)

**Parts for 2004 Yamaha WR250F**, original silencer, handguards, trip counter and cable, forkguards, rear fender, bars, air filters, owner's manual, offers.

Tel 07773 355529 (Devon)

**Cylinder head for KTM 520EXC**, brand new in box, £200. Tel 07974 963350 (Mid Glam)

## STOLEN

**Stolen KTM 450SX**, 2005, two months old, engine no 0559401887, frame no VBKMXN4305M3966, clutchsaver, stolen weekend 18/19 Feb, reward. Tel 07795 973913 (Dorset)

**Stolen Suzuki DR-Z400SK2**, 2002 model, reg no WU02 RFZ, frame no JS1BC11100100996, stolen from Gloucester city centre on 3 March between 21:00-22:15, crime report no 65/04/03/06. Tel Glen on 07709 500471 (Gloucs)

**Stolen three sets of supermoto wheels to fit Husqvarna SM-R/R**, two sets of Talons/Excels with red rims and titanium coloured hubs, one set with red Rexfelgen rims, all brand new, fitted with 320mm Brembo front discs and Dunlop slick or wet tyres, stolen overnight 4/5 March at British SM Championship round at Three Sisters race circuit in Lancs, reward for return. Tel 07860 128642 (Kent)



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HONDA	CRF450	05	X4	£3299	KTM	SX 85 B/W	05	£2199	YAMAHA	YZ125	99	X2	£1599	YAMAHA	YZF426/2002	£2499		
HUSQVARNA	CR125	04		£2799	KTM	SX125	01	£1999	YAMAHA	YZ125	00	£1899	YAMAHA	YZF450/2003	X4	£2699		
KAWASAKI	KX125	98		£1599	KTM	SXS125	01	£2199	YAMAHA	YZ125	02	X2	£2399	YAMAHA	YZF450/2004	X2	£2999	
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HONDA	XR250	01	£2599	KAWASAKI	KDX 220	02	£2599	KTM	MXC525	02	£2799					
HONDA	XR250	02	£2699	KAWASAKI	KDX 220	03	£2699	KTM	EXC525	03	£3299					
HONDA	XR250	03	£2899	KTM	EXC200	99	£1999	SUZUKI	DRZ400 E	02	X4	£2599				
HONDA	CRM250 MK2	91	£1399	KTM	EXC200	03	£2799	YAMAHA	TTR 250	94	£1599					
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