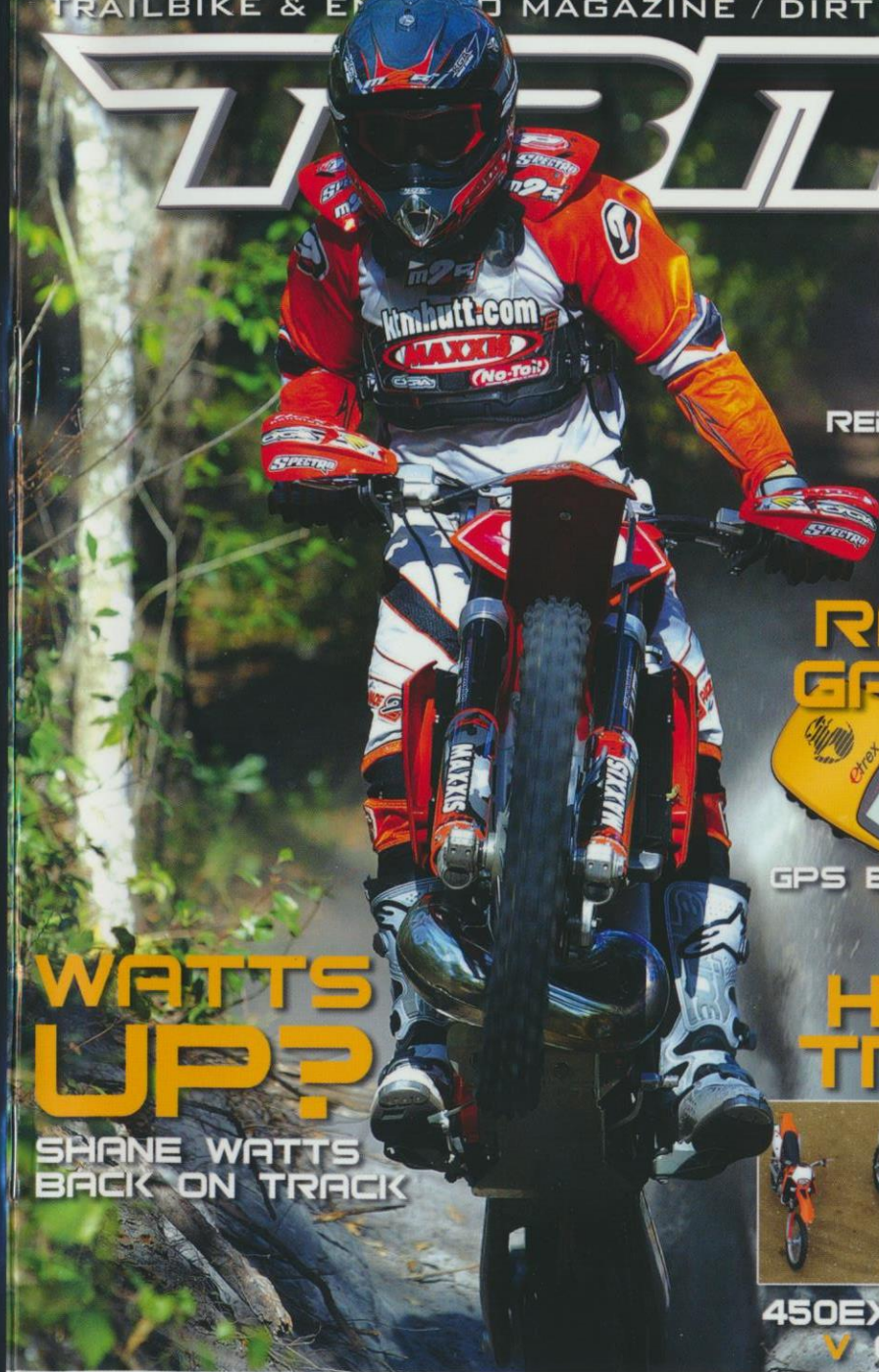


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Spring Madness!!

30883

Spring Madness has hit the following Husqvarna dealers:

DEALER	TOWN	COUNTY	TEL
Meredith Motocross Ltd	Bristol	Avon	0844 545 0412
A4 Moto	Reading	Berkshire	0844 545 0391
Gary Grover Racing	Hungerford	Berkshire	0844 545 0403
St Blazey Moto-X	St Blazey	Cornwall	0844 545 0430
SR Off Road	Workswoth	Derbyshire	0844 545 0428
Albion Motorcycles Ltd	Exeter	Devon	0844 545 0392
Mr Scooter	Bournemouth	Dorset	0844 545 0416
Three Cross Motorcycles Ltd	Three Legged Cross	Dorset	0844 545 0433
GH Motorcycles	Colchester	Essex	0844 545 0404
Just Bikes	Leigh on Sea	Essex	0844 545 0408
Husky Sport	Cheriton	Hampshire	0844 545 0400
Infinity Motorcycles Ltd	Farnborough	Hampshire	0844 545 0407
Big Bang Motorcycles	Broad Oak	Hereford	0844 545 0395
Colwin Motorcycles	Sittingbourne	Kent	0844 545 0399
Dave Fox Motorcycles	Ramsgate	Kent	0844 545 0401
Red Dog Motorcycles	Edenbridge	Kent	0844 545 0418
RP Motorcycles	Gravesend	Kent	0844 545 0427
Motosupplies	Carnforth	Lancashire	0844 545 0415
Motorcycle HQ	West Drayton	Middlesex	0844 545 0414
Keep Biking Ltd	Brackley	Northants	0844 545 0410
SS Racing	Shrewsbury	Shropshire	0844 545 0429
Red Dog Motorcycles	Burgess Hill	Sussex	0844 545 0419
Freestyle Ltd	Mark Cross	Sussex - East	0844 545 0402
Kawasaki Newcastle	Newcastle-Upon-Tyne	Tyne & Wear	0844 545 0409
QB Motorcycles Ltd	Brierley Hill	West Midlands	0844 545 0420
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Trevis Motorcycles	Vale	Guernsey	0844 545 0434
Paul Dedman Motorcycles	Ramsey	Isle of Man	0844 545 0417
Bobs Motorcycle Centre	St Helier	Jersey	0844 545 0397
Hugh McEvoy Motorcycles	Newry	Ireland	0844 545 0406



Photo courtesy Jonty Edmunds



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Play Different

No txt pls wer Brtsh!

Bleep! You've just had a text message left on your mobile... It's 08:02 in the morning and you're still in the land of nod when your phone unexpectedly bleeps.

You dive out of bed figuring it must be important for someone to wake you up this early in the morning.

And sure enough it is... It's Britain's best-loved recycler - MCN - informing you that you *might* be paying too much for your bike's insurance premium... What the....?

You head back to bed and drift into a deep, deep sleep - dreaming of exactly where you're going to insert your mobile phone if you ever get chance to meet MCN's editor face-to-puffy-face.

'Zzzzzz... Enjoy waking me up to peddle your tawdry rag do you...? Well take that big-boy...and that...and...zzzzz'

Bizarre as it may seem, this happened to one of TBM's staff recently and they hadn't even signed up for the service.

Apparently that doesn't seem to matter to MCN, cos once they've got hold of your mobile phone details (howsoever obtained), then they obviously have no qualms about haranguing people with direct marketing calls early in the morning.

Who cares if you've just come off a late night deadline? Certainly not MCN it would appear.

So this got us thinking... perhaps TBM should start up a similar service, I mean who in their right mind would want to miss out on important information from TBM Towers...?

08:02am **Bleep!** Important news: Dire consequences for UK off-roading as TBM runs out of coffee filters on deadline...

10:40am **Bleep!** Mark Williams gets to the top of a gnarly hill-climb during a *Doing the Rounds* - without falling off or getting a puncture...

10:41am **Bleep!** Mark Williams just fell off...

10:42am **Bleep!** And got a puncture...

11:17am **Bleep!** Chris Evans gives up smoking...

11:18am **Bleep!** Chris is back on the fags...

11:20am **Bleep!** Chris says he's definitely given up smoking for good this time...

11:21am **Bleep!** Disregard that last message...

12:24pm **Bleep!** Mel manages an entire sentence without swearing once...

2:40pm **Bleep!** James heads off to the rest-room.

2:55pm **Bleep!** Still no sign of James.

3:31pm **Bleep!** Bathroom's free. But it looks like part of MCN is permanently missing...!

6:00pm **Bleep!** TBM's opinion of MCN's texting service? Bleep...Bleep!

SI MELBER

Edited & produced by: Si Melber
Deputy Editor: James Barnicoat
News Editor: Mel Falconer
Contributors: Mark Williams,
Chris Evans, Jonty Edmunds,
David Knight, Mike Rapley,
Patman, John Hulme, Ian Kerr
Designed by: Andy Riley

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Editorial Address:
TBM PO Box 9845
London W13 9WP

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

Subscriptions:
Mel: 020 7903 3993

Advertising Manager:
Natalie Watson
020 8840 6848

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This month, Colin Moram a man of many talents...





Watts the Story: After a season or two in the wilderness, Aussie Shane Watts has got his race face back on and is up to his old tricks kicking ass in the US GNCC. Pic: Jonty Edmunds

PERSPECTIVE



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Duck-billed fatty-bus or big and beautiful? Last year more riders were tempted by BMW's burly 1200GS than the razorweight R1 which speaks volumes about the changing face of UK biking...

PERSPECTIVE



Screwwww You! Throttle cables can't last long on Knighter's 525 as he wrings every last ounce of power out of his factory KTM at any opportunity - even in the snow... Pic: Jonty Edmunds

PERSPECTIVE

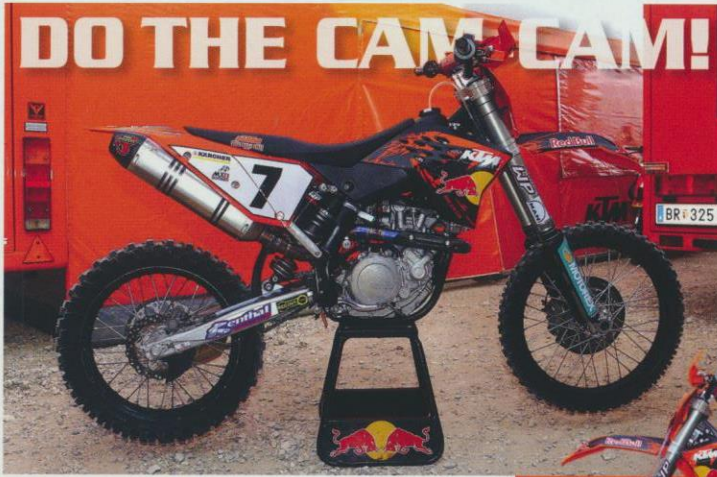


Wish you were here: The BEC returned to bonny Scotland this year with the Lossiemouth Enduro, where one of the special tests ran along part of the beach and into the dunes. Excellent. Pic: J Edmunds

PERSPECTIVE



DO THE CAM-CAM!



re-worked chassis along with new 52mm USD WP forks. All-up it weighs just over the 100kg mark claim KTM.

Other improvements include additional cooling (to cope with the extra power) a remoulded seat, wider tank and revised, more aggressive looking plastics. Watch this space for more news of the inevitable enduro version as soon as we get it...



Breaking cover recently is this factory version of the all-new 2007 KTM 450SX-F motocrosser - meaning that the new enduro bike presumably won't be too far behind. Though it'll probably surface as a 2008 model.

Available to the public by the end of June this year, the 450 MXer boasts a completely new high-revving DOHC four-stroke motor, which the Austrian factory claims punts out an incredible 59bhp. The new bike also features an electric-start for the first time, and a

FIFTY-FIFTY

Small is beautiful... Franco-Spanish manufacturer Sherco's 50cc two-stroke trail bike has got a completely new graphics kit for 2006, making it look much more like its 4.5i big brother.

But the beauty isn't only skin deep, as Sherco have used the latest generation of liquid cooled Minarelli AM6 motors in order to meet Euro2 regulations. Other improvements include a new 7L nylon fuel tank, steel swingarm,



41mm Paioli forks, Ollé rear shock (with adjustable preload) and AJP stoppers front and rear.

And for those wishing to go a bit more 'Xtreme' there's also a Shark replica version that offers 30mm more ground clearance (thanks to

extra travel in the suspension). The Shark model also comes with a hand-made factory pipe, Morad blue rims, a slightly larger 7.8L fuel tank and of course full Shark-inspired graphics.

Prices are the same for both the standard and 'Shark' models, coming in at £2,250. Call importers MRS on 01423 772885 for more information...



FRENCH DRESSING

After wading through hundreds of entries for the TBM Oxbow competition, we can now reveal that the lucky winner is Angus Hay from Disley in Cheshire.

Angus, a pressure vessel works manager, who rides a XR400, won himself a set of 2006 Oxbow kit worth more than £250. The kit includes a jersey, riding

pants, gloves, goggles and a two-in-one hydration/trailriding backpack.

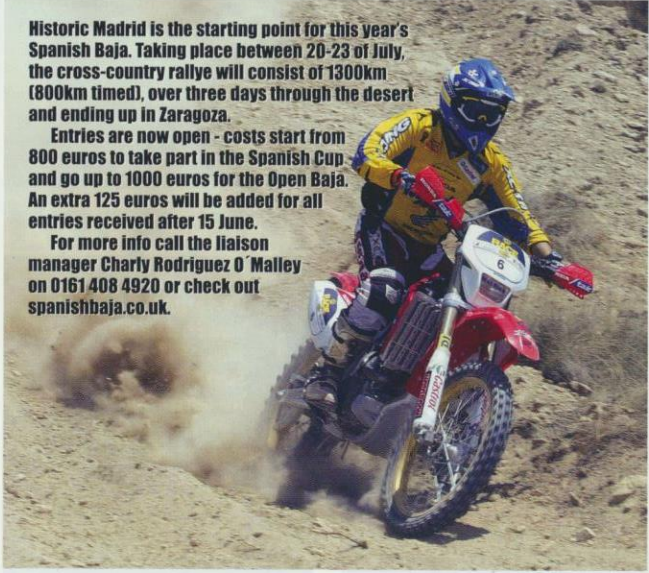
Many thanks to all of you who entered - and if you weren't lucky enough to win this time around, we'll be running a load more competitions throughout 2006, so keep your eyes peeled for some unbelievable offers...

SPANISH VROOM

Historic Madrid is the starting point for this year's Spanish Baja. Taking place between 20-23 of July, the cross-country rallye will consist of 1300km (800km timed), over three days through the desert and ending up in Zaragoza.

Entries are now open - costs start from 800 euros to take part in the Spanish Cup and go up to 1000 euros for the Open Baja. An extra 125 euros will be added for all entries received after 15 June.

For more info call the liaison manager Charly Rodriguez O'Malley on 0161 408 4920 or check out spanishbaja.co.uk.



SNIPPETS

CHANGING TIMES
Motul GB Hare Scrambles organisers Wirral Off Road have announced a number of changes to their events.

From round two at Nantmawr quarry on 20/21 May the two-hour sportsman/ladies/novice event will now take place on the Saturday afternoon prior to the main three-hour GBHS race on the Sunday, with a new start time of 11am.

The entries and payment system has also been revised - check out wirraloffroad.com for more details.

RESERVE JUDGEMENT
A water company in Lancs has been working with local police in a bid to stop illegal off-roaders riding on sensitive moorland surrounding their Pennine reservoirs.

The joint operation carried out by United Utilities' countryside rangers, Lancashire police, the National Trust and Lancashire County Council, is targeting riders in the Rossendale and Rochdale areas. So far 16 riders have been stopped and their registration numbers added to the national police database.

If caught again in protected areas, riders risk a fine of up to £20,000, and police can now confiscate their bikes, costing the owner a further £350. You've been warned!



Specialist exhaust builders CRD have just launched their new website - full product details are now available, along with a make, model and year search facility for dirt bikes. For the full SP, see crd-international.com.

ELECTRIC SEX



Danger, danger, high voltage - the next wave of virtually silent, electrically-powered dirt bikes from GoBlade will be available in the next few weeks.

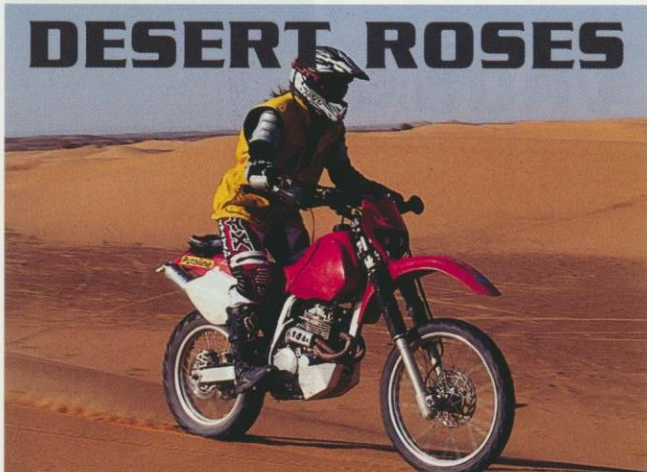
We featured the original T-6 model last November (issue 123) and the new XT range features an improved three-hour runtime and has been redesigned to allow for better motor protection, as well as

superior handling and performance.

The first XT model available will be the XT7, which will boast all-round Öhlins suspension, with the XT3 following shortly after, featuring Marzocchi forks and a WP rear shock.

Prices will start at £3,400 plus VAT - for more info call Stuart Rutter on 07973 363309 or email him on info@GoBlade.co.uk.

DESERT ROSES



Calling all ladies who fancy a bit of desert storming... a female-only Moroccan riding expedition is being organised for 11-17 November 2006 by Wilderness Wheels, which will be led by double Dakar finisher Bertil Marcusson.

The 1250km, five-day riding tour will take in the famous gorges and there will be chance to ride the awesome Erg Chebbi dunes near Merzouga. The trip is aimed at competent off-road lady riders only, and prices start at £850 for the use of a Honda XR250, £925 for an XR400 and £1055 for an XR650. Prices include use of bikes, meals, fuel, assistance and three-star accommodation.

For more info contact organisers Wilderness Wheels on 00 212 4488612 (office) or 00 212 68730008 (mobile) or check out wildernesswheels.com.

SELLING UP

There's more positive news on the sales front this month, with total overall motorcycle sales (registrations) up nine percent, an increase of six percent on last month.

Also encouraging is the fact that the Trail/Enduro sector is up 15 percent on this time last year - whether or not the NERC Bill will have an impact on this in the coming months remains to be seen.

Strangely, considering that the Adventure Sport category has been one of the major growth areas in the past 12 months, the figures have now dipped to minus six percent on this time last year.



Registrations in both categories have shown a hefty increase, with the big Beemer 1200GS up a whopping 292 units this month while the diminutive Honda XR125L in the Trail/Enduro sector has shifted another 255 units. All of which is encouraging news for the industry.

In the Adventure Sport category both Suzuki V-Stroms make the top five, with the 650 just outselling the bigger litre bike.

Movers and shakers on the Trail/Enduro front include both WR-Fs from Yamaha (the 250 in second place outselling the 450 in fifth) and the Chinese Dajiang X-Dirt booting out its Far-Eastern rival, the Urban DZ125, to take third position.

Complete figures are as follows:

ADVENTURE SPORT

1	BMW R1200GS	395
2	Honda XL125V	121
3	Suzuki 650 V-Strom	108
4	Suzuki 1000 V-Strom	87
5	Triumph Tiger 955	83

TRAIL/ENDURO

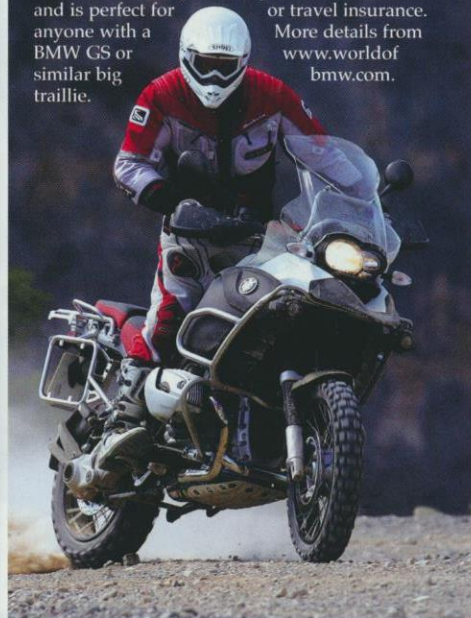
1	Honda XR125L	341
2	Yamaha WR250F	110
3	Dajiang X-Dirt 125 S	107
4	Suzuki RV125	90
5	Yamaha WR450F	83

WAY OFF BEEM-ER

Sunny Portugal is the setting for the 2006 World of BMW Off-Road tour.

The nine-day trip will include some of the best trails on the fringe of the Serra da Estrela mountain range in northern Portugal and is perfect for anyone with a BMW GS or similar big trailie.

Taking place from 17-26 Sept, the £1,149 tour price (per rider) includes ferry fares, accommodation, maps, travel pack, local guide and a WoBMW representative. The price does not include petrol, lunches, drinks or travel insurance. More details from www.worldofbmw.com.



LOCK, STOCK...

Riders living in Stockport and surrounding areas beware - professional thieves are targeting the area, breaking into locked garages to steal dirt bikes.

Police have confirmed that a gang of three or four men using a blue high-roof Ford Transit are striking at any time of the day or night and are prepared to force open well-secured and even alarmed garages.

The gang have been seen wearing balaclavas and there are also possible sightings of them using a white van of similar size to the blue Ford.

The police would appreciate any help in catching this bunch of thieving scum, so if you have any information you can pass on, please call Stockport police on 0161 872 5050 or Crimestoppers on 0800 555 111.

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TRADE ENQUIRIES WELCOME

DIRTY DEALS

TBM tracks down the top deals this month...

1 Husqvarna have slashed prices across the board on their '06 enduro models. The biggest saving is on the TE510 down £800 from £5799 to just £4999. But the 'Spring Madness' deal also sees punters benefiting from a £700 saving on both the TE250 and TE450 - down from £5499 and £5599 to £4799 and £4899 respectively. Even the WR two-stroke models have had their prices cut with the WR250 shedding £200 to £4399, while the WR125 is down £50 to £4149. Though it's worth remembering that all registered bikes are subject to a £250 OTR charge. For more info see your nearest Husky dealer or log onto husqvarna-moto.co.uk

2 In addition to the 0% finance deal currently available on any new KTM enduro bike, the orange importers have just announced an additional incentive in the form of a PowerParts package available when you buy any new 2006 four-stroke model from an authorised dealer. The PowerParts kit (which is in addition to the regular *spares kit* which comes with the bike) includes a full Factory Graphics kit and an SXS Akrapovic Factory Enduro silencer. See ktm.co.uk for a full list of UK dealers.

3 In the market for a learner-legal 125cc trailie or motard? Yamaha are currently offering free *third party* insurance on their XT125R and XT125X (SM) models along with a voucher-based cash-back scheme. New owners will receive a £500 'YAMcheque', which can be redeemed (within two years) against the purchase of any new Yamaha (over 125cc) purchased from an authorised Yamaha Dealer. In addition Yamaha are also offering heavily subsidised premiums for anyone wishing to upgrade their free insurance to TPFT.

4 Although KTM's PowerParts giveaway only applies to their thumpers, Peterborough-based KTM dealer Gear4 are offering customers a free set of Sinisalo riding kit when they purchase any new 2006 EXC two-stroke model. The trail riding gear consists of a Sinisalo jacket and jeans worth £260, and is offered in addition to KTM's 0% finance deal. For more info call Gear4 on 01778 345653 or go to gear4offroad.co.uk.

18 TBM



5 At one time Suzuki's sensible DR-Z400S was the UK's best-selling trailie. Now you can get one of these excellent dual-sport bikes (or the supermoto DR-Z400SM equivalent) for as little as £1 deposit with three year's 0% finance. With an official list price of £4199 (before you start to talk pound notes with your Suzuki dealer), you can pick up a DR-ZS from any authorised Suzuki dealer. Log onto Suzuki's website suzuki.co.uk for details of your nearest stockist.

6 Right now Kawasaki are offering free *fully comp* insurance with their KLE500 city trailie. The parallel twin KLE soft-roader may not be the last word in dual-sport bikes, but it's a surprisingly economical commuter, a sensible tourer, and a reasonable off-roader, and at £3995 on the road (including a year's insurance), it's a real steal. To find out more information, log onto kawasaki.co.uk for the full SP.

7 Fancy riding away on a new Aprilia Pegaso 650 Trail for only a quid? Well here's your chance, because until the end of May, Aprilia are offering 0% finance on both the Pegaso Trail and the street-moto Pegaso Strada. All you need do is put down a £1 deposit to secure yourself a new bike, with two years to pay off the balance. For dealer info call 0161 475 1800 or check out aprilia.com.

8 Buying secondhand on a very tight budget? Take an organised four-hour trail ride with dealers Bikerster.co.uk and it'll cost you £100 (all inclusive) using one of their 1990 model Honda XLR250s (or any of their stock of Japanese-import trail-bikes). But if you end up buying the bike they'll refund your money. Bikerster's XLRs cost from £995-1195 (including a year's MoT & tax and a new set of Michelin AC10s). Call them on 01442 862277 or log onto their site at bikerster.co.uk.

DERBY DAY

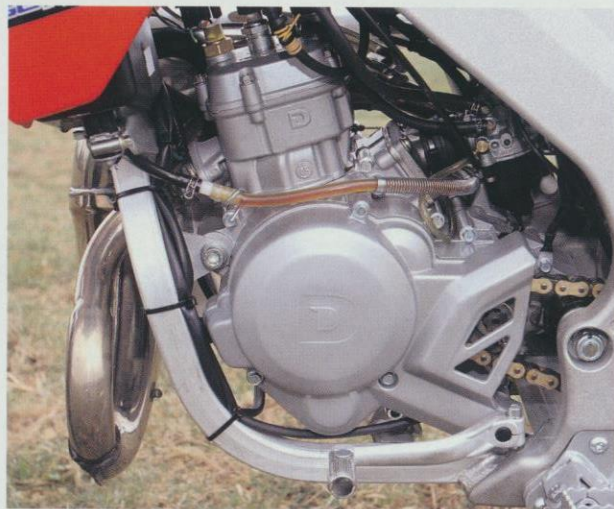


How much power do you need to have fun off-road? Not a lot we reckoned, and to prove it we took a Derbi 50 trailbike along to a hare & hounds enduro and rode as a travelling marshal...



DERBI DAY

Top right: You don't see too many trailies with radial callipers..!

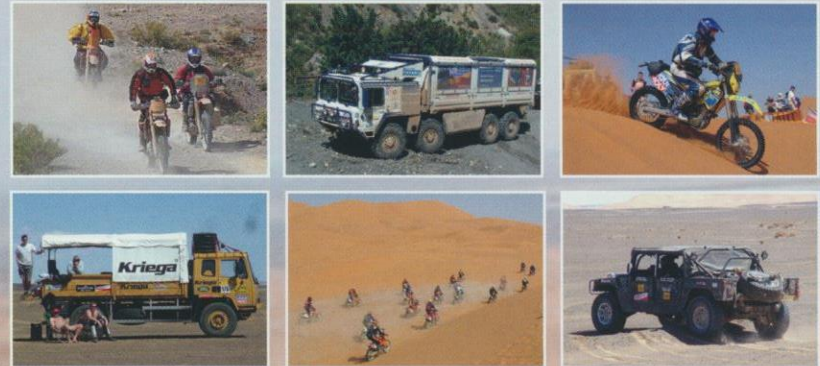


I had to really attack it hard in first gear because it simply wouldn't pull second, but gunning the little Derbi 50 up and over the small tabletop-shaped mound in the woods I could just about get both wheels in the air. We're not exactly talking 'big air' here, but it was enough to make me laugh out loud and the landing was super-smooth. Hard to believe that the bike I was riding was 'only' a moped...

In this job I'm lucky enough to get the chance to ride some real exotica, but I can honestly say that none of it has ever attracted as much attention as the little Derbi 50 did in the paddock that day. There were people standing staring at it, walking around it, prodding it and even taking photos. Clearly this is a bike with real head-turning potential. And when you consider the spec you begin to understand why so many people were taking an interest.

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A great African rally for beginners, amateurs and experts alike. Taking place in and around the spectacular Chott El Jerid and the Ksar Ghilane Oasis on the easterly fringes of the wonderful Saharan dunes of the Grand Erg Oriental, this rally is a true adventure for everyone.

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2003 Suzuki DRZ400 E, enduro model, hand & sump guards . . .	£2599	2003 Yamaha TTR600R, electric start, hand & sump guards	£2599
2002 Suzuki DRZ400 S, 1 owner, hand guards, service history . .	£2399	2004 KTM 85SX, small wheel, practic bike, recent piston	£1350
2005 KTM 65SX, little use, factory decals	£1399	2004 KTM 65SX, second bike, great bike	£1250

Trail tyres mean that even with 8bhp the little Derbi can be rear-wheel steered...

DERBI DAY



How many other 50cc trailies can boast an alloy beam frame, USD forks, a radially-mounted front brake, discs front and rear, and an electric-start, liquid-cooled two-stroke engine? Frankly you've got more chance of bumping into Osama riding bare-back at Spearmint Rhino than you have of finding another fifty which looks quite this good.

Which is great news if you've just turned 16 and are in the market for your first bike. Because while your parents will no doubt try and steer you towards a twist-and-go scooter, may I suggest that you leave this magazine where they can find it with a post-it note attached saying something like... Note to self: Must quit buying weed in order to afford one of these babies! That oughta do the trick...

The Plan

So in the great tradition of TBMs past we formulated a pointless idea: instead of just taking this little trailie out for a burble along some easy green lanes, we thought to ourselves, why not ride it in an event acting as a travelling marshal. That way we could get a feel for what it's like off-road, and better still we could use it to come to the rescue of riders on much

bigger/faster/more powerful machinery - that should raise a few eyebrows...

The event we chose was good and slippery, and featured plenty of muddy corners, a number of flat-out straights (well they're flat-out on a 50 I can tell you), a couple of sections of woodland and even a mud-smearred concrete road which soon caught out a whole bunch of unwary riders on powerful machinery. Perhaps just as importantly the course didn't feature any gnarly climbs, rutted bomb-holes or deep bogs. I breathed a sigh of relief at that fact.

With the race underway, and sporting a fetching high-viz marshal's bib, it was time to fire up the 'beast' and get rolling. First surprise was the ease with which the Derbi springs to life. Fuel

on, key on, and simply push a button. What could be easier? Like a willing mistress she stirs sweetly into life with a single prod and is always ready for a little action. Just for the record I tried the kickstarter and found it lit the fire every time.

Second surprise...? The quick-action throttle. With barely an eighth-of-a-turn from fully closed to full throttle I wondered whether modulating the Derbi's admittedly-limited horsepower was going to be tricky. But I needn't have worried, the engineers at Derbi are no fools, they've matched the components carefully and it all works a treat.

Third surprise...? The power. Now this machine had been de-restricted for our test, but even so we're only talking 8hp - I've had electric pencil-sharpeners with more torque than this. Nevertheless even with my 90-odd kilos aboard, the Derbi felt sprightly away from the line. Impressed? You betcha!

Much less impressive were the close-block dual purpose Vee Rubber tyres which offered next-to-no sidewall grip whatsoever - despite dropping pressures to single figures (no rimlocks fitted either). That meant that as soon as it encountered a muddy corner (which was pretty



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Jump for joy: Si clears the course's big tabletop..!



DERBI DAY

much straight away), the Derbi would spin its rear wheel and slide its front, so that despite packing the least amount of horsepower of any bike that day, I frequently went sliding past much more powerful machinery in a two-wheel drift. (Although when I say 'past' I really mean out through the tapes). What the hell, it was a lot of fun and I was enjoying the extra concentration required to keep the Derbi pointing in the right direction.

In fairness the Derbi's tyres have been chosen to offer a decent compromise between extended tarmac use and limited dirt action and in that sense they do the job perfectly well. But for serious off-road purposes you'd definitely want something a little more 'spiky' I reckon.

Notwithstanding a lack of grip at times, I was impressed with the amount of fun you could have in the tight woods. Despite being restricted to just the bottom two gears (though lower

gearing would change that), the Derbi absolutely flew through the wooded sections, so that I frequently found myself coming up behind riders on bikes like DR-Zs or KTM 400s and having to hold back. The fact is that a small and light bike like a 50 will always have a handling advantage when it comes to tight terrain - and they don't come much smaller or lighter than this thing.

I came upon the first of the day's casualties - a victim of the slippery mud-covered concrete road - on our opening lap. The rider had high-sided his WR400F on the exit of the road's final corner, launching himself out of the saddle and skittling his bike. I dropped the Derbi on its side (on the grass) and

helped him to his feet. He was battered and bruised and his bike looked a bit secondhand, but otherwise okay. I could see him looking puzzlingly at the Derbi and through gritted teeth he still managed to enquire 'what the hell's that thing?' When I told him it was a 50, he looked even more depressed - especially when he limped out of the event and I carried on...

Despite having been on its side, the Derbi started first time and I headed off up the track in a flurry of wheelspin. At the top of the concrete road the course went back onto fields - jinking first-of-all left and then curving round to the right before turning a sharp 90 degree right and entering the woods. On the Derbi it was possible to do this section absolutely flat-out in second gear - holding the throttle wide open until you had to brake (hard) for the final right turn (we're probably only talking about 20mph here). Matter of fact, that's how you had

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FIRST NECK



not up to race standard (why should it be) was nevertheless very compliant. The front in particular worked brilliantly and although I could bottom out the rear on fast bumpy going, it was never bad enough to cause any real problems.

The brakes too were pretty remarkable with plenty of stopping power available, which is just what you need on a bike that will probably spend most of its life on the road. But the thing which impressed me most of all was the bike's solid build quality. This was best illustrated when in a moment of bravura I attempted to muscle my way past Mel on her Husky 250 in the woods. Bad move...

Mel (who claims she didn't know it was me), was having none of it and promptly elbowed me out of the way just as I was coming past. The resultant head-on encounter with a tree was solid enough to have damaged even the most sturdy of dirtbikes, but the little Derbi

shrugged it off without so much as a whimper. I wish I could say the same about the poor pilot though...

to ride it in order to keep the sweet little engine in its wafer-thin powerband.

It's a really strange sensation riding with the throttle against the stop - and keeping it there when your brain tells you you really ought to think about shutting-off. It's also very weird carrying so much more speed through tighter sections than you would with a bigger bike. The Derbi allows you to do this because it's so much lighter than other stuff. But it's also essential to ride it like this because in common with other 50s it doesn't have the reserves of torque of a bigger-engined dirtbike. In other words, once you begin to feather the throttle in a corner then you'll never get the revs back, and you just end up going everywhere very slowly.

The place you notice this most is when accelerating down the straights, because that's where the bike's modest power output is felt most acutely, and where bigger engined machines get the better of you. That said the Derbi was genuinely impressive given its small capacity and my, er... bulky frame. I was also amazed by the suspension, which though clearly

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TALKING

Chris Evans is in a dream world as usual...

DIRTY

As I write this, our ferry is just pulling out of Nice and I'm on my way to Tunis for another Optic 2000 Rallye. Don't despair though, this isn't going to be one of those 'greetings from Tunisia' type columns - clearly no one is remotely interested. As borne out by the fact that there is not a single Brit entry in the motorcycle class - in point of fact there aren't many motorcycle entries of any nationality in the event. It would seem that - Dakar aside - rallye-raid is in crisis at the moment. There are new events springing up all over the place - yesterday we had to sit through a mind-numbingly boring and insultingly compulsory presentation for a new race in China... But nobody wants to go.

So instead of banging on about rallye-raid I am going to talk about something much closer to everybody's heart - winning the Lottery. Now I have never actually bought a lottery ticket in my life, and for 'political' reasons I never would. I am a firm subscriber

'And one last thing, I will be needing my own personal osteopath, who while we're at it, might as well be young, female and easy-on-the-eye...'

to the admittedly somewhat pompous: 'it's a tax on stupidity' school of thought. But that hasn't stopped me developing a bang-up-to-date, consumerist form of meditation. One where during times of stress, instead of repeatedly chanting the phrase 'Ommmm', I imagine winning obscene amounts of money and then going on a mental (in every sense of the word) shopping spree.

Annoyingly ('cause I don't harbour any altruistic pretensions), very early on in my 'meditations' I invariably find myself giving away large chunks of my 50 million to deserving friends and family. Quite why this is so remains a complete mystery to me - though in my darker moments I recognise that it has the added value of NOT giving large chunks of money to less-deserving friends and family. Once I have got that rather tiresome part of the, presumably

guilt driven, reverie out the way I then feel free to indulge myself a little...

Fortunately, I doubt very much that TBM's resident unofficial censor - Melber's Mum - has ever seen any of The Prodigy's brilliant but subsequently banned videos, but inevitably there would be a bit of that stuff involved - hey, I've just won 50 million big ones, remember.

And I would probably hire Kirstie and Phil for a spot of Relocation therapy: 'and this week folks we're helping Chris Evans from Paris find his dream country residence, which must include 200 hectares of hilly woodland, a workshop and numerous outbuildings'. With the essentials of life all sorted out I would quickly move on to the astral plain of my perfect garage.

Given that flash cars of any description are utterly tasteless, you wouldn't find any Porsches or Ferraris in there. In fact you'd be lucky if you managed to unearth one of those banal-looking, zillion bhp Audi estates as beloved of certain editors dontcha-know? But you would definitely find a metallic puce-green Citroen SM (Super-Maserati) and a Peugeot 304 convertible. And apart from a big-engined VW Transporter for shifting my dirt bikes around in, that would be about it on four wheels.

The two-wheeled part of the garage however would be considerably more extensive. First of all there would be some basic kit. There would have to be a couple of 525EXCs for trail riding and a couple of 250 Gas Gases for racing. Perhaps surprisingly, none of these bikes would be remotely blinged. The EXCs would have some decent suspension on them and the usual bashplate, hand guards, case saver, brake snake combo, but nothing flash. The Gas Gases meanwhile would spend several weeks being lovingly stripped and completely rebuilt by mechanic Steve Plain and almost certainly be fitted with some means of externally changing the exhaust valve setting.

While we're on the standard stuff we'd better drag-and-drop a couple of trials bikes in there. I have never ridden one of the new generation four-strokes but somehow I don't think they would agree with me. I suppose I could put some of my fortune towards hir-

ing someone to follow me around and start the bloody thing, but we all know how difficult it is to get good domestic staff these days. Plus 50 million doesn't go as far as it used to. To finish with the cooking gear I would almost certainly splash out on a couple of Honda CRF230s, which I would claim were for novice guests. But which would probably get much more use from yours truly - when nobody was looking.

With the daily rides sorted I would be able to start my collection and that would be where the fun would really start. First up would be an OSSA Mick Andrews Replica, simply 'cos it has to be one of the most beautiful bikes ever made. The 1980s Fantic I have languishing in my Mum's garage would also be restored to 'as new condition' and I'd have to get a Bultaco Alpina trials/trail bike to remind me of the advert I cut out and stuck on the wall of my teenage bedroom of a bloke riding one over a waterfall in a cloth cap. These three would quickly be followed by the motocross version of the XT500, an HL (a replica would be fine) and my ultimate dream bike, a neo-retro XT500 supermoto complete with polished ally tank, upside down forks, mono-shock rear end and discs front and back.

To get the best out all this hardware I reckon a personal trainer-come-riding coach would be vital (I hear Jacky Vimond is currently available) and of course my personal trainer and myself would need to set a goal. I think for reasons of age and talent we could forget the Hell's Gate and Red Bull Romanics enduros, but I might be tempted by a rallye-raid. And seeing as I only ever want to do one, it might as well be the Dakar. A logic of course that explains why nobody has entered the Optic. But I am only doing it if my 525 is completely decked out in Meca System's full-on rally kit, I have a 4x4 camping car to sleep in every night, and am exclusively supported by Team Desert Rose's Clive Dredge and Martin Wittering. And one last thing, I will be needing my own personal osteopath, who while we are at it, might as well be young, female and easy-on-the-eye.

It's strange. When I started writing this column I was feeling a little tense, but now, suddenly, I feel so much more relaxed...



COMPLETELY

Mark Williams wonders what price keeping the faith...?

RUTTED

For reasons far too harrowing and convoluted to recall in detail in a family periodical such as this, I haven't actually been trailriding since, well, since January. But then if I wanted to be hilariously cynical about it, I could say that perhaps half TBM's readership haven't been trailriding since January either. Not because they're wimps, or possibly wimps with incredibly complicated personal lives like me, but because they aren't really trailriders anyway, they're enduroists, hare 'n' hounders or rough-riding racers of one sort or another.

Which of course reflects the fact that these days dirtbikery is a very broad church indeed, and jolly good too. But for those of us too ancient, infirm, unskilled and/or stuck in our silly old ways, racing isn't really an option. But as NERC is now a reality and RuPPs will soon no longer exist as we knew them, trailriding isn't really the option it once was, either.

This is something I've been thinking a lot about recently. Indeed as some may recall, the

'Now that the weather's getting (a tiny bit) better and my complex work and domestic arrangements may finally permit me to get my leg over my trailbike again, I'm examining my options. And frankly they're not looking good ...'

prospect of NERC going through unamended raised in me the spectre of giving up trailriding altogether, and that still remains a very real possibility. Cute though it sounds, and irrespective of any well-founded righteous indignation, I don't really fancy the idea of riding illegal lanes at night with a battery (sic) of lights attached to my bike and helmet because a very large part of trailriding's appeal to me is the scenic enjoyment it affords. And riding at night, apart from the obvious perils of hitting large, nocturnal animals and falling into large, nocturnal holes left in shadow by my gyrating beams, absolutely negates the possibility of scenic enjoyment. Plus life being what it is these days, I'd rather be in the pub, a club or even the cinema, after dark.

So what to do? Well now that the weather's getting (a tiny bit) better and my complex work and domestic arrangements may finally permit me to get my leg over a trailbike again, I'm

examining my options. They're not looking good.

One friend, who's a bit younger and a lot fitter than me, waxed enthusiastic about closed course hare 'n' hounds: five or six miles going round and round a mixture of terrain that he claimed challenged his skills as well as fulfilled his motivation. But apart from the appeal of an adrenaline-charged atmosphere - which only lasts as long as my diminishing stamina holds out - I can't really buy into that. Especially as I don't really want to be humiliated by a horde of superior pilots on flashier kit.

Another friend, who's actually less fit (but wealthier) than me, has already abandoned two wheels in favour of four and reckons quadbiking, again on closed courses, is where it's at. 'Specially as you don't have to wear a helmet... 'well not if you live in my valley you don't' he opines. What's more he predicts, correctly as it turns out, that there are opportunities for anyone who can string two words together to scribble nonsense for the emerging quad-press and get paid for it.

But short of starting my own magazine, which frankly I've done once too often for it to retain any frisson of excitement, much less financial reward, I can't really get excited by the prospect of bouncing around on four fat little tyres and then writing about it. I also get the distinct impression that quadding is a fad that will wane as the cheap Chinese machines which are the mainstay of that particular trade fall to bits along with the limits of their off-road ability. Oh, and almost all of the trailriders I know who've tried it have had accidents shortly thereafter... which in my book rather disproves the maxim that four wheels are safer than two.

So what else is left for those who're determined to keeping trailriding? Well of course there are, as our opponents kept disingenuously claiming during the NERC conflict, still a load of BOATS to be ridden. But of course as was much anticipated and as we are already seeing in mid-Wales, these become the targets for riders now denied the right to ride RuPPs elsewhere in the country with the consequence that over-use and damage, especially by 4x4s, results in more or less permanent closure by local authorities who can't or won't maintain them properly. And in many cases, these are bloody-minded local authorities simply responding to, if not actively espousing, NIMBY-ish anti-vehicular sentiments increasingly prevalent in rural Britain.

The other problem with staying within the law and sticking with BOATS is that too often a stretch of what was a RuPP joins two or more sections of a legal byway, so it becomes impossible to follow a route to its hitherto logical conclusion. And turning around where the BOAT

'The other problem with staying within the law and sticking with BOATS is that too often a stretch of what was a RuPP joins two or more sections of legal byway, so it becomes impossible to follow a route to its hitherto logical conclusion...'

abruptly ends and the Restricted Byway begins isn't my idea of fun.

However, one outlet for trailriding that is mercifully bereft of competition and doesn't risk breaking the new law is the sort of off-road 'fun day', as organized by the Devon TRF Group. Originally begun as a means of raising funds to fight local anti-vehicle legislation and finance upgrade claims, these events take place on private land and cater to riders of different levels of expertise, especially those new to the game. But let the Devon Group's Noel Squibb explain the deal himself:

'We try to offer a marked course on private ground that represents the type of challenge you might get when trail riding on legal lanes. The route would generally be around 1-2 miles long and all riders would travel in the same direction. We also offer refreshments in the form of a BBQ, hot and cold drinks, choc bars and crisps. In the event of rain or bright sun we erect out 20ft x 10ft marquee so everyone can eat and chat in comfort. It's a great way to meet other riders and try out different bikes. There is more opportunity to socialise than when trailriding or at a group meeting.'

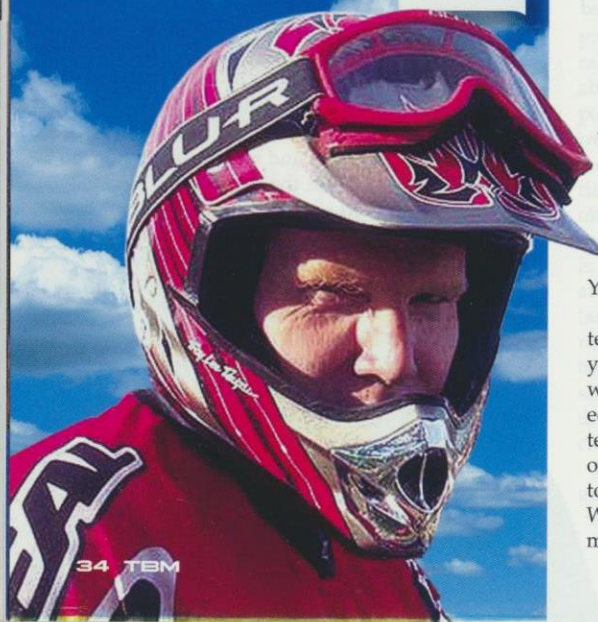
This year Devon TRF Group are running three such fun-days, on 14 May, 18 June and 23 July, and if you're in the area and willing to stump up between £10 and £15 for the opportunity to ride on a limited off-road circuit, then call their information line on 07890 643084. But if you're not, and you aren't, then maybe you can come up with a better idea? Indeed maybe you, and indeed the rest of us, have to re-think what trailriding's going to mean to us post-NERC.

Is it a means of enjoying the great outdoors in all its glory, getting some exercise, enjoying a few challenges and bonding with like minded souls? Or is it finding a satisfactory, if not necessarily satisfying way of surviving within an ever-shrinking recreational ghetto? Or, as I fear may soon be true in my own case, is trailriding all over bar the whining...?



The Patman likes his gadgets, doohickeys, and other tasty morsels...

THE PATMAN



What do I think of the throttle position sensor? Well, it's a pain in the butt, and not particularly sexy either. But a machined aluminum throttle tube? Now that's as cool as it gets.

Two-stroke exhaust valves? Also a pain in the butt, especially at maintenance time. But titanium four-stroke valves? Trick as can be.

The bar mounted compression release? Old school, and yes, a pain in the butt. However, the bar mounted ignition modifier switch is 'Jetfighter' cool.

Ya see, sometimes gadgets are cool, and other times not so cool. Technology comes and goes with the passing years, but always we as riders and racers need the newest bling for our scooters because... well, just *because*.

Of course riding in itself is pure joy, especially when done right. And of course all ya need to enjoy it is a bike and minimal protection, right? But c'mon, ya gotta admit that everything's just a little better with carbon fibre eh? Oh sure, as riders we'd all like to say that a bad day's riding is better than a good day at anything else (well mostly). But you'd be lying if you said that it'd be just as good on your little boy's mini-bike as it would be on say... a works enduro mount!

'No matter how many times we've told the wife that we're only looking at the ads for the pictures of the pretty girls, we all secretly long for those polished triple clamps...'

And so no matter how many times we've told the wife that we're only looking at the ads for the pictures of the pretty girls, we all secretly long for those polished triple clamps, machined alloy hubs, and the latest carbon-kevlar helmet that the pretty models are caressing. C'mon, admit it. You're with friends now...

But you've also gotta admit that on occasions technology gets in its own way. For instance did you ever have one of those older Honda XLs with a 23in front wheel? While these 'cutting edge' front ends may have been state of the art technology in their day, try finding a tyre for one now. Or what about that silencer that used to have the spring loaded valve in the end of it? What the hell was that all about? Visors with mirrors built into the corners. Countershaft-

mounted disc brakes. And sprockets that split in half for easy replacement. All good ideas I'm sure, but they just didn't stand the test of time.

Once there were these goggles that had a motor and a light sensor in them, so that when you moved your hand in front of the sensor it would automatically wind your roll-offs for you.

Great idea you reckon? The first time I used mine the light sensor got all clogged with mud. Then the motor turned on and stayed on, using up the entire roll of film in about six seconds flat. But the biggest problem was that the roll of film didn't release from the other end, and suddenly the film was so tight that it bowed my goggles out forwards. It looked like I was wearing a small satellite dish on my face.

But certainly a few doohickeys do actually add some value, like the new auto clutches, and electric-starters. I like to think that those babies are here to stay. But the green, yellow and red tyres? What's that all about? Maybe I'm just too lazy to keep 'em clean enough to appreciate their vibrancy.

Now don't get me wrong, I love gizmos and for a variety of reasons. Well-designed techno-goodies can simplify maintenance, enhance comfort, increase safety, and even add the coolness factor necessary to get members of the opposite sex flocking round. After all, by implication, the latest scientifically designed device makes the owner of said device appear to be 'in the know'. But beware, being the only one still wearing last year's pink and green jersey with the built-in cooling fan, may have the opposite effect.

Gadgets and lightweight carbon or aluminum trickery are great for the whole intimidation thing as well. And you all know what I'm talkin' about. Such as on the start line, where you glance over at your mate just as he moves his left thumb up to a small and mysterious red switch, like the fire button on an attack helicopter or something... of course you pretend not to notice.

'Yeah, baby, that'll do the trick' he mutters under his breath.

And of course if you believe the ads, everything boosts power, sometimes even seemingly mundane things, like a slick new graphics package that puts three percent more power to the ground than last year's offering (through reduced air turbulence over the new and improved non-dimpled vinyl, dontcha know!).

At one time I was nearly afraid to even start my bike after the winter overhaul. I had installed a new piston with a ceramic coating - good for a five percent power increase. Of course whilst I was there, I added the latest two-stage carbon fibre reeds... for another ten percent boost. And

a 'Big Boy' expansion chamber with matching silencer and spring-loaded exit-valve promised another ten percent. Race fuel, another ten percent, etc.

Before long, I had added enough widgets to increase my bike's power by 115 percent. As I was riding a 60hp open-class bike at the time, I feared that the 120+hp it would now produce might be too much for even the mighty Patman to handle... So rather than remove any of my prized goodies, I opted to use regular gas instead of the race brew.

It seized first time out...

At least if nothing else, a clever gadget can make you or your bike at least 'seem' considerably more trick, often giving you the confidence and inspiration you need to kick your mate's backside at the next event. And if a new bit doesn't work as advertised, who's gonna know? Are you really gonna admit that those plastic sunglasses that you paid a week's salary for don't work any better than the 'knock-offs' that your little sister wears? Of course you're not.

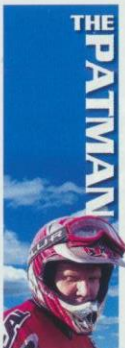
At the other end of the spectrum, I personally went through a 'low-tech' period, thinking that goodies and gadgets just got in the way of the pure fun of the sport. I've told you before about the ATK 406 air-cooled two-stroke I owned that only had 17 moving parts. It had no valves, no water pump, no radiators, and no shock linkage! Don't worry though, that was just a passing phase. I'm better now.

Today, my 700cc adventure bike's got a 'one-off' moly-coated slipper-piston, ceramic coated exhaust, and a titanium silencer. There are dual rubber-mounted GPS navigation systems sitting up there by my LED illuminated route chart holder, which sits beside the hydraulic steering stabiliser. I've got onboard communications with a military style throat-mic that allows me to talk to my mates even while grinding up a hill, or pounding the dunes. I've got MP3, cell phone, computerised time and distance keeping equipment, micro-processor controlled LED lights, knobblies with a big sponge inside that won't go flat, and even a power-port for my laptop.

I've got exoskeletal boots made from space-age polymers. I've got bulletproof pants made from Kevlar, a carbon fibre helmet with a high-resolution camera on the side, and gloves with some kinda foam on the back that was designed by the space agency for astronauts to sleep on... or in, or something.

Of course all of this is not without a price, but that's what it takes to have fun and really enjoy the sport, right?

So here's the kicker. Last weekend while out at



THE PATMAN

the local riding area, I had stopped along the trail to take a sip from my internally cooled, onboard refreshment system. And as I sat there listening to my helmet mounted MP3 player and checking my position on the GPS, I saw this guy riding an old rusted DT-1. It had no fenders.

There were holes in the ends of each handlebar grip, and what appeared to be the original 1974 issue tyres, except for the lack of any evidence of knobs. As he rode along, his wired-on muffler

bounced up and down and side to side like a puppy's tail. He wore a sweatshirt, jeans, and work boots. As he bounced through the whoops, both feet off the pegs, the entire park could hear his laughter through his old visorless, open-faced helmet. He was clearly having a ball.

'How can this be?' I thought. He has no gold plated chain. No upside down forks. No seat cover for Pete's sake!

'Before long, I had added enough widgets to increase my bike's power by 115 percent...'

Of course I pondered this phenomenon for a moment or two, then dismissed him as being crazy, or possessed, or both.

So figuring it was time to move on, I hit the starter button, engaged the automatic clutch, turned on my bar mounted 100mm colour TV, and rode off again.

But I hadn't got more than about ten yards when there was a bright blue flash followed by a sound like frying bacon... And then everything went blank.

I swear to God the guy on the ol' DT-1 rode right by me - just as I had got the seat off my bike and pulled the guts outta the wiring loom, looking for the 'short' - and with a cheery wave he disappeared out of sight.

I'm not ashamed to admit I cried that day...

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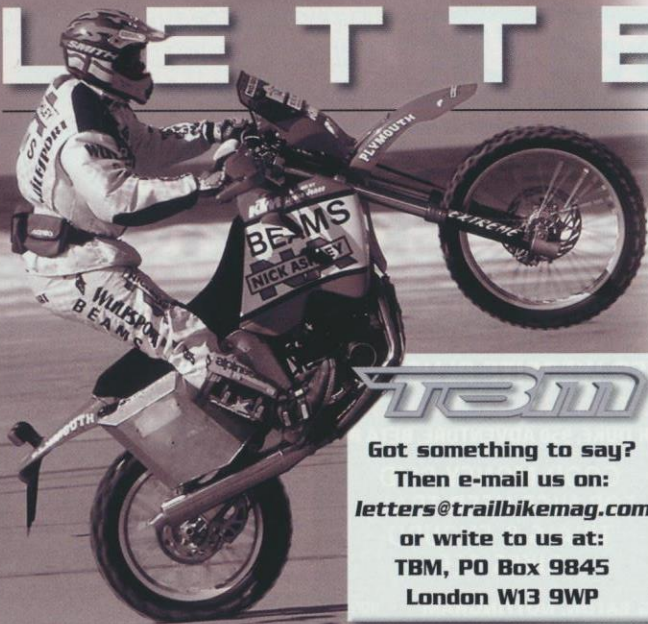
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Glen Steele
via email

Then sell your thirsty two-stroke and buy yourself a thumper - they're much more fuel efficient...

2-4-6-8... Motorway

Dear TBM

I think the time has come to take some action to highlight the Government's attempts to stop our legal hobby.

Has everyone forgotten the attempt to stop farmers from claiming their subsidy if they allow their land to be used for off-road sport? The TRF et al have tried the softly-softly approach and have been walked over.

So what about a ride-out to the Houses of Parliament? I think a few hundred dirt bikes trundling down the M1/M40/M3 etc at 40mph would attract a fair amount of media attention to these ill-informed attempts to stop us enjoying our legal sport.

Denis Foster Bateman
via email

Bio Logical?

Dear TBM
I hope you can help me with the matter of bio-ethanol fuel, as I would like to run a KTM 300EXC on it. Do you know what modifications I would need to do, if any?

I hope you can help me as it is now starting to be sold in Norwich and I would like to be a little bit more environmental-friendly.



Can you run a two-stroke on bio-ethanol fuel? Who cares...!



Bio Warfare

Dear TBM

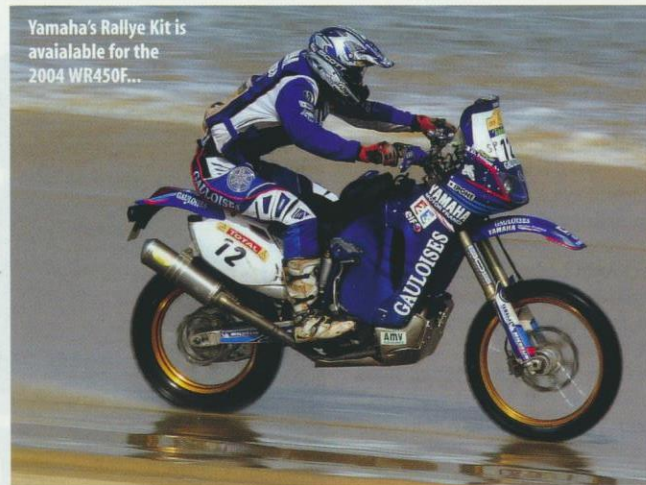
You have very closed minds. Your one-word response to J Lewis's request for a test of one of the most innovative bikes for decades in last month's letters pages, the diesel powered HDT, is typical.

But well done, the fact that you don't want to even look at it is, in itself, enough to make me want to buy one. Petrol won't last forever, bio-diesel will...

Mike Blake
via email

ZZZZZZZZZZ.....!

Yamaha's Rallye Kit is available for the 2004 WR450F...



Kitted Up

Dear TBM

Great mag! Never be tempted to move away from the A5 size - yours is the only magazine I don't leave on the plane because it takes up no room.

Anyway, can you help me? Yamaha's website talks about an 'Africa Kit' for the WR450F but I can't find a number or email address to enquire about the costs or how to get hold of the kit. Any ideas?

Paul Carlyle, Glasgow
via email

Paul the 'Africa kit' was developed in France for the 2004 WR450F and consists of all the accessories needed to convert your WR450F into a rallye bike - ie twin front 16L tanks, fuel pumps, a fairing with a tall screen and twin headlamps, rallye dashboard with road-book reader and programmable trip-meters, heavy duty bash plate, under-slung exhaust, heavy altered rear bodywork, heavy

duty shock etc. It's only offered for sale through Yamaha Motor France and be warned, it's very pricy. To get hold of one you need to contact your local Yamaha dealer to pay for it and they'll order it in from France for you...

Go For Broke

Dear TBM

I would like to share with you an experience of riding abroad in Valencia, Spain - on some of the best trails me and my mates have ever ridden.

On the first day the weather was cloudy and it had started to drizzle but full of enthusiasm we got kitted out and chose our mounts for the day - all KTM 400s plus one 450. The terrain was typically Spanish but very varied, with river crossings, forest tracks, goat trails on the side of the hills, rocky climbs and descents and dried-up riverbeds that certainly got us steaming for about 190km.

The mood was somewhat solemn the next day as the

weather looked miserable and, even though we were stiff after the previous day's riding, we had hoped for some better weather.

Luckily it cleared up around lunchtime so the steep rocky climbs and sandy soil (which gave terrific traction) were excellent. We also went up to one of the highest mountain ranges in the area, which was aptly named the roller coaster as you dropped off one mountain and steadily climbed up another.

One of our party attempted to split a rock with his foot but ended up breaking his toe. He had to retire and ride back to base the 'long way round' but we pressed on, eventually arriving back 'home' with another 170km under our belts, finishing up with some cracking fast trails alongside a river.

But the biggest drama was yet to come as one of our party had lost his passport. We had no choice but to head to the airport, as the missing passport was believed to have been left in a restaurant the previous night, and it wasn't open by the time we had to leave.

So at the airport, only five of the original six flew out - my mate had to wait while his passport was driven from the restaurant (where, luckily it had been found), all the way to the airport, two hours away! However, we all eventually arrived home in a very tired but satisfied state.

I know it's difficult to recommend something somewhere, but seriously if you are thinking of dirt biking in Spain check out Valencia. The company we chose were brilliant - and to demonstrate this, it was actually the head honcho Mark that



drove my mate's passport to the airport for him.

Anyway, keep up the sterling work. I have asked you once before and now extend a second invitation to you lot to come across to Northern Ireland for a Doing the Rounds - we will ensure you have a good time!

Gary Diamond
via email

Limited Partnership

Dear TBM

I've recently passed my bike test but it was only on a 125, so I am now restricted to 33bhp and am wondering what would be the best bike to get.

Honda's CRF250X... Does it qualify for sub-33bhp licence holders..?



Could you please tell me the bhp for the new Honda CRF250X? I can't seem to find it anywhere - I just know that its 20.5kW which doesn't mean anything to me. Cheers!

Andy
via email

You're in luck Andy, 20.5kW equates to 27.5hp. Away you go, mate...

Down To The Wire

Dear TBM

I've just found out that the woodland where I ride has been fenced off with barbed wire and I really don't understand why!

I've only got a 125 and my brother has got a 250 so they don't really make a mess. The



Instead of riding illegally, how about trying racing...

Forestry Commission isn't working there and hasn't been for years. It's right out in the middle of nowhere so we're not disturbing anyone.

The only reason that anyone knows we go down there is because recently my brother went out and met an elderly lady walking her dog along the road next to it. We've been using the area for well over a year and we've never seen anyone down there before.

So it looks like if we still want to ride we'll have to take up racing! Can you give us any tips, eg kit, equipment etc and where to start? Cheers.

Dan Watkins
via email

PS I hope the Government doesn't get their way with off-road riding. After all, it's not doing any harm. If they want us to stop riding, then they should make a few more tracks and courses around the country available where we can ride freely.

the DEFRA stuff is always clearly presented, top job. Now, if you had only provided him with a KTM then he could write the majority of the mag eh?!

Secondly, I read your argument for the Beta 4.0 in last month's issue but in my mind, the better choice is to get something that has 'proper' road performance. I flogged my DR-Z and bought a new XR650 (my second) for less than the cost of a Beta. The XR has very good trail abilities plus tyre-shredding fun on the tarmac.

Actually, on that subject - if you take a KTM, back off the rock-hard race suspension and then balance the wheels you achieve very civilised road behaviour. My 525 is extremely smooth and comfortable on the road, so to me there is not really any compromise using a 'full-

It's tough Dan when you've got nowhere to go mate, but you can't just ride illegally and expect provision to be made for you. Like you, I learned to ride on a bit of local waste ground, and like you I soon got moved on and realised I had to ride within the law. You're right when you say that the Government should make more provision for off-road tracks, but until they do I suggest you restrict your riding to legal sites. If you're thinking of taking up racing, get yourself along to a hare & hounds and sign on as a traveling marshal. It'll cost you nothing and you'll get to see what it's all about...

Go One Beta

Dear TBM

A couple of things - firstly, I hope that Mark Williams got a good bonus at Christmas. His articles throughout 2005 were consistently interesting and well written. I especially enjoyed reading about the old bikes, and

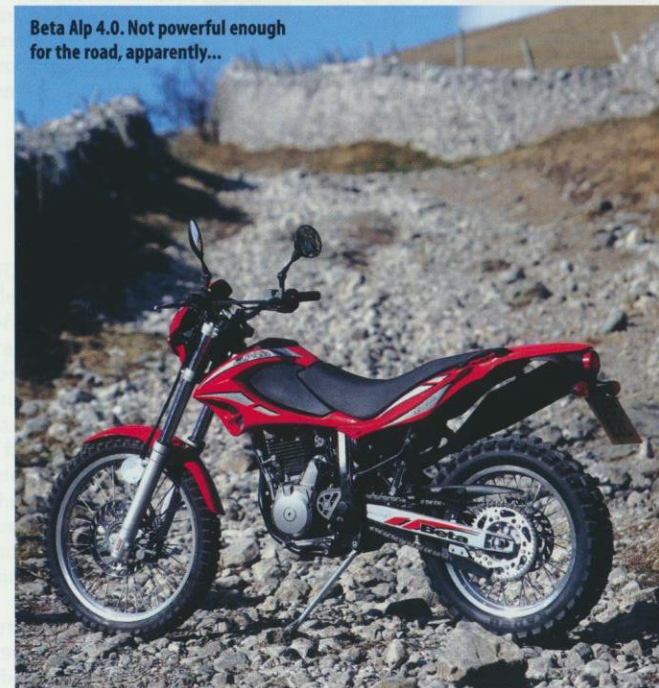
on' enduro machine on the trail if you just set it up with a bit of thought.

Obviously maintenance intervals come into it, but having owned the KTM for a year I'll live with the extra spanning required to be able to own and ride such a superb machine. Anyway, keep up the good work!

Steve C, Southampton
via email

Trouble is... the XR650's kick-start-only Steve. Nothing like sitting at a set of traffic lights on a cold winter's morning with a queue of cars all eager to get to work. Then just as the lights change, the XR decides to snuff itself out, and can you get it to start...? Been there, done that. Gimme leccy-start every time...

Beta Alp 4.0. Not powerful enough for the road, apparently...



Look The Part

Dear TBM

I am hoping that the vast knowledge you guys possess may be able to help me. I have just bought a Maico 440 two-stroke and cannot get hold of parts for it.

Most places say that they got banned. I know this is not true and there must be somebody out there that stocks these parts.

Trying to ride a big stroker without a back brake is a challenge to say the least!

Anyway, keep up the good work - love the mag.

Paul Robinson
via email

Banned... by who? Sure, you may well find that the old Maico isn't allowed into certain club races because of noise issues, but spares shouldn't be too much of a problem. Give Bill Brown at Wulfspor a call



Having trouble finding spares for your 440 Maico...?

on 01900 873456 or log onto maicomx.net. Bill is the UK Maico importer, if he can't help you, he'll know a man who can!

Hands Off

Dear TBM

Now I'm not the sort of person who the moment things go wrong immediately looks to blame others, but in this particular case it's definitely you lot at TBM that are responsible!

For without your encouragement I would never have been coerced into starting doing the whole Hare & Hounds enduro thing. Up until entering my first event I was quite happy doing a spot of trail riding in a perfectly laid-back and extremely non-competitive way.

However all that changed after my first race: in fact my whole life moved forward to a whole happier and dare I say, better place. I even had a stab at competing in the Weston beach race, a long standing 'must do' on my wish list.

So I want to say thank you

again (I already wrote to you back in 2004).

However, onto my current problem, which you now owe it to me to resolve. After each race I have a lot of trouble with my left and occasionally, right hands (and there's no need to be rude or vulgar about this).

In fact I have at least one night of extreme discomfort and consequent loss of sleep due to a severe case of pins and needles, something that, despite riding a Moto Guzzi road bike, I have never experienced before.

I currently ride a KTM 200EXC and although I'm aware that it is bound to be more vibey than say the thumper equivalent, I would not, under any circumstances, consider changing it. The bike and me are as one!

Incidentally I have already tried filling the handlebars with silicone sealant stuff and using foam grips. Somebody has even suggested putting lead down the 'bars and wearing two pairs of neoprene gloves.

As you can tell I'm now pretty desperate to find a solution - so, over to you.

Tim
Yeovil, Somerset

Tim obviously we're not medically qualified so we'd advise you to get this properly checked out by a doctor. However we've heard of other riders suffering similar symptoms which turned out to be Carpal Tunnel Syndrome [CTS]. CTS is very common - not just among dirt bike riders but in the population as a whole - and occurs when the median nerve, which runs from the forearm into the hand, becomes pressed

Riding a KTM 200 can give you a tingling sensation...



or squeezed at the wrist. The median nerve controls sensations to the palm side of the thumb and fingers (although not the little finger), as well as impulses to some small muscles in the hand that allow the fingers and thumb to move. The carpal tunnel - a narrow, rigid passageway of ligament and bones at the base of the hand - houses the median nerve and tendons and sometimes, thickening from irritated tendons or other swelling, narrows the tunnel and causes the median nerve to be compressed. The good news is that simple keyhole surgery (using just a local anaesthetic) can alleviate the tingling and pain, and there are other non-surgical procedures as well. Best get it checked out as soon as possible Tim...

Shock Tactics

Dear TBM

Having met the lovely Mel at the Hafren Rally last year - and being a regular reader of your magazine which is nothing short of fantastic - I felt I should drop you a line with regards to Mel's staff Husky TE250 article in the March issue.

I have followed Mel's progress in the off-road world with interest. I myself pilot a KTM 450 normally in the Welsh hills not far from where the Hafren takes place, having made the change from a KTM 250 about eight months ago.

I get on well with the new bike except find its only drawback is its weight. I am also a little short in the leg and therefore dabbling on bends or varied terrain can be difficult.

So, as you can imagine I was particularly interested in Mel's piece featuring suspension set-up on her Husky. I'd thought about lowering

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my KTM 450 for a while so I phoned Kiwi (Dr Shox), who I found very helpful. All I had to do was take my forks and rear shock off, stick 'em in the post along with a £200 cheque and Bob's your uncle, my problem of being a short-ass was solved.

Now don't get me wrong, I thought that was quite a reasonable price for having a suspension overhaul. A week went by and I approached a local company as well and was left quite shocked at what I found out.

A stock bike has its suspension pre-adjusted for someone who weighs around 12 stone (I

weigh 12.5) and of average height. So unless you weighed in at say eight or nine stone [which Mel does - Ed], you really wouldn't notice the difference after re-valving etc.

In the end I was offered a 5mm spacer that can be fitted inside the rear shock, reducing the height of the bike by one inch. A 10mm spacer is also available for the more vertically challenged. This cost me £45 and took an hour to do, so the shock was back on my bike the same evening, and, after dropping the forks through the yokes a bit, I was ready to go.

The difference is amazing - I can ride round bends faster, through ruts quicker and even the typically tricky Welsh going

is easier. I know I'll never be a Geraint Jones but my riding confidence has improved ten-fold. It's the least amount of money that I've spent on my bike that has been of the biggest benefit.

Mike Brown
Llanwarne, Hereford

Good info Mike. But don't confuse shortening the suspension with re-valving. Re-valving generally involves changing the internal shim-stacks which in turn affects the rate at which oil flows through the suspension components - altering the speed they react to bumps. This combined with freshening up the oil, perhaps some seat height adjustment by shortening the units themselves and a proper set-up of the bike (measuring sag etc), can produce amazing results.

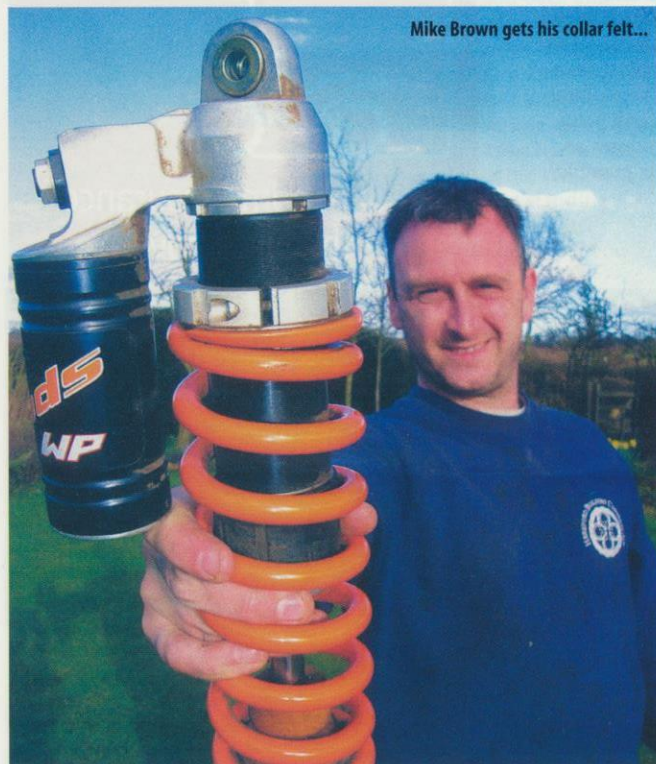
One other thing... try to ensure that any height adjustments you make are applied evenly both front and rear. Otherwise you'll end up altering the bike's geometry (effectively you are raking out the front end), and although this may help make the bike a bit more stable in ruts etc, you'll find it harder and slower to turn when standing on the pegs, and more inclined to push the front, in corners.

It's Electrifying!

Dear TBM

Looking at the Quanta electric bike featured in your February issue it does appear that there is not much to it.

There are three main parts to the 'engine' - the motor, controller and battery. Judging by



Mike Brown gets his collar felt...

'Mum, me engine's missing so I borrowed the motor outta the washing machine, okay!



the photos putting together an experimental bike like this does not look too challenging. The difficult bits (like the charger and controller) are supplied ready made by the battery and motor supplier respectively so you don't have to fiddle about with a soldering iron.

The frame of the Quanta may be purpose-built but it looks so much like a standard bike frame that I was wondering if you could adapt a frame from a rolling chassis supplied by a breaker's yard.

If it's as straightforward to build one of these as I believe it is, then maybe you should consider an electric dirt bike as TBM project? I'm sure the boys at Quanta could advise you on sourcing the parts you need and how to put it all together.

I would recommend that if you do decide to go ahead with this idea that you start off with inexpensive lead-acid batteries until you have everything sorted out.

Maurice Courcha
Edmonton, London

Or alternatively you could put your money where your mouth is Maurice, and build it yourself. Give us a call when you've finished it and we'll test the results...

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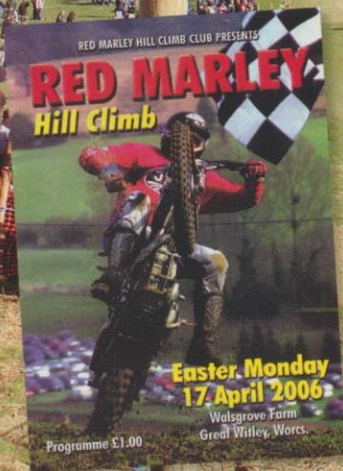
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RED A DARE

STORY: BARNI; ADDITIONAL REPORTING: IAN KERR ; PICS: BARNI/IAN KERR



The famous Red Marley Hill Climb pitches riders of classic dirtbikes against the stopwatch and a 30-degree hill. So we dared dep-ed Barni to tackle the ascent aboard an open class scrambler...



Methanol fumes fill the air. It's a smell that I love - it reminds me of warm summer days at the drag races - so I inhale deeply and drift off into a daydream of cackling V8s and ground shaking quarter-milers. Just as another dragster lights-up its slicks I'm brought back to the here-and-now by a very different roar - that of an unsilenced thumper at full



throttle - and in front of me a classic Triumph sends a rooster tail of dirt flying my way before sprinting off up a very different kind of quarter mile...

The undulating hill at the famous Red Marley Hill Climb may be quite different to the 440 yards of perfect tarmac found at a drag-strip, but the machinery is equally loud and evocative. And as I sat there on the startline I knew I was in for a real treat.

Because I'd never been to an event like it, nor ridden a bike with the gear-change on the right-hand side. And I'd certainly never thrown a leg over a classic scrambler with a 640cc, methanol-guzzling motor!

Red Victor

The bike in question, a pre-65 scrambles racing Matchless, belonged to affable West Countryman, Vic Vaughan. I first met Vic in 2004, when TBM took a trip down to Somerset to ride with him on one of his West Country Trail Tours. Back then he proudly

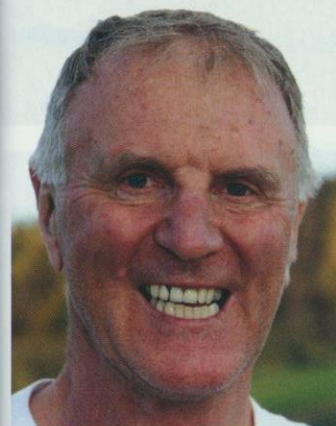
showed us his race bikes and deafened us, and his neighbours, by firing them into life and rattling some window panes. At the time he asked if we wanted to test one of them, though the opportunity never arose. Until now...

Vic had already scrutinized the bike by the time I arrived at the hillclimb, leaving me to simply sign on and don some suitably retro riding gear - err, jeans and a rugby shirt. The event had filled up weeks previously, and sharing a bike would've proved problematic through the four-bikes-per-run qualifying heats. So the

RED A DARE



Above: There's some serious power lurking within those cases... Here: 640 Matchless is one serious piece of kit... Right: The bike's owner, Vic Vaughan. Top bloke...



RED MARLEY & THE SCALERS

In the pioneering days of motorcycle sport, Hill Climbs, or 'American Freak Hill Climbs' to give them their proper title, became very popular long before Scrambles became the main off-road speed events. The 'Red Marley' in Worcestershire was definitely one of these early events, although contrary to popular belief, research has shown that it was not the first.

Down in the south, The West of England Club had run its first hill climb at Fingle Bridge in the early Twenties, and up in Yorkshire there was the West Leeds Club's famous old climb at Post Hill, Pudsey that started even earlier.

So what of Red Marley? Well, those with any interest at all in classic bikes will know the name Len Vale Onslow, a motorcycle dealer and manufacturer of the Super Onslow Special, or SOS motorcycle. Len also had the distinction of being the UK's oldest motorcyclist before he passed away aged 103 two years ago. (To the end he was still working daily in the family motorcycle business!)

Among the many things he can lay claim to was founding the Red Marley Freak Hill Climb. When interviewed some years back he explained how it came about. Apparently he sign-wrote a lorry for a gentleman farmer, one Captain Alan Price, and when he declined money for the job, Price invited him over to his farm on a Sunday after a 'shoot' to repay him in 'game'.

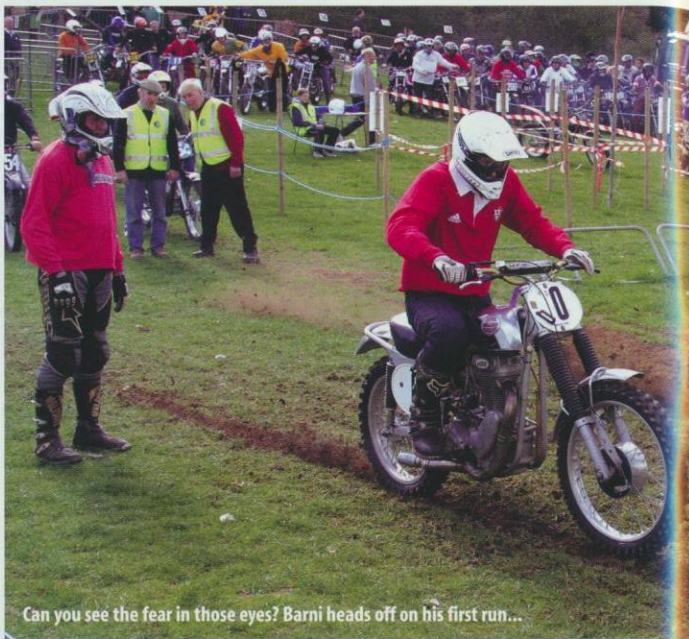
That farm was in a lane just off the road from Great Witley to Stourport, about a quarter mile from the Hundred House

(a hotel with a hundred windows!) where the roads from Worcester and Stourport meet. Close by was a police house, at the back of which was a very steep hill.

Len asked who the hill belonged to and the farmer stated it was his, but it was too steep to do anything with. After gaining permission to inspect and ride it, he and his companions found that half way up was an almost vertical section. Onslow managed to 'clean it' on his 1000cc Croft-Cameron Anzani machine that was fitted with an 8-valve racing engine, although his riding compatriots on more conventional bikes, could not!

As a result he persuaded the farmer to let it be used for hill climbs and he and his club, the Hallow and District Motor Cycle Club, made the steep part rideable and then held three meetings a year there, often with anything up to ten thousand spectators watching!

So was born the Red Marley Freak Hill Climb, 550 yards long, with the start on heavy duty wire mesh to protect the surface. Two riders left the line together and raced each other to the top, often with dramatic results! For the first 150 yards the gradient was one-in-ten, then it steepened to one-in-five and then there was the almost vertical climb, before it became one-in-three for the last 300 yards to the finish. Over the years Red Marley drew big crowds, with special buses being laid on from Stourport to help take thousands of spectators to the hillside action. Even the BBC used to broadcast commentary from there and camera crews came



Can you see the fear in those eyes? Barni heads off on his first run...

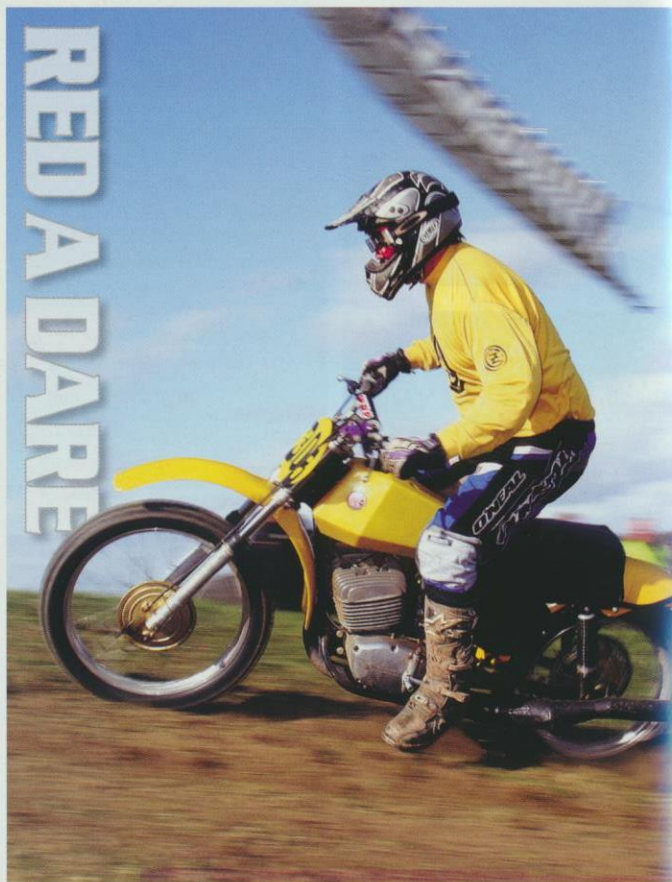


organisers agreed that I could take a couple of runs at the hill in practice, to see just what it's like to ride Red Marley.

In the paddock the Matchless sat reflecting the sun off its every surface. Polished alloy and chunky billet; there's a stunning level of attention to detail on the bike. The forks are right-way-up Marzocchi parts, attached to the bespoke chro-moly oil-bearing frame with chunky clamps. The hubs are similarly substantial billet parts and there's just enough bodywork to display a race number and keep the worst of the dirt at bay.

A gorgeous alloy tank bears the name of the builder - James Holland (Services) - and sits above that potent motor. The two-inch bore exhaust exits alongside the rear wheel and, once Vic has swung the kick-start through its action and the high compression piston is racing through the bore, emits a gorgeous rasp. The motor runs on methanol as this relatively

50 TBM



The quick riders even get air out of the top of the hill...

from British Movietone and Pathe News to cover the event.

Red Marley has had many famous winners over the years, their names being engraved on a classic 'Silver Helmet' which was presented as a winner's trophy in the Twenties. Many famous works riders also took part in between championship events, riders like Sammy Miller and Alf Hagon.

But in 1971 the event ceased due to lack of entries. And then in 2000 it was resurrected as a 'one-off' by the AJS and Matchless Owners Club. But so successful was the Red Marley that it has taken off once again and is now hugely popular with large crowds on the Easter Bank Holiday Monday.

Although no longer run on the original hill, the Red Marley Hill Climb is still in the village of Great Witley. The new hill on Walsgrove Farm is visible as you approach from the Worcester direction and you pass the 'Hundred House' before turning down the lane to the new venue. As you begin the long walk up the steep incline towards the main hill it gives you some idea of the severity of the terrain and certainly if you start at the bottom of the competition hill and walk your way to the top to get the best view of the event, you will be gasping for oxygen by the time you get there. It makes you appreciate the challenge of conquering it on two wheels.

This modern hill is actually slightly shorter than the original at 440 yards in old money and goes from a one-in-ten gradient at the start before hitting a precipitous one-in-one-and-a-half and finishing as a one-in-three at the top.

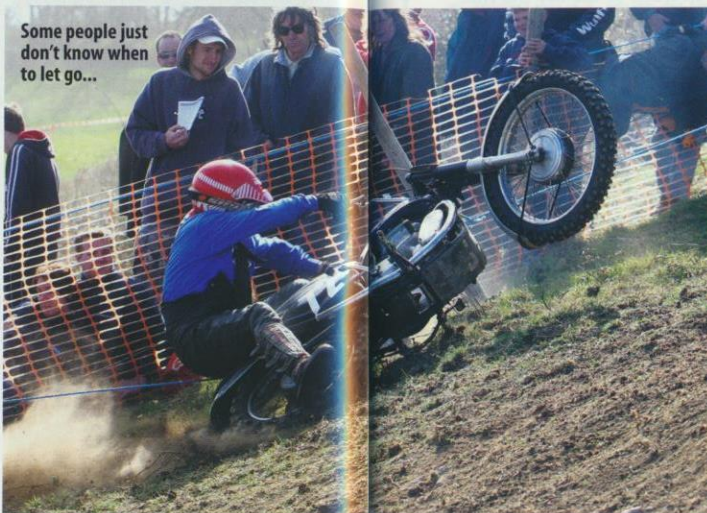
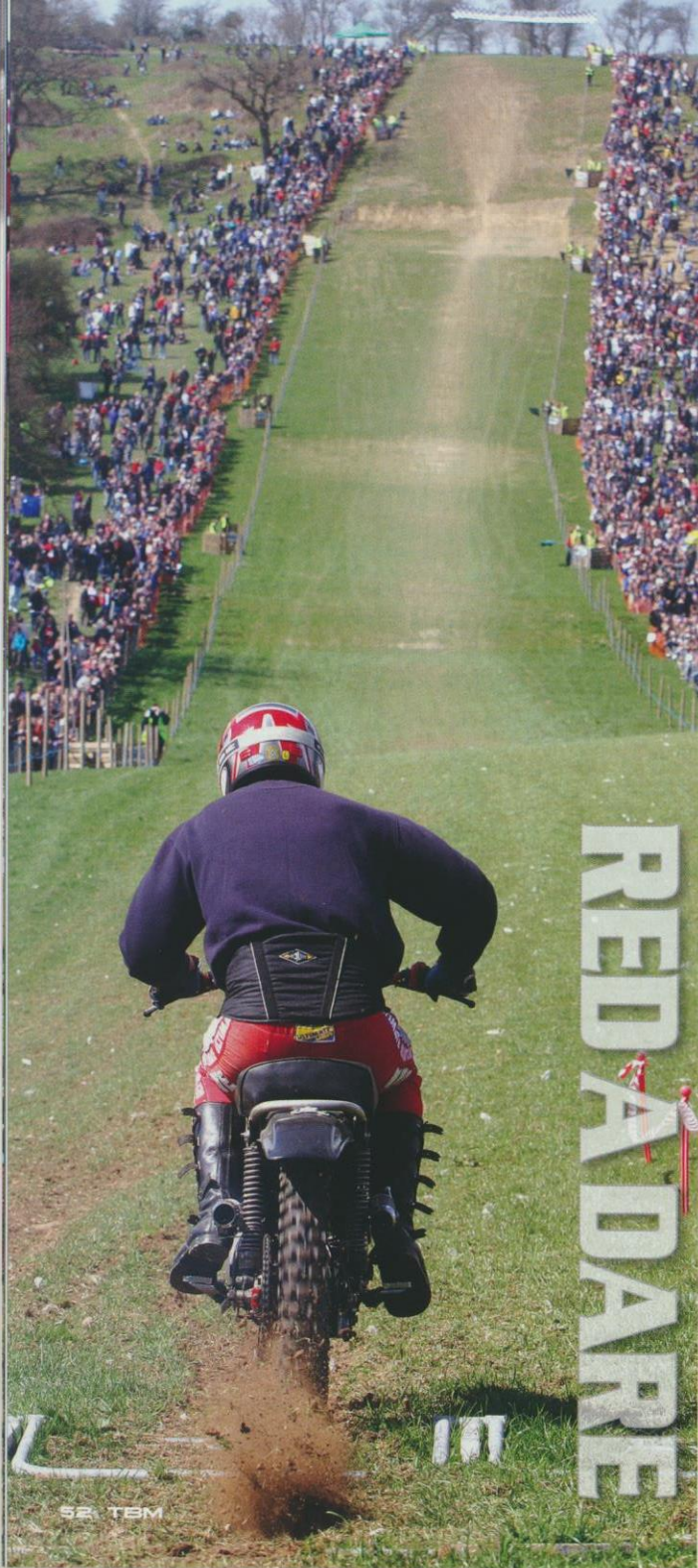
Although still true to its origins, riders are now timed by electronic timing lights and there is a finish banner at the summit so spectators below

can judge for themselves who crosses the line first. The only other change is that riders now ride the line in fours with two going forward to the next round and each of the classes are run on a knockout basis. The more you win, the more rides you get for your money!

There are three basic classes with an 'All-comers' event at the end of the proceedings. The day starts with a practice session before kicking off at 12-noon promptly. This year, as in the past, the sun was shining on the thousands who lined each side of the hill, having wandered around the pits and the various classic displays beforehand. Amongst the crowd can be found many stars from the past, like current off-road supremo at Honda, Roger Harvey. Roger was a top flight motocross rider in the 70s (and British 125 champion) and admitted that he may be tempted to ride in the future, he was so impressed!

Wandering through the pits you will find everything from gleaming scrambles machines, grasstrack bikes and converted road bikes. All range from oily-rag originals outside tents, to concourse bikes parked alongside modern motor-homes. First event of the day was a ladies race for the four female riders taking part.

First over the finish line was Tracey French on the largest bike in the race, a 530 Jawa Metisse, followed by well known classic trials rider Sara Carter on a 500 Tribsa. Sarah Barnbrook on a 250 BSA was third while Anna Shaw on a 250 CZ brought up the rear. It was then onto the first and smallest major class for pre-1950 rigid frame machines. These are the oldest bikes in the event and among the most original, but this does not stop them getting 'air' on the near vertical jump!



Some people just don't know when to let go...

slow-burning fuel allows the use of a mega-high compression ratio, something like 15:1 on this bike. The fuel isn't quite as volatile as petrol so you need a lot of it under compression to get it to explode and this necessitates the use of a massive main jet in the carb. Vic believes this motor to be putting out something in the region of mid-40s horsepower (about the same as a modern 450 MXer) though with huge gobs of torque. And it tips the scales at about 125kg - the same as a 450cc

enduro bike. Which translates to 'bloody fast' in my book...

With the engine up to temperature, Vic was off for his first practice run and returned a short time later with a beaming grin inside his full-face helmet. 'Your turn', he offered, 'take it for a bit of a ride around first'. And so I snuck off into an empty part of the pits to get used to the right-side gearchange and upside-down shift - one up, three down. And boy, was I glad this was a sprint race. It'd take ages for me to get used to

Ten riders battled for the title including last year's winner Joe Priestly on his 1931 500 Norton and runner-up Arthur Walton on the 1935 Ariel that has been campaigned by his family for many decades. But neither was to take the win as Vince Priestly on a 500 Ariel beat both of them, with Walton having to settle for second again in a battle to the line.

Next up was Class Two for bikes up to 350cc manufactured prior to 1971, included in this class was the oldest rider of the day, a sprightly 73-year young Bill Barley riding a 350 Hagon Jap. By the time 40-plus riders had battled their way through to the final run off, it was a line-up consisting of all 350cc BSAs that went away from the starting gate. All apart from Luke Saunders had featured in last year's results. At the top it was local rider Mick Beech (third in 2005) that took the honours from Paul Bennet (second last year) followed home by John Dallaway - last year's winner.

Class Three is the biggest in terms of entry and machine size, the majority being 500s, 600s and 650s. Here you will find the likes of Arthur Browning and Terry Challinor, both previous winners, with Browning holding the hill record at just over 20 seconds. It soon became clear that Browning was likely to win the class with some good solid riding, especially as Challinor seemed to be struggling to find his previous form and did not even make the final. Here predictably 'Big Arthur' on his 500 Jawa Metisse took the win from BSA-mounted Richard Williams, with David Bell on a 650 Metisse in third.

So after a break all the field lined up for a crack at the all-comers event and the smart money seemed to be on Browning again. However,

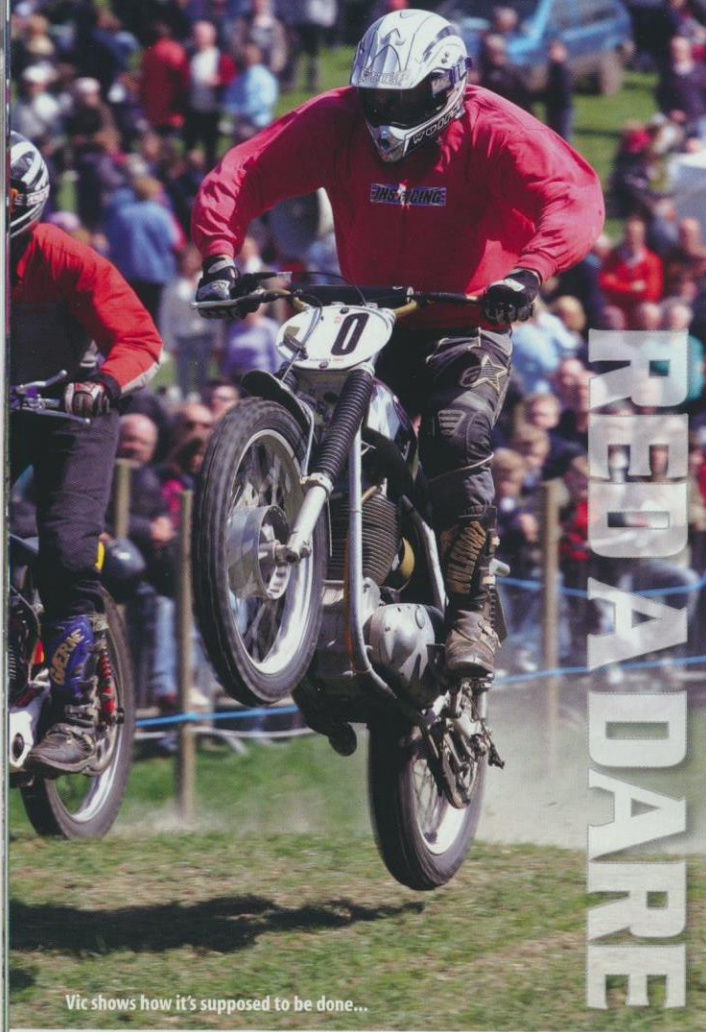
Williams had been putting in some quick times and Piers Dowell (fourth in last year's Class 3 final) on a Cheney 500 BSA was also going well. Earlier he'd smashed the hill record, bringing it down to below the 20 second mark, with a time of 19.61, so all of these were serious contenders and made it to the final, along with Andy Richardson on a 650 Triumph Metisse.

To say the last race of the day was thrilling would be a huge understatement. From the bottom of the hill it looked as if Browning had repeated his 2005 dominance leading all the way up the hill (and in fact Browning came back down afterwards with his hand in the air thinking he was the victor). But just as the riders approached the steepest part of the hill (the Pimple) it was clear that Richard Williams - who was on the outside right hand line - was carrying a lot more speed. And he jumped much higher and further than Browning so that in the end they crossed the line together.

Race control was calling for confirmation of the times and when these came down the wire they showed that Williams had managed to shave Browning's time by 0.07s - pipping him right on the line, adding a new name to the roll of honour.

All that was left was the presentation of trophies in the early evening sunlight by former World Speedway Champion Peter Collins as the crowds threaded their way home having had an excellent day's motorcycle sport.

So irrespective of whether you're a classic fan or not, make a note in your diary to keep Easter Monday free for a trip to the historic, but very healthy, Red Marley Freak Hill Climb. I guarantee that you won't be disappointed...



RED ADARE

Vic shows how it's supposed to be done...

braking with my left boot, and even longer for me to familiarise myself with the gear pattern. Changing up a gear wasn't a problem, but somehow every time I wanted a lower gear it took a conscious effort to work out which way it went. Thankfully I never got it wrong.

One thing which really surprised me was how smooth the bike felt. I'd expected it to vibrate the buckles off my boots, but it did nothing of the sort. I've ridden modern thumpers which were worse.

After riding in circles for a couple minutes I figured that it'd be better to just get out there and try it, so Vic followed me down to the start-line. Open practice meant that all manner of machines were queued up for their allotted two runs - rigid AJSs wedged in amongst classic grasstracker and spotless Metisses.

Edging ever nearer the front of the queue Vic suggested that I push the bike rather than ride it to the line. 'It's got a speedway clutch', he explained. 'It's either in or out,

and they don't like sitting in gear with the clutch in. You use it once at the start and that's it'. Which was fine by me as, being used to modern hydraulic units, the lever felt nigh-on solid. The twistgrip was similarly user-unfriendly, needing a really firm action to elicit any movement from the throttle cable, and constant attention was required as the bike simply didn't idle. This thing was a *real* man's bike and lord only knows how these guys pilot them round a scrambles track for 15 minutes at a time. I was getting arm pump just revving the throttle!

In front of me lay the hill. I'd already taken a quick inspection on-foot and figured that getting to the top on such a powerful machine wasn't really going to be the problem, but getting up there quickly would be pretty darn hard. Fifty yards into the course and an access road formed a cutting across the grass before the undulating farmland started to rise. At the halfway point was a gentle jump whilst 20 metres from the finish line was a step, cut into the steepest part of the hillside, known as 'the Pimple', which threw bike and rider high into the air.

'One up, three down' I chanted to myself as I paddled the Matchless up to the start. Sure I was nervous, but it was more at the thought of what Vic'd do to me if I trashed his bike and ruined his event than of breaking bones as I bounced back down the hill. The starter waved his arms, I fed out the clutch and was off. Even at about half-throttle the rear-end stepped out and I tentatively short-shifted up a gear. Again the bike surged forward and we bumped across the access road. I had no idea how the thing was going to behave over the humps, and with Vic watching below I wasn't really

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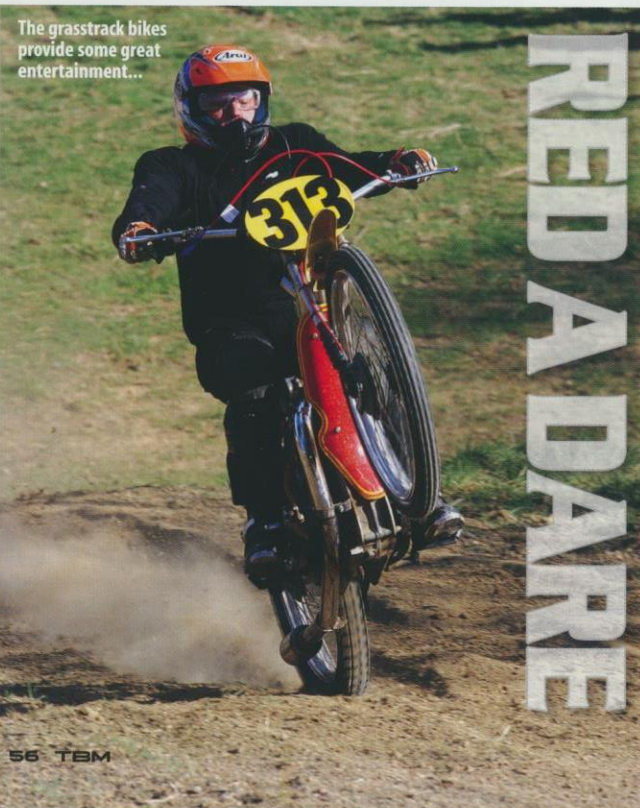
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Rather you than me...



The grasstrack bikes provide some great entertainment...



RED A DARE

up for any heroics.

I tried to stand up, but the bike felt tiny beneath me and it was a long stretch down to the bars. Nonetheless, I was out of the seat for the Pimple and the rough final few metres to the finish line. Even at my sedate pace, the Matchless effortlessly grunted its way up the steepest section and we crested the hill with very little fuss. Thank God practice was untimed, 'cos that would've been embarrassingly slow!

Down to the start once more, only this time I was going to give it a bit more welly. Having fudged the start, I stayed on the throttle a little longer and the rear wheel spun as the revs rose. The noise was glorious as I snicked the lever down into second and floated the front wheel across the access road. Ahead of me the other riders were already approaching the Pimple, so I hooked another gear and hung on. Still only running at three-quarters throttle, the back-end bucked sideways and I rolled-off and rolled over the jump before approaching the steepest section in top gear. As I looked up through the dust I spotted a bike on the floor, the rider sprawled out next to it, and figured avoiding action was gonna require third gear. Uh oh! Which way was down, again? Having hesitated on the gear-change I lost momentum

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Get Offa' My Cloud:
Piers Dowell flies high
while Arthur Browning
comes in to land...



and failed to get any air over the final jump, again having to rely on the motor's grunt and amazing traction to crest the top of the hill. At least I didn't run the bloke down, but it was a less than spectacular way to end my time aboard the Matchless!

So I sat back and watched Vic take on the hill - showing how it should be done. Last time I saw him ride it was aboard a little CRF230 and he was employing delicate throttle control to coax the bike up a rocky Devonshire trail. This time Vic had his machine nailed wide open and proved one of the quickest riders at the event. Progressing through the heats, he made it to the Over 350cc semi-final before being knocked out of the running. In the All-comers class he made it almost as far, literally jumping from fourth to first place in one race as he launched the Matchless off the Pimple and

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over the heads of his fellow competitors. A best time of 21.36 seconds (the course record being 19.61) saw him take home some silverware, in the shape of the quickest AJS/Matchless award - a trophy given in recognition of the fact that it was the AJS and Matchless Owners' Club who reinstated the hillclimb back in 2000.

The Hill's Alive...

What a truly great event. Having taken what I'd hesitate to call a 'blast' up the hill I have the utmost respect for the guys who tackle it flat-out. The way the top riders, and those on the rigid-framed machines, attack the climb makes riding contemporary machinery with its massive suspension travel, superb stopping and ease of use, seem incredibly tame.

It was great fun and a real privilege to ride Vic's Matchless, and in many ways it

reminded me of TBM's ole' '57 Chevy pick-up truck. Heavy controls and 'old skool' technology mixed with bags of character and a big displacement motor to scare yourself with. They both take plenty of operator input, but are so much more rewarding to pilot than modern tackle. And they look better too!

Yep, I fancy getting myself a classic scrambler and giving the hill a proper go next year. But it's gotta be a methanol burner, because as a smell, it even beats Castrol-R...

Massive thanks to Vic Vaughan for letting me out on his stunning bike and for putting up with daft questions and 'Kodak moments'. And Keith Ball at the Red Marley Hill Climb Club (redmarley.com) for organising the practice runs.

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THE WORLD CUP



**Honda CRF450X
(Japan)**



**KTM 450EXC
(Austria)**



**Sherco 4.5i
(Spain)**

Even with my limited knowledge of 'the beautiful game' I know how qualifying for the football world cup works. First off, some very important people in suits choose who plays who by holding a tombola. Then a bunch of guys kick a ball at each other around a field whilst the fans throw plastic chairs at each other on the other side of town. After 90 or so minutes, whoever's scored the most points for artistic diving and general histrionics moves nearer the final whilst the losers go home to be assaulted in the press or, in the case of the old Iraqi team, fed to the lions by the dictator's sons.

Of course, this TBM 'World Cup' of three different machines from three different nations, has no such consequences for the loser. Though qualification was similarly eventful...

Last year we ran two 450 shootouts, one in the April issue (116) and one in June (118). The first test was effectively a 'local derby', pitching Sherco's 4.5i against the Gasser 450FSE, and the 'four-pointfive' took a runaway win by proving

No drunken hooligans, no cheesy team songs, and definitely no cartoon mascots. Just a hat-trick of 450cc enduro thumpers from three different countries. Welcome to TBM's 450cc world cup shootout...



THE WORLD CUP

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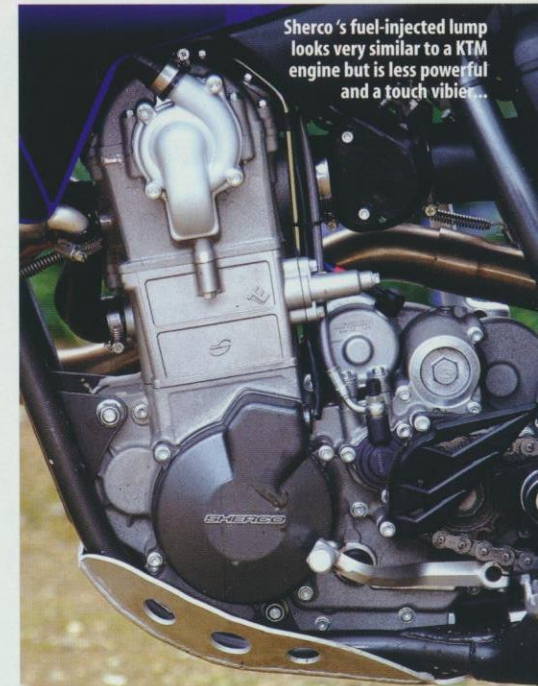


Sherco's 4.5i is a great looking enduro bike but build quality lets it down...

amazingly rideable in a two-day French enduro. June's test saw the omnipresent Austrian EXC up against an Italian TE Husky as well as the Japanese Yamaha WR-F and Honda CRF-X. Once again the KTM took top honours, though the Honda ran it close. But how, we wondered, would the Sherco have fared against the Katosh in a head-to-head kickabout, and had Honda managed to close the gap at all?

Allez les Bleues

Representing Spain (or is it France? 'Cos that's where they're actually bolted together) is the Sherco 4.5i. 2005 was the first model year for the all-new fuel injected machine, and to ride... it seemed that Sherco had got things about right straight from the kick-off. The SOHC, fuel-injected bike was fast without being frightening, quick steering without being flighty, and although it seemed to us to be a really great clubman enduro bike, it didn't actually shift in any significant numbers in the UK. Some of that has got to be down to a distinct lack of any high-profile marketing by the Sherco importers (when did you last see a full-page ad for Sherco, spelling out the bike's benefits). But some of it is also down to wariness on the part of customers.



Sherco's fuel-injected lump looks very similar to a KTM engine but is less powerful and a touch vibier...

TBM 63

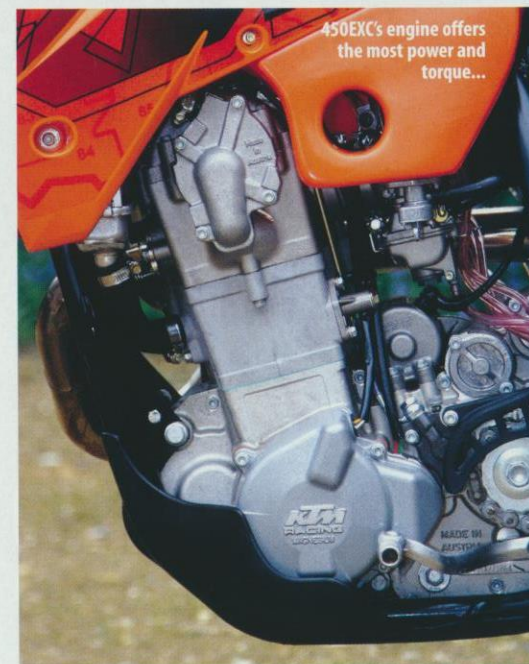
THE WORLD CUP



KTM's 450EXC is the best looking and best equipped of the three...

There's an old adage about never buying the first year of a new model, and looking at the list of modifications for 2006, you can see why. Not only are there the usual small adjustments to the set-up we've come to expect from manufacturers year-on-year (such as a 25mm reduction in seat height and altered second and third gear ratios), but also a long list of what I'd term 'longevity tweaks' - including modifying the exhaust so that it doesn't touch the airbox and using better quality bearings in key areas. This speaks volumes about those first bikes. On the other hand at least it shows that Sherco are listening to their customers and dealers.

Despite the countless mods, the 2006 bikes still have a little way to go to match the impressive build quality of the Honda and KTM. But what's very encouraging is that the basics are all spot-on. The riding position is nigh-on perfect - the very best of this trio we reckon, the specification is high and the engine feels strong and unburstable. So what if it's not quite as well finished as the KTM - at least it doesn't shake its head at every opportunity, and its brakes work. We reckon that's more important than a few bits of iffy wiring, don't you?



450EXC's engine offers the most power and torque...

THE WORLD CUP

66 TBM



Honda is well built and modern looking, but still lacks road kit...

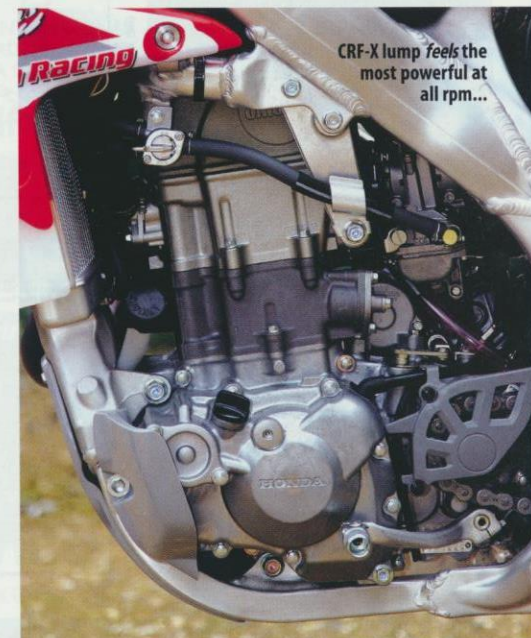


The Orange Men

Playing for Austria is the KTM 450EXC. The orange bike has been THE 450 enduro bike since its arrival in 2003, mixing a lightweight and nimble chassis with a real powerhouse of a motor. Since then minor detail changes and a subtle re-style have helped keep it fresh, but it's really the torquey SOHC engine which has kept the Katosh at the top of its group for so long.

The long-stroke (though over-square) lump puts its prodigious power to the ground in a way that'll have you whooping with delight. It's the most powerful of this bunch, yet also the most docile and usable. Fully equipped for the road or track with great looks and build quality, it is to endure what Brazil are to football - stylish, full of flair, yet a bankable winner.

There are plenty of reasons why punters choose orange - not the least of which is because there's a bike to suit everyone, the dealers are numerous, the spares prices fair and there's a ready market in secondhand bikes when the time comes to sell. Up against a defence like that you can see why a company like Sherco is always going to struggle to score goals.



CRF-X lump feels the most powerful at all rpm...

TBM 67

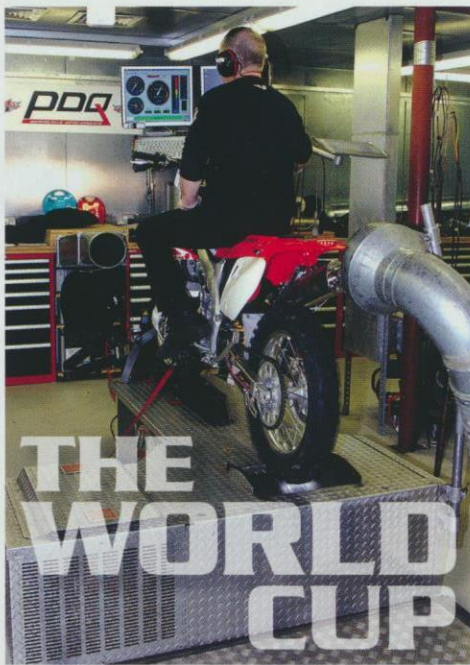
Red Card

The Japanese are not exactly renowned at putting together a winning football team, but they sure know how to build a decent motorcycle. The Honda CRF450X is a superb example; the only bike in this test to feature an alloy beam frame, it has that intangible Honda quality about it which says that it's going to work and continue to give good service throughout its entire life. On the other hand the Honda is also slightly quirky compared with the European offerings - witness the cable clutch, lack of dials and old-fashioned muffler. At this level these are nothing short of own goals.

But helping to even the score is a great motor with a ballsy bottom-end, huge mid-range punch and a top-end which out-revs the opposition by quite a margin. Teamed with a neutral chassis, good suspension, great brakes and an acceptable riding position, the Honda has plenty of attributes to help boost its goal difference.

Quality Counts

All the chat in the dressing room (back of the TBM van) before the test focussed around the bikes' build quality. You can read about



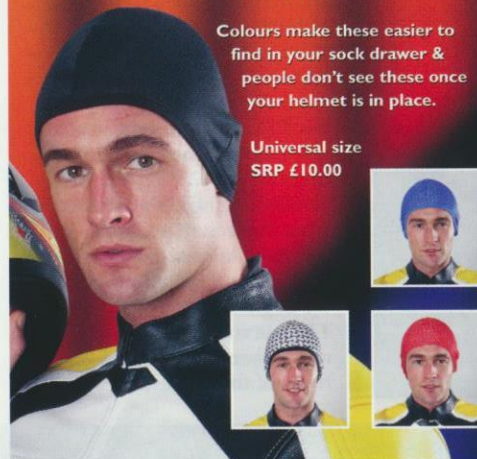
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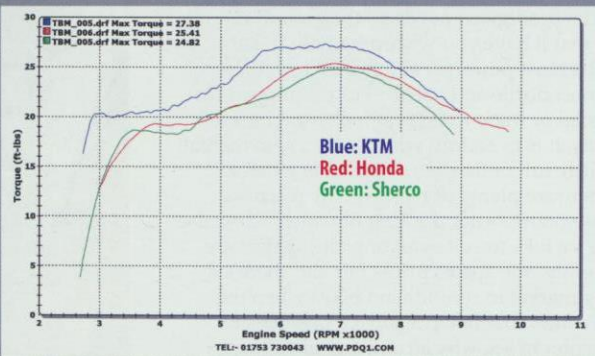
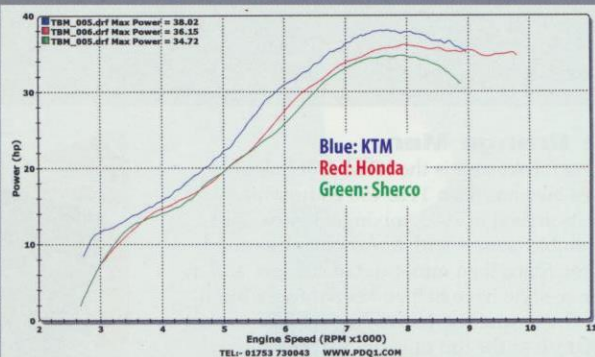
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At the Dyno

No prizes for guessing who won on outright power! The KTM comprehensively takes this one, making at least one horsepower more than the other two throughout the entire rev range, and creaming them in the mid-range and top-end. The EXC's torque curve is similarly impressive, especially as it maintains peak torque pretty much all the way from 5700rpm to 7200rpm. That's one hell of a motor!

From the graphs there's not much to split the other two, though the CRF averages out stronger than the Sherco and hangs onto its top-end power for some time. Most interesting of all though, is that the Honda's tendency to dig in and wheelie has more to do with it finding traction than an abundance of low-end oomph...



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Sherco's handling and suspension balance are exemplary...

individual details in the 'Bad Stuff' boxout, though I think it's fair to say that the whilst the KTM and Honda come with excellent fit and finish, in comparison Sherco seem to be 'playing their B-team'..!

By contrast, the scales showed that when it came to fully fuelled race weight, there wasn't much to choose between them. Despite being arguably the best equipped, the KTM was the lightest at just 122.9kg. The Honda tipped the scales at 123.7kg and the Sherco weighed in at 125.8kg. Good figures all and that's just three kilos separating the heaviest and lightest, though we ought to mention that the 4.5i was running moussets rather than the slightly lighter tubes of the other two.

With weights and measures noted, it was time to take to the field - or in this case a gently undulating section of parkland. Long straights; short blasts; twists and turns; a rutted boggy section and a couple of jumps - we laid out a loop with a little bit of everything. Later in the day we took in some steep loose climbs and some more tight 'n' nadgery going just to even things up. And the results may surprise you...

Sherco 4.5i £5300

Throwing a leg over the Sherco first, it immediately felt exactly like the bike we rode (and loved) last year. Despite the reduced seat height it still seems slightly tall, though the perch is particularly flat and

EXC offers more punch than the other bikes...



Second Opinion:

Justin Kingwell

Occupation:

Tree Surgeon, plant contractor & full-time comedian

Age: 38

Weight: 96kg

Speed: Without control...

Likes: French women who drive pick-up trucks

Ex bikes: XT250, IT465, KTM 300SX, DR350N, XR600, Husky WR250, WR400



Sherco

Build: Strong, but definitely lacking in the finer touches. Be prepared to put a few things right when you take delivery and try to remember to keep up the habit. This bike won't thank you for any neglect.

Ride: The word taut is often misused when describing bikes, but not here. When you sit on it, it just settles slightly and the riding position, for my size, was spot on. It keeps that level position no matter what. Braking, cornering, flat out. This thing will really look after you when you're totally spent and just clinging on for dear life.

Engine: Fuel injection is new to me and I

had no opinion either way until I rode the Sherco. In normal riding it performs just like a carb, but I loved it for one reason only. Just when you realise that you ain't gonna make the crest at the top of a climb and your mind starts to try and rapidly come up with the required survival plan, you dip the clutch in that time-honoured panic move and BEHOLD - cometh the fuel injection. No fluffing, no stalling. No problem! Before you know it, you're at the top laughing. Fluke I thought, but no. Time and time again. Just cast you mind back to how much time you have lost over the years in situations just like this? Get the picture? Oh yeah. The fastest of the three as well, I reckon.

Brakes: Mind blowing! Easily the best of the bunch - by a margin. Loads of feel, feather light and just plain excellent. Only problem was that I kept coming up short before the corners!

Overall: If someone was going to give me a bike, I'd want this one. But it would have to come with a mechanic and a broly girl... Forget the slightly duff stuff like the wiring, seat catch and no lock-stops, this is a weapon. It's got THE LOOK. You know when you're just thinking - 'I'm really caning it here...' and then some midget comes past you like your chain just came off? Well in my experience they are often on something like this...

KTM

Build: The other end of the scale to the Sherco. Tons of nice detail, put together in the KTM way. I couldn't fault it and I can't even think of something to make up. Those pesky Austrians!

Ride: Plush. Steady. Comfortable. Assured. Boring? I thought it a tad too soft, but I am heavy (Fat) and I found the riding position a little too cramped when standing. This would make a great all day trail tool and would even be comfortable on the tarmac.

Engine: Lovely. Loads of bottom-end and surprisingly fast at the top. But I thought it a little fluffy compared to the ultra-crisp Sherco and with so little to split the bikes, this might be the clincher.

Brakes: Get with the program boys. These are totally rubbish brakes. Yes they did stop you, but I hated them. Absolutely no feel and a lever that comes back to the bars - what's that all about? Found myself coming up short at the corners as I had no chuffing idea what was going on, and just didn't trust them at all.

Overall: KTM sell bikes as fast as they can make them. It seems that every event these days is full of orange bikes. They hold their value. They look good. But it wasn't for me. I don't like to follow the crowd. Maybe if the brakes were better... but I don't know.

Honda

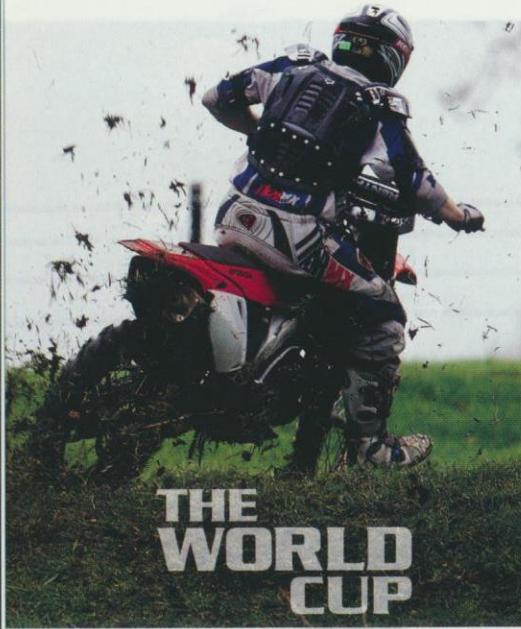
Build: Not just the best of the bunch, but also the most sensible. Not boring, but clever in all the right ways. Proper electrics and superbly thought out in every way. This bike will still have everything working on it in ten years time.

Ride: Mid-way between the others. I really liked it. It made you feel confident in every situation. It suited every style and it behaved just as you would want. If your riding covers a range of disciplines, this is the one for you.

Engine: Solid. Fantastic spread of really usable power and totally forgiving no matter how much abuse I chucked at it. Really quick if you wanted it as well.

Brakes: Excellent. Not far behind the Sherco and a mile ahead of the KTM.

Overall: If I had to buy a 450, I'd definitely want this one. Forget the other two and all the radical stuff, this is a real world bike. How many times each year do you actually ride? It will never let you down, it looks great, it will hold its value, blah, blah, blah. Riding out with a group of mates is for me, the very essence of dirt biking. This bike will never ruin a single one of those special days for as long as you own it. Buy this one for that reason alone...



the high braceless bars force you to adopt an elbows-up posture. It's a riding position which probably suits the taller rider and although the tank appears quite wide it doesn't seem to interfere with the ergos. Personally, I wouldn't change a thing.

The Sherco's the only bike in the trio to come with an ignition key, the switch residing alongside the digi speedo on a metal bracket. Turn the key and the fuel injection pump primes immediately, though a stab of the starter button sees the motor churn for a second before bursting into life.

The hydraulic clutch doesn't stand out as being particularly light, though the throttle certainly does. The fuel injection means that the Sherco doesn't require a second cable for safety reasons and the result is a beautifully light action twistgrip which is a definite bonus at the end of a long day in the saddle.

Likewise, the motor is similarly manageable. It feels more like a powerful 400 than a stomping 450 and works best when kept in the mid-range or singing at the top of its voice. Grunt it out of a

Second Opinion:

Richard Bott
Occupation:
 Landed gentry
Age: Old-School
Class: 3b
Weight: 91kg
Speed:
 Deceptively fast
Bikes: CR250E,
 CRM250, Vincent
 Rapide!



There was much talk as we unloaded the bikes as to which would turn out to be the favourite. During which, the Sherco's shoddier build quality received some pretty acid criticism. It was unfortunate that it was alongside the Honda and the KTM which are amongst the best finished makes on the market. Had there been another European machine along such as a Gas Gas or one of the Italian exotics then the Sherco might not have stuck out so much.

After fuelling and weighing it was off to the test loop. Set in a rolling emerald green parkland complete with mature oaks and grazing cattle, the track with its grippy corners and wide open straights

was the perfect venue for a big four-stroke. And I can report with some glee that we all took full advantage. Young Barni in particular made a beast of himself, consistently circulating at high speed accompanied by the sound of thrashed thumper. And it only seems like yesterday when we used to spend half the time pulling him out of whichever hedge or ditch he had gotten himself stuck in.

Meanwhile us more mature testers came in for regular breathers and to have earnest discussions about the merits of each particular bike (though I personally wouldn't let my opinion count for much). And sadly for those of you who like things simple there was no obvious winner. All three were bloody marvelous against my usual benchmark which is a ten year old CRM. The Sherco had the best brakes (by some margin) the Honda seemed to have the most grunt out of corners (but only just) and the KTM was possibly the best all-rounder. If it was my money I would have to choose between the KTM and the Honda. And it's such a close call that you don't have to listen to your head. For once you can let your heart do the choosing. And my heart would go for the Honda. I loved its styling and attention to detail, I loved its build quality, and I loved riding it...

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In the drag race the Sherco launched quickest and held its lead to the line...



turn or let the engine labour and the other two will leave it floundering, and though it still has a strong mid-range - it's just not quite as punchy as the others. Keeping the revs up also means that the vibes are more noticeable than on either the Honda or the KTM, though ridden in isolation they're not intrusive and it certainly wouldn't put me off riding one. In fact, the combination of a super-light throttle, un-intimidating power and beautifully smooth fuelling means it's the kind of powerplant which makes you want to ride and ride. For enduro, that's just what you want.

The chassis is almost the perfect match for the motor. The bike tips rapidly into turns and holds a tight line with ease, yet remains stable throughout. In fact, the Sherco simply refused to misbehave. Even on the firmest suspension set-up of the three it tracked straight with the Paioli/Kayaba forks resisting deflecting off the tops of bumps, and although the terrain suited a slightly plusher ride, there was still plenty of feedback from both ends. It's also worth mentioning that the Sherco sat very flat. With weight on the seat it didn't squat back on its haunches, nor tilt forward onto its nose when the brakes were applied.

And what a set of brakes it's got - they're the real stand-out feature of the bike. You'd kinda expect that a bike with a big 270mm disc would haul up pretty sharpish, but matching the braking power is an unrivalled level of feel from the AJP stoppers, making the Sherco even easier to ride fast. At the end of the fifth-gear straight lay the slipperiest part of the course - an area of slick mud between two gateposts, marking the turn-in point for an off-camber turn. Approached at around 60mph, on the 4.5 you could come sailing in, grab a HUGE handful of front brake,

safe in the knowledge that you'd easily make the turn. Only a 125 could brake any quicker.

Matching those brakes was a chassis which simply refused to get out of shape no matter how hard you were braking over bumps. So that you could either brake in a straight line or feed in a bit of opposite lock and let the tail swing gently wide. Here the Sherco would take metres out of the other two bikes purely on the brakes. It was an impressive performance...

KTM 450EXC £5545

Switching from the Sherco to the KTM was quite a shock. The EXC felt lower, much smaller and thinner (especially around the tank), and although the taper bars are a nice bend I have to say I preferred the Sherco's riding position. And compared with the Spanish bike, the seat felt as if it was tipping me forward into the tank. For the first time ever, riding a Katosh took a bit of getting used to!

Once back in 'orange mode' there was no getting away from the fact that the Austrian middleweight has a beast of a motor. It pulls from nothing and keeps making power all the way through the rev range, whilst finding traction where other bikes simply spin their tyres. In fact it's hard not to be impressed by the KTM's engine because as we've commented before, it has the ability to be docile where necessary, yet fast and furious when you want it to. Without doubt it was the most powerful (and it felt like it), yet it also had the most flexibility, picked up revs quickest and was hardest to stall.

When it comes to feeding that power to the ground the KTM is awesome. Whether it be accelerating out of a corner or powering its way up a gnarly climb the EXC has the tools for the job. But riding it back to back with the Sherco

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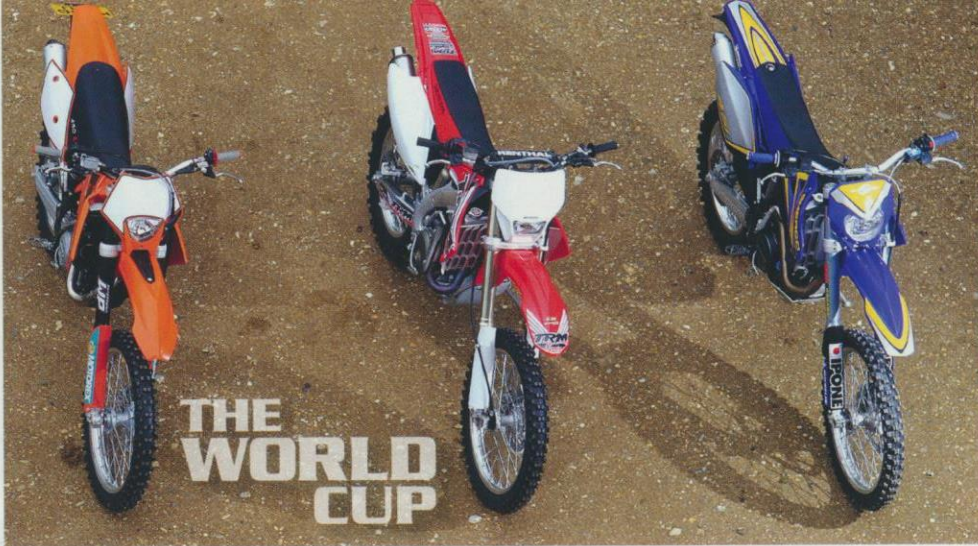
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exposed the KTM's double Achilles heel - headshake and shocking brakes.

Before the test the front brake lever came all the way back to the bar and during the test it twice failed to stop the bike in time for a sharp corner at the end of a long straight. This is not what you need on the bike with the lairiest of motors - unpredictable braking. Likewise it was only when jumping off either the Honda or the Sherco that you really noticed the KTM's headshake - but there it was, at the end of the fast straight, forcing you to back off early and let the Sherco rider comfortably outbrake you into the turn.

In all other aspects the 450EXC has all the bases covered - it's easy to throw around, easy to get on with and incredibly easy on the rider. And as a package it's still just about unbeatable... Just about!

Honda CRF450X £5470

Even before I'd sat on the Honda I was fiddling with the position of the braced Rental bars. Because the riding position of the CRF is more old-school motocrossy - slightly raked back and biased towards the seated position, than the forward-biased position of the Euro bikes.

With the bars somewhere near - but still not quite right - I gunned the motor and headed out for a couple of quick laps. Our test bike was box fresh when we picked it up from Lincolnshire dealer, Terry Rudd Motorcycles, and it felt it. The suspension was stiff and the brakes needed some time to bed-in, though the motor didn't want for anymore power. Halfway round the lap and I gave the throttle a tweak on the way out of a turn and, still cranked over, the CRF elevated

its front wheel and charged out of the corner. Blimey! Neither of the other two bikes had done that!

Just like its baby 250cc brother the 250X, the CRF450 hooks up amazingly well in just about any conditions. Despite Honda assuring us that nothing's changed for '06, this box-fresh bike seemed to have a stronger bottom-end than last year's model, though not to the detriment of its strong upper mid-range and top-end. This translated to a slightly deceptive turn of speed, and it was all too easy to enter corners that little bit faster than expected and over-shoot the turn.

There's no blaming the Nissin brakes for these off-course excursions. After a few minutes' use they delivered the level of power and feel we've come to expect from the Japanese set-up, despite Honda using a smaller than average 240mm front disc.

As with the stoppers, it didn't take long for the Showa suspension to improve its feel and transform from stiff to supple. The damping occupied a middle ground between the KTM's soft set-up and the firmness of the Sherco, resulting in a very neutral feeling - to match the bike's handling.

The steering is predictable, and although it's not what you'd call slow, it's not quite as quick as the other bikes - it proved the hardest to muscle through the slow, slalom corners we'd set-up. The flipside to which however was the Honda's unwavering stability - though this results in it feeling the most unweildy of the three.

But we really are splitting hairs here, because the CRF-X is another really cohesive package, with typical Honda dependability and, assuming you can find a riding position to suit, the ability

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to get you round a special test very quickly indeed. A road kit'd be nice, tho'...

They Think it's All Over...

As so often's the case with TBM shootouts this test helped dismiss a few pre-conceptions, dispel a few myths and reshuffle the established order. And although the bikes felt completely different from one another in their manner, attributes and overall qualities, they were incredibly difficult to

split. Not because we couldn't tell them apart (on the contrary, they're all quite different from one another), but because each had its own strengths and weaknesses which had to be added into the mix.

First it's worth pointing out that the Honda fared really well in this test - part of that was down to the riders involved, and part was due to the conditions which seemed to suit it so well. Let's not beat about the bush, two of the four

test riders stated that they'd put their own money down on the Honda - a vote of confidence if ever there was one. But dynamically it didn't quite do it for us.

Sure it hooked up well, the engine was a blinder and it handled completely neutrally. But it's what it *doesn't* do that cost it the win. It doesn't really excite in the same way that the European bikes do. It doesn't come equipped ready for the trail and it doesn't excel at any-

thing in particular apart from wheelies. So we're very reluctantly awarding it a close third place. If you're a Honda fan then buy the CRF450X, it really is as close as that between them.

Okay so how to split the remaining two. Well in every major respect (except dynamically) the KTM is the clear winner. It has the Sherco beaten hands-down in terms of build quality, it's a proven winner and owners clearly like it. It's also bloody good to ride: it's small, fun, punchy, and blindingly capable. And you know that it's been built by a man wearing a white coat and glasses whilst holding a clipboard.

The Sherco on the other hand has been built by a bloke called Maurice, who only works Wednesday afternoons, and drives an old Renault 11. You look at simple details, such as the wiring running down the frame, and can't help but cringe.

Yet, as is so often the case, the bike with the iffy build quality is the best bike to ride (see virtually every two-stroke Gasser test to date!). The 4.5's chassis fulfils all the criteria for a great racebike, and for the clubman rider the slightly mellower engine is an undoubted plus. Of all

the 450 thumpers I reckon I could ride this one hardest, for longest.

But would I hand over £5300 (down £199 on last year's price, incidentally) for one? Well yeah, I probably would. But then before it turned a wheel I'd sort out all those stupid details which'd wind me up if I had to look at 'em every time I went into the garage or out for a ride! Fully sorted, it'd be blinding - but you have to be prepared to do a little work...

...and so Sherco have fired in a shot from thirty yards out, it's bobbled before the keeper, taken a deflection and ended up in the back of the net. Who'd have thought Spain'd would lift the trophy...

Thanks to: Richard Bott for the use of his land, Nick and Larry at PDQ (01753 730043) for the dyno runs, Barry at Honda dealers Terry Rudd Motorcycles (01406 422430) for the CRF-X, MRS (01423 772885) for the Sherco, and KTM UK (01280 709500) for the 450EXC. Cheers guys

Bad Stuff

Here's the really important stuff. The stuff the brochures don't tell you, but the sort of thing which as a paying punter,

affects your ownership experience. All three of the bikes had something or other to moan about, but the Sherco had by far the most. Here's the worst of what we found on the day...

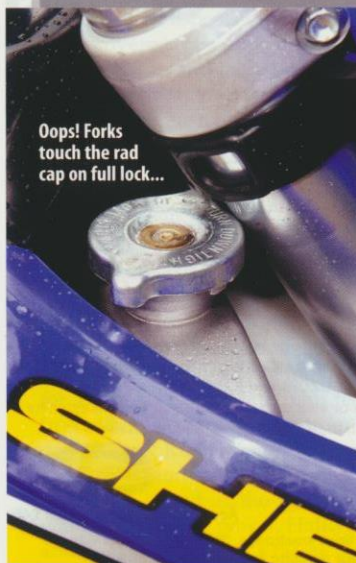
Sherco: There's no getting away from the fact that the Sherco feels far less finished than the other two. The forks hit the expansion bottle and rad cap on full lock; the speedo reads off the back wheel (giving inaccurate readings due to wheelspin) and the pickup is mounted below the swingarm just waiting to be swiped by a rut. There's no frame protectors and exposed wiring is routed around the outside of the frame where your boots rub!

Other wiring under the seat and near the rear light looked exposed and some of the wiring around the headstock wasn't properly sheathed and looked vulnerable in seasons to come. The front brake-light switch sticks out below the bars waiting to clobber your knee, and the battery is located *below* the air-filter element in the airbox so that the terminals will end up covered in crud.

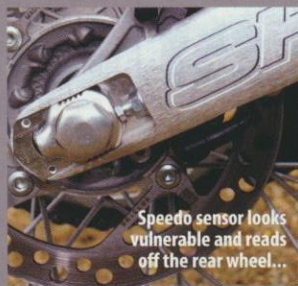
The [sexy-looking] side-stand is a flick-up item, and the locating lug of the seat's Dzus fastener cracked before we even sat on the thing and didn't work properly after that. The kill switch never worked at all!

Actually it was a bad day for kill-switches because when it came to the Honda's build quality all we could find to criticize was the poor standard of exposed wiring to the kill switch (which worked fine!) and the fact that the side-stand doesn't sit high enough when in the up position. Plus it was the only bike fitted with a cable clutch which gave it a heavier feel than the others.

KTM...? Well what can you find to complain about KTM build quality these days. Our only gripe was that the left-side switchgear looks and feels stone-age and the kill-switch (again!) is small and badly located.



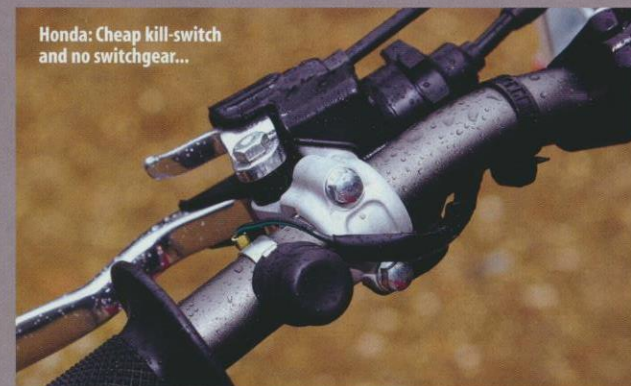
Oops! Forks touch the rad cap on full lock...



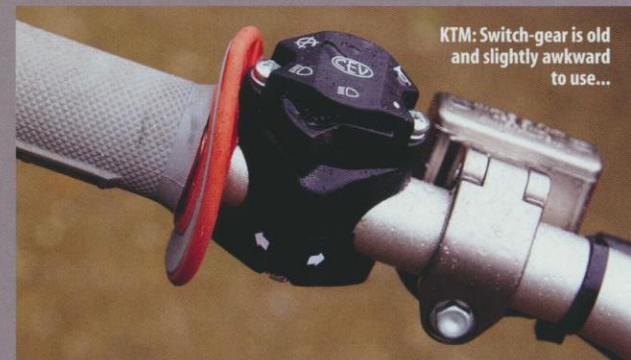
Speedo sensor looks vulnerable and reads off the rear wheel...



Exposed wiring waiting to be chafed by a boot!



Honda: Cheap kill-switch and no switchgear...



KTM: Switch-gear is old and slightly awkward to use...

Being lost is never a good thing, especially when out trail riding. Luckily there's a simple solution... GPS! Mel Falconer takes a close look at the what, why and wherefore of modern-day navigation...

I remember I cried the first time I got lost. I was only three years old and in a supermarket, but it could have been the Amazon Basin for all I cared. All I wanted was daddy...

If you've never experienced that unmistakable, stomach-flipping feeling of being well and truly lost somewhere, then you're a lucky person. But with today's technological advances available at our fingertips there's no reason why (no matter where you are in the world) you should ever get lost again.

Sure, maps do the job just fine... but if something exists that can make navigation quicker and easier whilst out trail riding then why not use it?

GPS can do all of that - and more importantly, it can give trail riders the freedom to explore unfamiliar places without the need to stop every five minutes, allowing you to just get on and ride - which ultimately, is what it's all about. So now there's definitely no excuse for simply relying on your 'Spidey sense' to guide you out of trouble any more...

THE ROAD TO THE KNOW WHERE (Part 1)

WORDS: MEL FALCONER; PICS: VARIOUS

What exactly is GPS?

Put simply, the Global Positioning System (GPS) is a satellite-based navigation network made up of a constellation of 24 evenly spaced satellites. These satellites continuously transmit coded information via low power radio signals, making it possible for people with GPS ground receivers to precisely pinpoint their geographic location on Earth.

Who developed it?

GPS was the brainchild of the US Department of Defence (DoD) and is officially known as the NAVSTAR system (Navigation Satellite Timing and Ranging). Although it was originally intended purely for military applications, back in the Eighties an executive decree by the US Government opened up the system for civilian use, and it's remained available ever since.

However the DoD restricted GPS accuracy by using Selective Availability (SA), which deliberately degraded the GPS signal for civilian users, so that only a '100-metre, 95 percent of the time' accuracy could be achieved. The idea behind it was to make sure that no hostile

country or terrorist group could use GPS to make accurate weapons or launch attacks.

However, SA was turned off by the DoD back on 2 May 2000, and as a result, positional GPS accuracy with a single receiver has now improved to approximately a 15m (or less) range.

What does the actual GPS system comprise of?

Before getting to grips with how your GPS receiver really works, it's important to see how it fits in with the rest of the GPS system.

Firstly there are three elements - space (satellites), control (ground stations) and the user (you and your GPS unit), the most crucial of which is the space segment. Here, the 24-strong satellite network (21 active and three operational spares), travel at 7,000mph and orbit approximately 12,000 miles above the Earth every 12 hours, transmitting signals to the earth's surface on several frequencies. The satellites are spaced so that a GPS receiver on Earth can always receive at least four of them at any given time.

The signals travel 'line of sight' which means

Which way did you say
it was, again...

THE ROAD TO KNOW WHERE (Part 1)

they can pass through clouds, glass and plastic but not through most solid entities such as mountains or buildings.

Each satellite contains a computer, a highly accurate atomic clock (used to time the signals) plus a radio. With an understanding of its own orbit and the clock, a satellite can continually broadcast its changing position and time - this is called the Navigation Message, which civilian GPS receivers listen to on the L1 frequency.

The other types of signals that the satellites broadcast to receivers on this frequency are called the 'pseudo-random' or digitally coded, signals. There are two - the protected (P) code and the Coarse/Acquisition (C/A) code. The main purpose of these signals is to allow for calculating the travel time from the satellite to a GPS receiver back on Earth.

Any satellite can travel slightly out of its own orbit so this is where the control section of the system comes in. There are five ground stations (four unmanned and one master control station). It is the unmanned stations that keep track of the satellites orbits, speed, altitude and location. They then transmit this data to the master control station, which in turn, corrects this data and sends it back up to the satellites once a day (with the help of two other antenna sites).

Which leads us onto the last element - you and your GPS receiver.

How does my GPS receiver actually work?

There are two things a GPS unit has to know in order to work. Where the satellites are (location) and secondly, how far away they are (distance).

Let's start with the location part. If you recall, the satellites continuously transmit a 'Navigation Message', which contains their orbital and timing information. This information is called the 'almanac' data and is sent to a GPS receiver and then stored in its memory. This almanac data is updated at regular intervals as the satellites move around in their orbits.

In addition to this, the corrected ground station data which is uplinked to the satellites once a day is also transmitted to the GPS receiver - this is known as the ephemeris data, and is normally accurate for around four-six hours. The reason it's called ephemeris is because that particular lot of corrected data is to do with the satellite's orbit, or ephemeris. The errors in this data are caused by the sun and moon's gravitational pulls and from the pressure of solar radiation on the satellites.

When the GPS receiver is in possession of both the almanac and ephemeris information it then always knows the location of the satellites.

But the receiver still needs to know how far the satellites actually are from it in order to pinpoint its exact position on Earth. This can be calculated by a simple formula: Your distance from a satellite equals the velocity of the transmitted signal multiplied by the time it takes the signal to reach you - $Velocity \times Travel Time = Distance$.

Okay, so how does the receiver work this out? Firstly, it already knows the velocity as this is the speed of a radio wave (also the speed of light: 186,000 miles per second), minus any delay the signal experiences while traveling through the Earth's atmosphere.

Secondly, the travel time (or Time of Arrival) is transmitted to the receiver from the satellites via the pseudo-random signals. This works by the satellite and GPS receiver both generating the same pseudo-random codes with the GPS receiver then trying to match up its code to the satellite's one. The receiver then compares both codes to ascertain how much it needs to delay its code in order to sync with the satellite code, given that the satellite code will be delayed due to traveling 12,000 miles through the atmosphere. This delay time is then multiplied by the speed of light to get the distance. Clever huh?

So, now that the GPS receiver has got both the location and distance data it needs, it can now work out its exact geographical position on Earth, through the method of triangulation. Essentially, this is when your GPS receiver gets its bearings from at least three satellites at the same time.

A GPS receiver must be locked onto the signals of these three satellites in order to calculate a 2D position (latitude and longitude) and to track movement.

With four or more satellites in view, the receiver can determine a 3D position (latitude, longitude and altitude), and this is what is required in order to achieve an accurate reading.

Y'see, a GPS receiver doesn't have as accurate a clock as the satellite's atomic one, so each distance calculation needs to be corrected to allow for this timing 'error'. To do this, a minimum of four satellites must be tracked successfully and the four 'fixes' recalculated until the GPS receiver's internal clock 'error'

is eradicated completely.

Once the correct position has been established, the GPS receiver can then calculate other things while you're on the move, such as speed, trip distance, distance to destination plus sunrise/sunset times.

How reliable/accurate is GPS?

Very. GPS can operate in any weather conditions, anywhere in the world, 24 hours a day. It can be used anywhere except underwater, underground or inside buildings - basically, anywhere a GPS receiver has a clear line of sight to the sky.

As already mentioned, the normal positional accuracy you can expect currently from a single GPS receiver is approximately 15m or less. And, although that's pretty impressive, there are ways of improving that range still further.

Differential GPS (DGPS) can correct the various inaccuracies in the GPS system through the use of two receivers, one stationary and one 'roving' unit taking position measurements. The other GPS correction system currently available is the USA WAAS (Wide Area Augmentation System) or the European version, EGNOS (Euro Geostationary Navigation Overlay Service).

EGNOS is made of several ground reference stations positioned across Europe that monitor GPS satellite data. Two master stations collect data from the reference stations and create a GPS correction message, much the same way as DGPS.

The corrected data is then broadcast through one of



Modern GPS units are much more compact and rugged than their forebears. And far more powerful too...

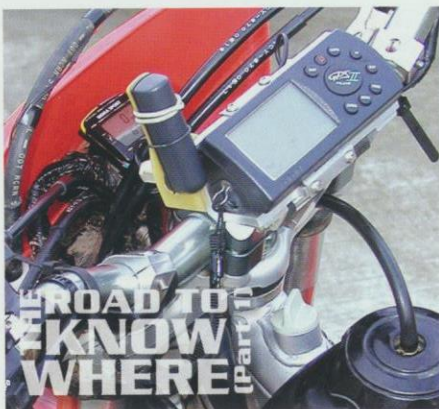
two satellites that have a fixed position over the equator. The information is compatible with the standard GPS signal structure allowing any EGNOS enabled GPS receiver to read the signal correctly. Where EGNOS wins out over DGPS is the accuracy - EGNOS can pinpoint your position to within three metres.

Unfortunately EGNOS satellite coverage is only available in Europe at the time of going to press.

So why use GPS?

First up, although GPS is very useful, it isn't essential to off-road riding and navigation. But in the same way that it wasn't necessary for Jordan to erm, *enhance* her assets, it sure gave her a big boost in her chosen career.

Basically, as with all technology, you can



decide whether it will be a help or a hindrance to you, but here's a few of the major plus points of using GPS while out riding:

You don't have to waste time on the inevitable 'where are we?' stops 'n' starts of a typical day's trail riding if just using maps, letting you just get on and ride.

It's designed for use on the move - pretty obvious but maps aren't exactly made for manhandling

while dodging trees through a forest

Unlike maps, it won't get destroyed if you drop it in a stream or it gets rained on.

A GPS unit can log an exact record of your route so you can download it when you get home, allowing you to go and do it all over again at a later date - great for new/unfamiliar territory.

GPS can alert you if you stray off your design-

nated route and then guide you back to the correct track - Hansel and Gretel, breadcrumb style.

You can - with the appropriate software and communication method such as Bluetooth - share your routes with friends, a great way to get access to lots of new riding places.

GPS tells you where the nearest petrol station/main roads are - always useful.

GPS can give potential rescuers (air ambulance etc) an instant, precise location of your whereabouts if needed.

TBM reader and regular forum contributor 'Cupid Stunt' likes GPS so much, he's thrown the maps in the bin...

'I love GPS. I can truly say it's revolutionised the way I ride - no more faffing around with cumbersome maps!

When I first started using GPS I patiently followed the instructions, spent the time downloading pre-planned routes to the GPS unit then went out riding. And although this is a really good use of GPS, I now find easily the best thing about it is the fact it lets you be adventurous with your riding.

(to protect you not the GPS), and can be fitted to standard bars or fat bars with different adaptor sleeves'.

Cigarette lighter cord (not charger)

Very useful for saving on battery power, especially handy because you can use the GPS to navigate to your start point if need be without using precious battery life.

Computer cable

A GPS-specific data cable is best - most cables are make/model centric so just make sure it's fully moulded and is capable of fairly reasonable fast data transfer from your receiver to the computer and vice versa. Also essential for the various unit software updates that are needed from time to time to keep things running smoothly.

Carry case

Some units need a carry case and others don't. Whatever your model comes with, you may as well use the case as it's all extra protection - as long as it doesn't interfere with the unit's operability of course.

bit of your hard earned wedge on a GPS system the last thing you want is for your unit to fall by the wayside whilst riding along.

Although most GPS units come either with a manufacturer own-brand mount or the option to buy one from them, in truth the general consensus amongst people who have experimented with different types of cradles is it's preferable to source one from bracket specialists.

It's also essential to use a mount that offers vibration-isolating properties if you're going to be using it regularly. Two companies in particular that make strong, well finished and durable mounts are:

Ram Mount: ram-mount-uk.com

Touratech: touratech.gbr.cc

Alternatively of course you can always make your own, as TBM reader Lyn Jones did:

'I made my own and you can see the results in the pictures. It's on three small rubber mounts and the antenna has been moved to a small fibreglass bracket, which will hopefully snap off in the event of a crash rather than break the antenna off the GPS.

The bracket also has a small foam pad

Accessories - what should I buy?

Batteries

Obviously a GPS unit is only as good as the batteries you put in them - rechargeables don't last as long as branded offerings, simple as that. Vibrations are also bad news for GPS units as they cause the batteries to lose contact and then shut down, not very helpful mid-ride.

It has been reported by some riders that the rechargeable batteries are also more affected by vibrations, due to the fact they come up a little shorter than disposable ones and therefore don't sit in the unit as snugly.

But it's worth noting that whichever batteries you use they will suffer from bike vibes, especially if you have to hit the tarmac during your ride as increased speed also plays a part.

If your dirt bike has a battery then an external power cord (unterminated) can be used as an alternative. For trail bikes without a battery it's possible a racing style gel battery can be used instead.

Mounting brackets

These offer a much more secure and practical way of carrying your GPS unit. Zip-ties are of course an option but if you're spending a fair

For instance, if I fancy riding somewhere I've never ridden before or trying out a new track, I just switch the unit on, leave it in my pocket (it still picks up the satellite signals no problem), and just explore. When I've got lost or can't go any further, I simply fish the GPS out and then follow my route in reverse - fantastic!

What does a GPS unit need to have for off-road riding?

A whole host of features are important for off-road use, but these are the fundamental requirements:

- Clear display of co-ordinates, which enables you to plot your position on a topographic map.

- Track log memory - vital for recording your day's ride in precise detail, especially if you're out exploring new terrain and need a 'follow my leader' route to get you back home. The more twists and turns you take, and the more you vary your speed, the more memory will be used. The level of detail a unit is capable of showing when you're doing this is vital too. A high quality trail representation is infinitely better as every turn will be documented so there'll be less room for error. Predictably the more

Main GPS Manufacturer Contacts

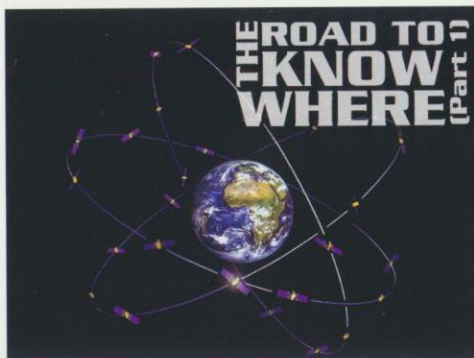
Garmin: garmin.com/uk or 01794 519944

Magellan: magellangps.com or + 33 (0) 2 28 09 38 00

Lowrance: lowrance.com or Silva on 01506 406277

TomTom: tomtom.com or Toad (distributor) on 0870 160 1747





expensive models will be superior in this aspect.

- Waypoint (or point of reference) plotting - handy for recalling given points at a later time and also retracing your path. A huge amount of memory isn't essential for this as a typical day's riding would use no more than 50 waypoints.
- Should display direction, speed and elevation - compare different units to see how these are rendered on-screen as some will be easier to read than others.
- Upgradeable memory options. If you think you may need extra memory in the future ensure that your chosen receiver has the capacity to upgrade its memory, normally achieved via a Secure Digital (SD) card.
- Satellite acquisition. All units have no problems receiving strong signals when they have a

clear 'line of sight' to the sky but off-road riding has its own particular set of obstacles, such as dense, wet tree foliage and deep valleys. As a result, some GPS receivers may take a lot longer than others to 'lock on' and get signals so check the manufacturers' claimed acquisition times. If you do ride a lot in densely wooded areas, it's worth checking out GPS units that have the new SiRF Star III Chip Set built in, as this is claimed to have superior sensitivity in high foliage surroundings. Also units with externally powered antennas are generally better at maintaining a signal in these conditions.

- Durability - a unit needs to be small, light, rugged, waterproof and able to sustain knocks and drops. For this reason, out of the four types of GPS receiver - automotive, marine, aviation and outdoor - the outdoor unit is the best bet as it's easily mountable to handlebars and is designed to be used, well, outdoors. All of the GPS units featured in part two of this article are for outdoor use.
- Ease of use. A very important consideration as if you don't find it simple to operate you're not gonna' want to use it very much. Main points to consider are good sized buttons that can be activated easily with a gloved hand (take along a glove if buying from a shop so you can try them out for yourself), clear, readable screen, preferably anti-glare so you can still see it even in bright sunlight, and a decent backlight or 'night mode' so you can see it okay at night -

illuminated buttons are also a big help. And, as obvious as it sounds, a brightly coloured unit is far easier to spot/keep track of if you put it down in terrain or even on the pub table in the beer garden...

- Battery life - a GPS unit is totally useless with flat batteries so look for a unit with a decent claimed power life. Obviously these vary from model to model and the manufacturers will, as with most things in life, tend to be a little over-optimistic with their projections, but you should be fairly safe with a middle of the range spec unit.
 - Add-ons. These will make using your GPS even more straightforward. Things such as a sturdy mounting bracket, cigarette lighter cord (for saving battery life), brand/type of batteries, carry case (if applicable), a computer cable (for unit software updates and route transfers) and digital mapping software are all important - in fact, they've got their own section, they're that important.
- One other thing to mention here is that there is another - and some people would argue - better GPS unit option available - a PDA combined with a portable version of your chosen digital mapping software. These can offer extensive detailing and many more functions than a dedicated GPS receiver but they are more expensive, generally bigger and bulkier, not really totally waterproof and a lot more susceptible to accidental damage.

And one final point: spend as much money as you can reasonably afford, on a unit that has most, if not all the features that suit your needs.

Mapping software - what's the story?

This is the one area in particular that most GPS users have their own preferences and opinions, and as such, this section is designed to be an intro into the murky depths of digital mapping software for the uninitiated.

First up it's important to realise that although some GPS units come loaded with maps, they are very basic and do not have the level of details required for trail riding, eg RuPPs, BOATs etc.

Compromise is the key here as without detailed maps you won't be able to use your GPS unit the way you want to. But herein lies another problem - GPS and Ordnance Survey maps use different models for the earth and therefore different co-ordinate systems.

Maps in the UK are traditionally based on the National Grid, which uses an old system called OSGB36. The datum used for GPS positioning is called WGS84 (World Geodetic System 1984). And as such, the OSGB36 system contains distortions that have to be considered when comparing them with GPS specific co-ordinates. However, GPS units can mostly sort out the discrepancies but it is very important to set your GPS receiver's settings to use OSGB36 so this can be achieved.

And this where digital mapping software comes in. You can use your receiver in conjunction with digital OS Landranger maps, which basically gives you your OS map on-screen in the format that you're used to.

As you might expect, there are quite a few digital mapping options out there, but the most well known (and widely used), in no particular order are:

Memory Map: memory-map.co.uk

Anquet: anquet.co.uk

Fugawi: fugawi.com

Tracklogs: tracklogs.co.uk

gpsu: gpsu.co.uk

OziExplorer: ozieplorer.com

These will allow you to do a multitude of tasks, from plotting routes, saving waypoints and tracks and printing out your routes to take with you. Maps for pretty much everywhere on the globe are covered, in varying detail. Make sure to check that your make and model of GPS receiver is catered for before you buy. Costs will also vary from each company but just shop around to get the cheapest option for your needs.

I Use One...

TBM reader Chris Balmforth explains how using a GPS makes riding his local lanes so much easier...

I have a poor memory and a lousy sense of direction, so before I invested in a GPS unit I spent most of my time on rides just trying to find my way from one lane to another and stopping to look at my map to avoid riding down footpaths and bridleways.

I've always been a bit of a gadget freak so when GPS units became affordable this was an obvious way to spend more time riding and less time map reading. I did lots of research into the various alternatives and was very taken by the clever models that store maps in memory and display them on screen.

However I asked around the Rides list

(rides.org.uk) and the general consensus was that it's was a bit tricky trying to follow a tiny map on an LCD display whilst navigating the lanes at speed, and that the high tech (and high cost) models were a bit delicate for serious off-road riding.

So with their advice ringing in my ears I finally settled on the combination of a very basic GPS plus some good computer mapping software as the ideal way to plan a good day's green laning and to then follow the planned route without losing time getting lost.

The GPS unit I ended up with was the Garmin Geko 201. This was one of Garmin's cheapest (under a hundred quid), plus I spent around £18 for the computer cable (to connect it to my PC for route upload/downloads) and £12 for the handlebar mounting.

On its own the Geko's useful for giving your present position, essential when lost but not much good as a green lane guide. But as soon as I combined it with the computing mapping programme Memory Map Navigator it really

worked incredibly well.

The software let me view OS 50,000:1 Landranger maps on my computer and it also let me plot a route on the map and then download it to the GPS unit. The maps cost about 40 quid for one UK region - for example, region four covers Birmingham to Clacton, including most of Herts), to about £220 for the UK.

I also like to carry printed-out maps showing my route (laminated in my £14 laminator from Tesco's), so I can reuse them a few times.

A full day's riding can easily be plotted in three routes of 125 waypoints each, so you only need to stop and fiddle with buttons to change routes twice during the day. I do overshoot a turning occasionally but the GPS lets me know within a few yards and I only lose a minute or so backtracking.

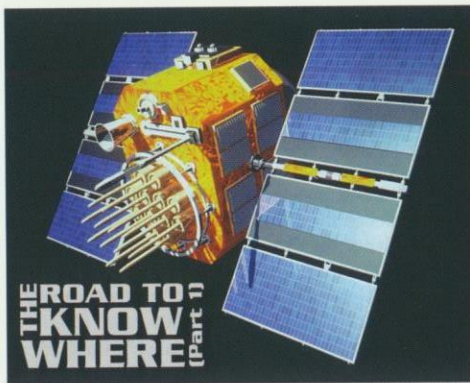
I have used this system for a couple of years now, both in my local area (Herts), and when on holiday in Kent and Cornwall, with very few problems.

For those wanting to shoot the breeze with other GPS users on what they find to be the best system to use, check out our forum, trailbikemag.com/forum and enter 'gps' into the search option. There's a wealth of information available there from other TBM readers who use GPS on a regular basis.

Other useful sites to check out for geodetic transformation (converting coordinates) are:

streetmap.co.uk/gridconvert
gps.ordnancesurvey.co.uk/convert.asp

Next month we check out the units themselves and how to use them...



I Use One...

For TBM reader Jonathan Lowes's riding buddy, GPS quite literally proved to be a lifesaver...

It was mid-November when me and my mate Mark decided to hit the trails for a couple of hours in the Yorkshire Dales. As we were only going to be out for a short while I nearly just took my Camelbak and mobile phone, but decided in the end to take my rucksack in true 'Just In Case' fashion.

I've had the Mickey taken out of me before with this rucksack, seeing as I pack a first aid kit, a couple of foil blankets, big orange survival blanket, front inner tube and my GPS unit into it. Anyway, just as we were setting off a third mate, Craig, turned up at the last minute and decided to join us. So off we went, and soon we were about three miles from the nearest main road on a small MX track in a quarry that we had ridden a hundred times before and wasn't very tricky.

Mark and myself stopped to decide where we were going to ride for the next hour or so and Craig went off riding round the track. Suddenly we realized Craig had disappeared and we couldn't hear his bike. So we rode to where we last saw him and there he was, on the ground, him one way the bike the other with his right leg firmly trapped underneath the bike with the sump between his thighs.

Craig then told us he thought he'd broken his leg, his shoulder hurt and he was struggling to breathe. We managed to move the bike but Craig's femur was bent at a 45-degree angle.

I asked Mark if he knew any first aid,

to which the reply was 'not a lot'. So I told him to get everything out of my rucksack, switch the GPS receiver on, phone 999, give them our coordinates and to tell them we need the search and rescue team as no ambulance would be able to get to where we were.

'Also it looked like we might actually need an air ambulance, and possibly the fire brigade to cut the gate open to the quarry if need be, plus a doctor to put poor Craig to sleep so as he could be moved.

'Anyway, we covered Craig up with the foil blankets straight away, then put the orange survival blanket over them plus our coats as it had been five minutes since the crash and Craig was now very cold and starting to shiver.

'Mark had told the ambulance people that he would meet them at the quarry entrance and they turned up 15 minutes after calling them. The first paramedic arrived on the back of Mark's bike (not very Health and Safety, but what the hell), and he told us that the air rescue helicopter couldn't fly due to low cloud so it was down to the local search and rescue team instead.

'Forty minutes later the team arrived with a doctor and it took 45 minutes to stabilise Craig - all in all it took over two hours from start to finish, involved three GPS units (mine, the paramedics and the search and rescue team's), and 25 people to rectify one small mistake on the trails we ride regularly.

'Craig suffered a broken tibia and fibula, three broken ribs, bleeding in his lung, broken collarbone and three compacted vertebrae, and spent a month in hospital. Without GPS Craig would have been stuck in the quarry for a lot longer and the rescue services would've spent crucial time looking for us all.

So now I say to everyone, get yourselves a GPS and go on a first aid course.'

Sussex Sportmotorcycles

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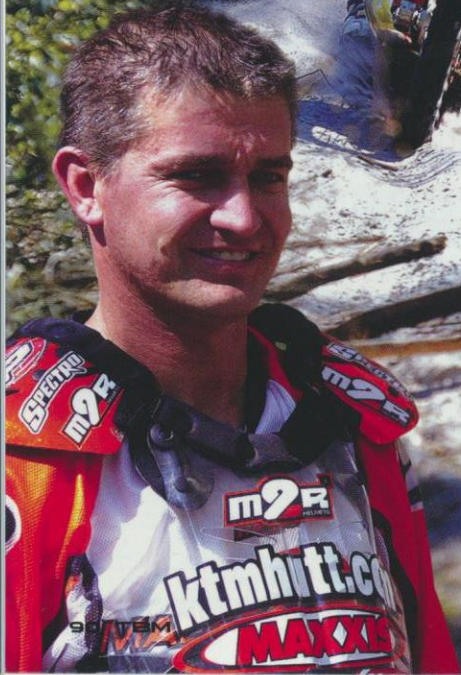
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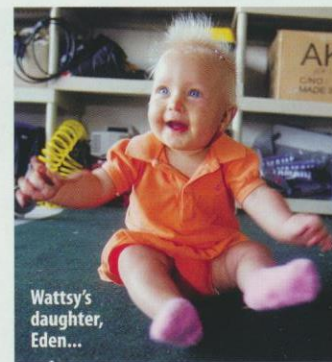
WATTS

How many riders can boast a World Enduro Championship, a US GNCC title and an overall ISDE win to their name? Fun-lovin' Aussie Shane Watts can. Yet one of the world's most successful off-road racers is also one of the most misunderstood. Plagued by injury throughout his career, Wattsy's dogged determination and unconventional attitude have seen him amass success and notoriety on three different continents. TBM headed over to the States and caught up with the maverick from Maffra...

Throughout his career Shane Watts has always played by a slightly different set of rules to his rivals. One of the world's most talented and popular off-road riders, Shane's personality, abilities on a motorcycle, and antics away from the race track have made him one of the sport's true greats. With little left to prove in Australia, having netted six consecutive Australian enduro titles, Wattsy headed first to Europe where he served a three-year apprenticeship before claiming himself the '97 125cc world title. Not content with becoming Australia's first ever off-road motorcycle world champion, Shane had his eye on success in the States and in '98 planned on competing in both the European based World Enduro Championship and the US GNCC series.

With injury preventing him from winning a championship on either side of the Atlantic Ocean that season, Shane produced THE outstanding performance at the '98 ISDE in Australia - becoming both the first Australian to top the overall results and the first ever rider to win the Six Days outright on a 125.

1999 proved to be another injury-affected season, but in 2000 Shane dominated the US GNCC series, winning races on no fewer than six different models. Disappointingly for Shane his time at the top was short-lived. Continuously dogged by injuries Shane struggled through '01, '02 and '03 before coming close to hanging up



Wattsy's daughter, Eden...

his boots at the end of another injury hit season in '04. Using the '05 season to decide whether or not his body had what it took to compete at the highest level, Wattsy decided that racing was what he wanted to do and in '06 has embarked on a full-time assault on the US GNCC series with wife Carrie and daughter Eden in tow. This is Shane's story of the Aussie kid done good...

'My dad became the first Australian Enduro Champion in 1977 so bikes have always been a big part of my life...'

Outback Rider

'...I think I was five years old when I got my first bike. I got it one Christmas. My dad became the first Australian Enduro Champion in 1977 so bikes have always been a big part of my life. My brother and I got that little farm bike and we loved it. I guess one thing lead to another and we started doing local races. We certainly weren't like the

kids these days - who by the time they're ten years old they've done a thousand races. We'd do a couple of local club races each year and then when I was 12 I was doing a couple of regional races each year as well.

'The rest of the year we would ride in the bush. My dad would take us into the bush, leave us with 20L of fuel and some lunch, and then head off for a day's riding - collecting us on his way home. That's how I grew up riding. I had no ambitions to become a world champion or anything like that. I just loved riding my bike.

'When I was 16 I did my first national championship race, which was a motocross race. At 17 I got my driving licence so I started doing

enduro races. At that stage I was having a lot of problems with broken collarbones - I was a little too eager when I was younger and crashed a fair bit. I started a four-year apprenticeship as an instrument technician at an on-shore gas refinery when I was 18 and one year later I rode in the ISDE in Australia, in '92.

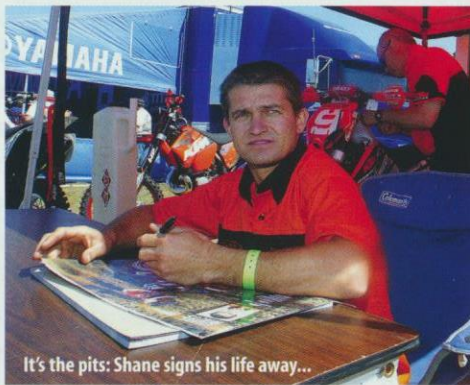
'The '92 ISDE in Australia was quite important for me because it helped me get recognised in Australia. Up until then I'd crashed out of all the major races at home. In '92 I brought an RM250 and kept it in the garage ready for the ISDE. I spent so much time working on it, getting it ready for that race. The rest of the time I practiced and raced on my dad's RMX, which was pretty beat up because I'd often get through 20 litres of fuel, two or three times a week. I was earning 250 bucks a week so I didn't buy any parts for it. I just rode it. The bike was a complete piece of sh*t. People were quick to say that I didn't know how to look after my bike because of the state it was in - when really I didn't have any money to spend on it.

'I rode well in the '92 Six Days. I used my good bike and finished fifth in the 250cc two-stroke class and ninth overall. I was 19 and the next year things started to fall into place for me. Before the ISDE I rode in the A4DE, on my dad's old piece of sh*t. I was leading the 250cc class, was second overall, and the bike seized in the final moto. So people didn't really think that much of me until after the '92 ISDE.

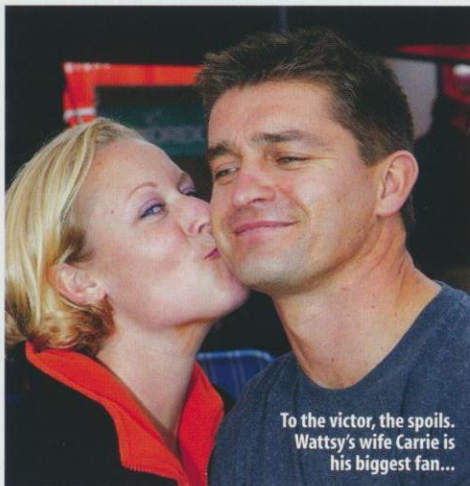
'In '93 I got on a KTM at the start of the season and things started rolling for I won the first of six consecutive Australian championships. It's weird but I never won a Victoria State championship, and I still haven't - not in motocross or enduro. I remember that because of my result in the '92 ISDE I had people asking me if I was going to start racing professionally. I still had no intentions of racing full-time. I had never wanted to. I didn't want to deal with the pressure that went with being a professional. That was my mentality at the time.'

Going Dutch

'In '93 I went to the ISDE in Holland. I'd trained hard all year and then my bike seized on the third time-control on day one. I had the wrong jetting in my bike so I guess I learned the hard way from that. One thing I'd learned at the '92 Six Days was that I was fast over terrain that I'd never ridden on before. I'd ridden in the same places where the special tests were, so I knew all the terrain. I guess I was as well prepared as I could have been. But there was one special test that I couldn't get to, which was on private property, and that's the one I did the best on.



It's the pits: Shane signs his life away...



To the victor, the spoils. Watts's wife Carrie is his biggest fan...

'I walked it once the night before, because it was on the fourth day, and finished with the second fastest time on it. I learned that you don't need to walk tests a million times to be fast. You can be fast by just walking a special test once and then using your ability on a bike. People often comment on the fact that I'm so laid back, some think I don't care. But I've learned over the years what is and isn't needed to go fast. Walking special tests a million times isn't important for going fast for me.

'In '94 I won the Australian Enduro Championship again but still didn't want to become a professional racer. What I did want though was to become the best racer I could. I was determined to take myself to the next level. To do that and to challenge myself, I headed to Europe for two rounds of the world championship. I got totally smoked.

'In France I finished 21st and 23rd in the 250cc class. The weekend after in Italy I finished 13th and 11th. France was the worst mud race I've



MEGA
WATTS!

ever ridden and probably the hardest race I've ever done as well. I had to pay for the trip myself and basically went just because I wanted to compete at that level. I was winning in Australia so I figured why not try and race against the fastest guys in Europe? I was dominating nationally so I needed to compete internationally. Halfway through the second day in France I remember I came to a part of the track that split two ways. One way would take me straight back to the paddock and the other would take me through another 40 miles of mud, ruts and bullsh*t.

'I stopped, killed the engine, took off my goggles and thought about things for a minute or two. Either I pull out now, go home, and never come back to Europe. Or struggle on and prove to myself I could do it. I decided to carry on and keep trying. My results certainly weren't anything to shout about, but I sure learned a lot.

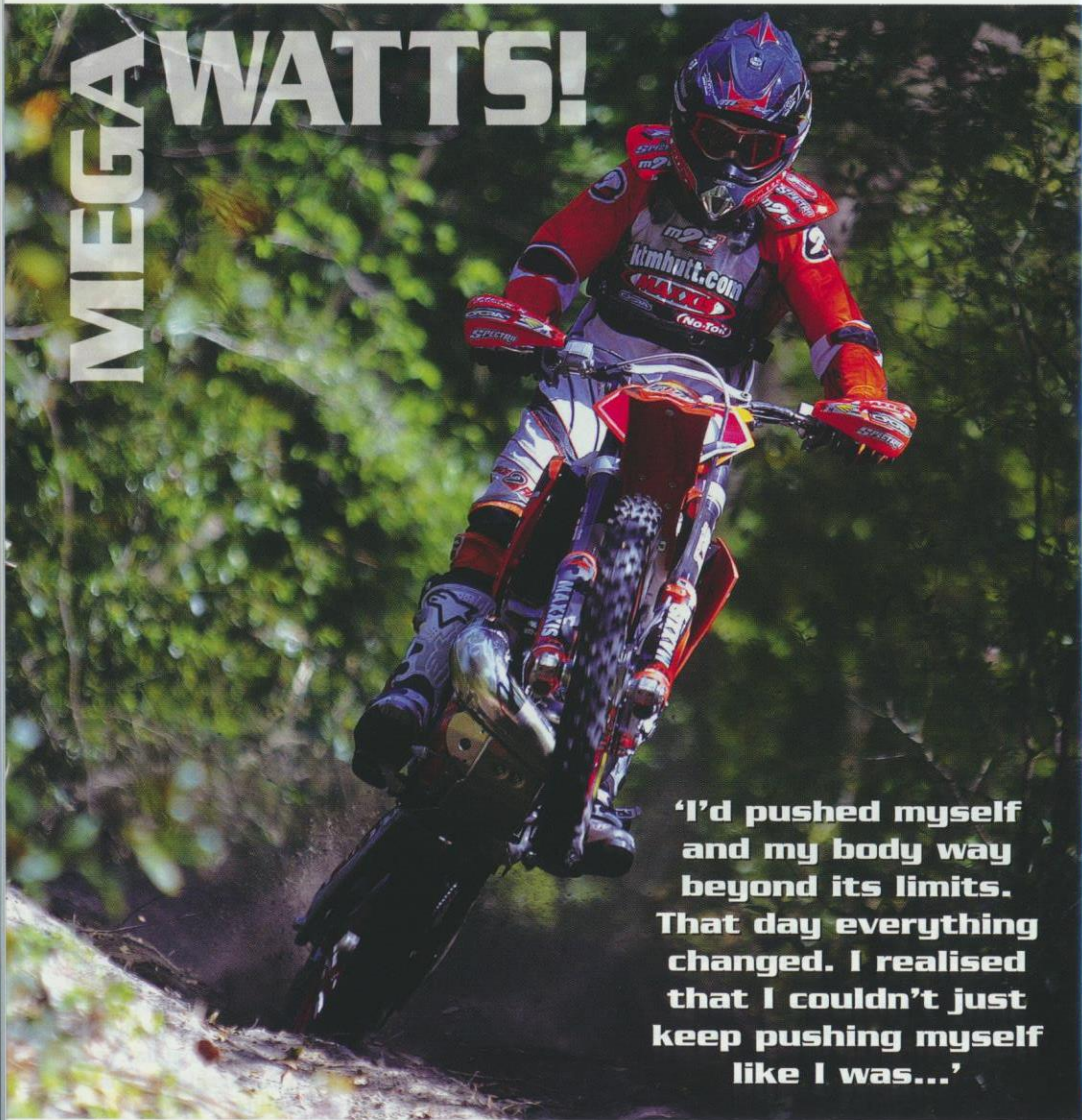
'In '94 I went to the Six Days in America and finished about 10th in the 250cc class. That was

an okay result. I finished my apprenticeship at the end of '94 so the natural progression was to race full-time in Europe.

'On day one in Spain at the first round of the '95 world championship I seized my bike. I really learned my lesson on jetting that day. On day two I was 11th. In Portugal I went third and fifth. I was leading after the first couple of laps but conditions were just like they were at home - dry, gravelly and skatey. I felt right at home there. Then I went back to France for the next round and everyone was asking whether I was gonna be the guy to beat. I finished in 18th and 19th or something. I sucked.

'I struggled through the rest of the year and finished 11th in the championship. I was living at the KTM importers in Italy. I had two gear bags and one bike and paid my own way. I had no transport, no practice bike, nothing really. At the end of the year I went back to Australia and worked on an oil rig for three months to earn some money. I was spending as little as

MEGA WATTS!



'I'd pushed myself and my body way beyond its limits. That day everything changed. I realised that I couldn't just keep pushing myself like I was...'

possible on my racing because I simply couldn't afford it. I was racing on a real shoestring - I couldn't have done it any cheaper. When I came from Australia I filled my gear bag with noodles because they were only a dollar for a pack of ten or something like that. I would ration myself to one pack of noodles a day. I only spent money on what I absolutely needed to.

'I learned a lot about how to ride fast and how to ride in the mud that year. At the time I didn't realise it but I was starting to take smarter lines and think a lot more about what I was doing. I was just mad because it didn't seem that my

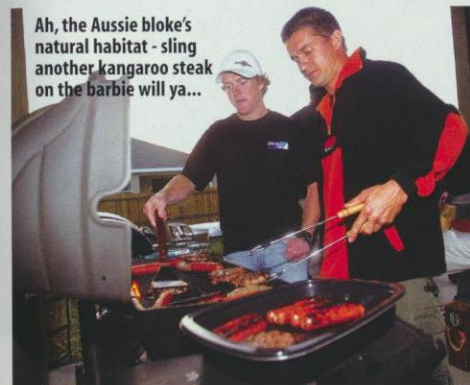
results were getting any better. But I was becoming a smarter racer. If I could change one thing about that season it would be that I'd had a little more independence. It would have been nice to have had my own vehicle so I could have got around more easily and not had to rely on the team to take me everywhere. But I think that if I'd have had that then I wouldn't have learned as much as I did.'

Euro 96

'I went back to Europe in '96 and arrived three days before the first race. They shipped my bike



Ah, the Aussie bloke's natural habitat - sling another kangaroo steak on the barbie will ya...



from the factory to the race where I built it up and got myself ready. People weren't expecting anything from me. They just thought that I'd be a top-ten rider who might get the occasional good result.

'I missed out on the 250cc two-stroke class and overall win at the first round of the series by two seconds on day one. I was leading going into the last special test and battling with Giovanni Sala and Paul Edmondson. I fell in the second to last corner of the final test after beating them on the first and second laps - I had it won but fell and lost it by two seconds. On the second day I won overall, which was great because that was the first time an Australian rider had done that. I knew that I was the first Aussie rider to achieve that but I didn't think of myself as someone that had achieved something big. I was just more interested in the everyday stuff I was

doing. When I look back on it now I know that it was a pretty significant achievement.

'The rest of the season went pretty well. I rode well at the second race and wasn't far off leading the championship at that point. Then we had a mud race and I sucked, finishing back in eighth or ninth. I was getting faster though and ended the year third. I spent most of the year hanging around the Farioli KTM workshop in northern Italy doing nothing,

waiting for Giovanni Sala to turn up so I could go practicing with him. I learnt from Gio that it was more about rider skill than fitness because the WEC is only lots of five-minute sprints.

At the last round of the season, after everyone had gone home, the Farioli KTM team made me stick around and test the prototype 125 that Italian rider Stefano Passeri had been using.

'We went to one of the special tests near to the start area and I was five or ten seconds faster on the 125 than I was on the 250. I hadn't ridden a 125 for a couple of years and all I did was adjust the levers, ride across a paddock, and do a timed lap. I was getting a little bit of sponsorship from Wulf Sport clothing at the time and I remember that my bonus from KTM for finishing third in the 250cc class was a free flight to the ISDE in Finland. That was only because the German importer told the factory that they should do that. I knew that people were getting paid to ride but I hadn't figured that I should be one of those people at that point. I still had no intentions of being a professional racer then.

'In '97 I had figured out that I could make money. I got DM30,000 (approx £11,000) that year. I rode for the KTM factory through the German importer. The whole season went well. I had been back to Australia to work on the rigs and earn some money and knew that I was good enough to win the 125 title. At the end of February I got a call from the German KTM importers saying that if I got on a plane they'd pay for me to go and race the first GNCC race. That was three weeks before the first world championship race, which was the time I was



MEGA WATTS!

'A few riders had shown that I could be beaten and that I wasn't indestructible...'

going to use to get fit for the season.

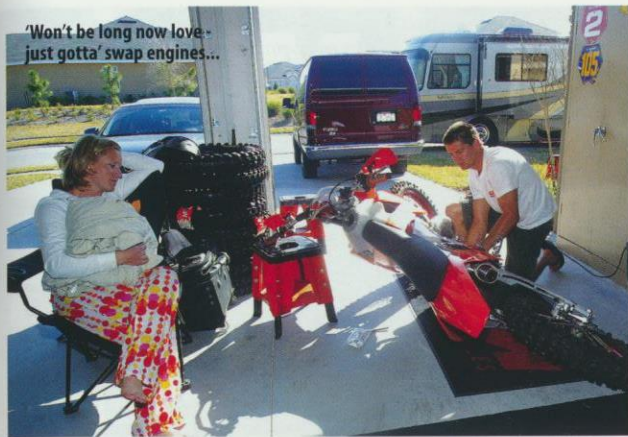
'I jumped on a plane to Germany and three hours later got on another plane to the States. I was eating crap food the whole time I was in the US, but I didn't know anything about what food I needed to put into my body. I borrowed a 250 and was running in second for the first three laps. Then I hit the wall - I was completely out of energy. I was fried. That was a defining moment in my career because I said to myself that I would be back to show the Americans that I wasn't just a 'fast for a few laps' rider, and that I could go the distance.

'I went back to Europe, went to the KTM factory and they told me that they'd forgotten that I was riding one of their 125s. They had to go hunting through the factory to find enough parts to build me a bike - which they did. I was lucky to get a bike at all. I had an awesome year in the world championship and actually came back to the US to do a couple of ISDE qualifier

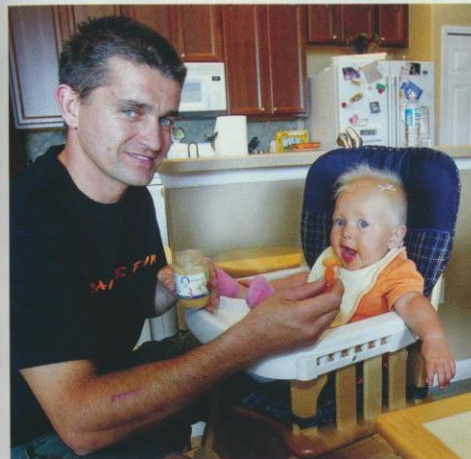
races and another GNCC. I won the qualifier races pretty easily and finished third at the GNCC, which was a mud race. I should have been second but still, finishing on the podium in the gloop was pretty good.

'Back in Europe I wrapped up the world championship and became the first Australian rider to do that, which was pretty cool. It wasn't such a big deal to me at the time, but looking back it is nice to know that I was Australia's first off-road motorcycle world champion.

'At the ISDE in Italy I blew my knee out in the final moto, which is where things started to go downhill for me. I spent two weeks travelling around Europe immediately afterwards when really I should have gone straight home and got it fixed. I didn't know about that type of injury at the time. My girlfriend at the time was there, so I was just trying to do the right thing when I should have said screw the money for the holiday, I'm going home to get my knee fixed



'Won't be long now love - just gotta' swap engines...'



and booked another holiday at some other point. It was a real meathead manoeuvre as I'd blown out my left ACL.

'When I got home I got the reconstruction and was riding four weeks later. I should have been off a bike for two, two and a half months, so it only stayed fixed for about a week. I was doing a riding school, popped a wheelie, and stepped off the back of the bike and snapped it right there. I didn't have any strength in my leg because I'd done no rehab - I thought I was superhuman and indestructible at the time. Only a pussy needed rehabilitation. I had another operation, did bugger all rehab again and started riding again.'

Watts up Doc?

'I managed to tear it again in early January, but kept riding. I was supposed to go to the US that year, as well as doing the world championship, so because I knew something was wrong I

decided to miss the first US race and go straight to Europe. I did the world championship, suffered at the first round, did good at the second round and was leading the championship but blew my knee out again on the last special test of the second day. I went home, got my third reconstruction in less than three months. My surgeon just shook his head and rubbed his hands. I was paying cash for each operation because I wasn't covered by insurance.

'That time I did three months of rehab, didn't ride, and waited until I got the OK from him before I started to get ready for the ISDE, which was in Australia.

I did two months of racing, knocked myself out twice right before the Six Days with a couple of freak crashes, which wasn't so good. But I won the ISDE overall and rode the best I have ever raced.

I was the first person to win overall on a 125 and the first Aussie to win the event outright, so that was an awesome race. A season that had started off really, really badly came good, especially as the race was only 40 minutes from my home town.

'I didn't realise the significance of what I'd achieved at the time. I wish I could have that race over because I'd make sure I would enjoy it now. I was so focused on my racing back then, I didn't really have much of a life outside of it all. I'm a little disappointed in myself nowadays that I didn't soak it up a bit more, savour the moment, and share it with other people. I guess I was like Stefan Merriman is now, a little *too* focused on racing.

'When I first came to the US in '97, for my first trip, I said to myself that I would be back to show that I could win. I'd been given a box-van, bikes to train and race on and everyone spoke English. At the time I was still travelling in the team truck to races in Europe - I had nothing, just two gear bags and one practice bike. Everything was just so much easier in the US and I decided then that racing in the US was where I wanted to be. With a GNCC race you can do the whole thing in six hours. You show up, do your autograph session, one-hour before the race you prep yourself, do the race and one-hour later you're heading home. With world championship enduros it's at least four days at the race. So that's why I decided to race in the US in '99.

'My plan in '99 was to do both the GNCC and



MEGA
WATTS!

WEC series'. Back then you had throw-away events at the GNCCs, which was great because two events clashed. I remember coming to the States, winning the first and the second race, everything was going well. The four main guys at the time were Rodney Smith, Fred Andrews, Scott Summers and Paul Edmondson. I was on a 125 and most people thought I was nuts trying to race that bike. I won the first two races easily, finished second at the third race because I got stuck behind a guy on an old sh*tbox RM and Scott Summers got away from me. I won the next race after that as well.

'I went back to Europe then for the first couple of world rounds. I finished third and fourth at the first round in the 125cc class then won both days in Wales. That was a really sh*tty race but by that stage I had become a good mud rider.

'Then I went back to the US and won the next

round of the GNCC series and got straight on a plane to Australia for the A4DE. Things were going really well for me there. I had a four-minute lead at the four-day and had the event in the bag when I stepped off the back of my bike and blew my ACL out again. There was a kid that had been cheering me on for the whole race so I popped a wheelie for him, got off balance, put my foot down, and then wrecked my knee! The kid had been cheering me on lap after lap so the least I could do was show my appreciation. I guess I should have just waved at him.

'I was supposed to fly to Europe the next day but instead I went to the US. I knew that was my knee wasn't any good and on the start line of the next race I was in a bit of pain. That was the end of my season right there. I went back to Australia to get it fixed.

'They reckon they can get four ACL replacements out of your body - one from either hamstring and one from each Patella tendon. That was my fourth operation so I was on my last chance. They also did another procedure while they were in there to tighten things up.

I had another three months off and then came back for the last four GNCC races. The first two were dusty, hot and humid and I didn't finish those. I wasn't fit and really sucked. At the last two I finished first. That season I won six races, didn't finish or start any of the others and got fourth in the championship.'

Truth & Consequences

'One thing that really annoys me is when people say that I can't do something. I'd heard that people were saying that I could *only* ride a 125 so I decided to show them that wasn't true in

Media Manipulation

One thing Shane Watts has always been good at is keeping a spotlight on himself. Be it for getting injured, winning races, coming back from injury too soon or for adrenaline-fuelled post race podium burnouts, Watsy has never been backwards in coming forwards - especially if it gets him a little more magazine exposure than his rivals...

'...I realised that I needed to promote myself back in '93, right at the beginning of my career when I won my first Australian enduro title. I thought that because I'd won the event I'd be in all the magazines. I was expecting to be billed as Australia's next enduro legend. I was sure of it.

But what I actually got was one sentence in Australia's biggest bike mag, which pretty much said 'Shane Watts won the event'. I was pretty mad at first but then I figured I needed to start telling people my side of the story, which is when I started doing my own race reports. I realised that if I wanted to earn money, good money, I'd have to get myself and my results noticed.'

Getting himself noticed is something Shane has been doing ever since he arrived in Europe in '94 with little more than the clothes on his back and an 'I'll show them' attitude. Not content with the fact that as the lone Aussie in the US GNCC (until the arrival of Glenn Kearney), Watsy has always attracted attention.

'I've always tried to maximise my exposure and give my sponsors as much as I could, to increase what I was worth,' explains Shane.

2000. KTM wanted me to ride a 200, to see if I could win on one of those. I started thinking about it and figured that there were 14 rounds to the GNCC series and KTM had seven off-road models. I decided to ride each model of bike at two rounds and try and win on every model, just to prove everyone wrong.

'I rode a 200 at the first race and won on that. Got third at the second race, still on the 200. At round three I rode the 250, won the race but ended up second because Paul Edmondson went the wrong way and then got his time back. I won round four on the 250. Round five I won on the 125. For the Kentucky race I rode one of the new 400cc four-strokes. I got it the Wednesday before the race, rode it on the Thursday and blew my ACL out. I just sat around waiting for the race having ridden the bike for half an hour and still finished first. The only reason I could still race

'A lot of the things I've done during the past have been to gain publicity - to make me more valuable to sponsors. Riding and winning on a bunch of different bikes in one season was great PR for me. I think people grew to like me because they weren't sure what I'd do next, just like Travis Pastrana I guess. My fans love the fact that I'm not from the same mould as many of the other riders.

'Early on during my career in the US I was sleeping in my box van but if I knew that the right media people were around I'd sleep in my swag [sleeping bag]. Word would get around then that I was sleeping under my truck and people started to think that I did that every night.'

But without doubt the best example of a Watsy media stunt came at the first round of the AMA National Motocross Championship at Glen Helen, California in '02. Having qualified for the event with the lights still attached to his bike, the 'woods racer' placed 26th in the first moto and knew he needed to do something in race two in order to get some recognition for his efforts.

'I finished out of the points in the first race so I figured out a way of getting myself noticed in the second race,' recalls Watts. 'I told a bunch of the photographers at the race to get down to the start and when they turned the 30-second board I just pinned it and did a huge burnout. I was the only rider that the photographers were interested in. I was a nobody at that race but I still got people to take notice of me and I got them talking about it, so it all worked out.'

was because of the additional procedure I'd had that had tightened my knee.

'I figured I'd get my knee fixed at the end of the year so I kept riding all the different bikes. I ended up winning on the 300 in Pennsylvania, and then I won on the 380 at the final round. The only bike I didn't manage to win on was the 525. I got a bad start at the race I used it, was on the charge but then I crashed. I won on six of the seven bikes, which was pretty cool. I won the championship so everything was good that season, apart from the fact that I'd blown my knee out again.

'I didn't bother getting my knee looked at when the season finished because it was holding together pretty good. I didn't even go and see a specialist - I'm the best doctor I know and I knew it would be okay the way it was.

'I knew that I'd have to do some training at the beginning of '01. In 2000 after the first few rounds I'd only ride a bike for about 20 minutes between each race, just to check that the thing still worked. That was it, I didn't do any training at all. And I paid the price for that in 2001.

'I won the first three or four rounds of '01 and then went to Loretta Lynn's race and crashed in the first turn. It was a hot, humid day, a rough track, and I charged through the pack and got into the lead. Then, when I stopped for gas on the third lap, I just parked my bike, got off it, and went and sat down. I'd had enough. The only way that I'd got through the previous two years with no training and the constant injuries was because of my mental strength. I'd pushed myself and my body way beyond its limits and that day I just said to myself that I just can't keep doing this. That day everything changed. I realised that I couldn't just keep pushing myself like I was.

'I had some bad races and some good results at the remaining races that year and ended up third in the championship. A few riders had good momentum going and they'd shown that I could be beaten and that I wasn't indestructible. Even though I'd had that wake-up call at Loretta's I didn't really do that much training. I wasn't fit. I didn't do as much as I should've, so I pretty much took the rest of the year off. I showed up at the races, some weekends I'd do good, others not. I was burnt out on overcoming my physical inabilities with my mental strength. It had taken a lot out of me.

'I qualified for the last Outdoor National Motocross race in '00 at Steele City. I remember that because I'd tried Southwick and Redbud before that and just missed out because of freak things. I DNFed both motos because I was so unfit all I could manage was ten minutes before

I overheated. It was pitiful and just shows how bad my physical state was at the time.

'A lot of people couldn't figure out why I was trying to race motocross instead of focusing on my job, which was GNCC racing. When I get something in my head I have to do it, to prove to myself that I can do it. I'd gotten it into my head that people reckoned that I couldn't race motocross - so I had to show them that I could. Whether they'd said that or not I wanted to prove them wrong. That attribute has been a big help during my career, helping me achieve what I have, but it has also been a big hindrance in bringing me down and pulling me apart. I just got interested in motocross back then. I guess that has been one of my problems over the years - I get interested in other things, to prove something. Once I've proved something, like I can win in Europe, win in the US etc, I want to move on and try and do the next thing.'

Victorian Falls

'I went home at the end of the '01 season and was all fired up for '02. But then I rode a couple of supercross races and screwed up my wrist in Australia. Then it all went downhill from there. I was doing the supercross races because I wanted to qualify for the Daytona Supercross. I'd tried the year before but I just missed out. Typically for me at the time I went to the first Australian supercross race having not been anywhere near a supercross track and missed qualifying by a couple of spots. I decided to do some supercross practice before the second race but that's when I made a mess of my wrist. I dislocated a bone and it ended up being a four-month ordeal. It wasn't diagnosed properly so I had to have an operation where they took three bones out and rearranged the others and built a whole new left wrist for me. From that point on I was extremely lucky to be able to ride a motorcycle again, let alone race one. That's something that people forget when they look at my career from '02 until now. I have restricted movement and a real lack of strength in it.

'I managed to win the second to last race of the GNCC series in '02 but then I got hurt again the week after. I crashed and separated my shoulder. The last few years of my career have all blended together because of the injuries I've had so it's hard to remember exactly what happened each year from '02 onwards. I decided to get another knee operation, while I was out with my wrist. I didn't have any natural options left so I had a Carbon Fibre ACL put in place, which was supposed to last for at least ten years. I think I broke that in less than six months.

'At the start of '03 I broke my leg. I crashed at



a WORCS race in California and got run over in the first turn. It took a while for my lower leg to heal. They didn't set it properly so my foot sticks out now, which means I catch my foot and tweak my knee all the time. I rode the second half of the season but I don't remember there being any highlights. For a few years it was all about injuries. I'm sure there are some special moments from '03 but I don't remember them. I think I also broke my back in '03, for the second time. I was waiting for an operation at the time, on my wrist I think, and I was scheduled to have the surgery one week after the photo shoot. I crashed and broke two vertebra. I also had some bad bruising in my lungs so they put my surgery back a couple of weeks and then I spent the rest of the season recovering. It was one of those crashes where you're on the ground before you even know you're in trouble. I went over the bars and that was that.'

Wear the Fox Hat

'I can't remember much of what happened in '04. The only thing I recall is that I was using Fox riding gear. I had so many injuries during

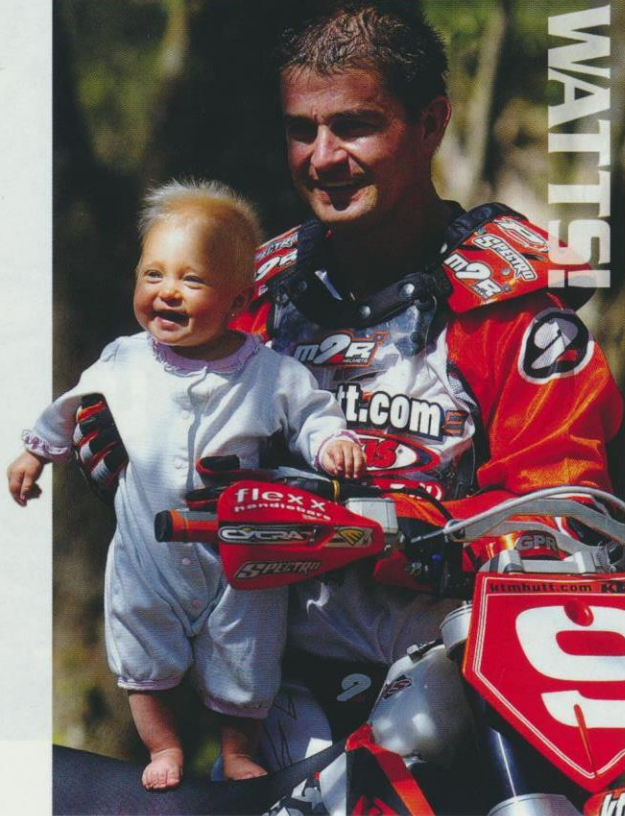
'02, '03 and '04 that they unfortunately all seemed to merge together. At that stage of my career my racing was going bad, because of all the injuries. It seemed like I couldn't ride a mile off-road at one stage without getting hurt. But I did meet my wife Carrie that year, so some of it was good.

'I remember in September '04 my knee was giving me some problems so, because my season wasn't happening, I decided to go back to Australia to get it fixed, take care of some business there, and spend two months getting ready for '05. In the end I didn't have the surgery. The surgeon went in, took a look at it and said that he wasn't going to do anything with my knee until he had straightened the leg I'd broken the year before. That basically meant having about two years worth of operations to straighten my leg before correcting my knee.

'At that stage I was at the point of deciding whether to race again or hang up my boots. I had two options - to quit or to keep racing, there were no half measures. I decided to keep racing but I knew that '05 was going to be my one last chance. It was all about proving to

Like father, like daughter?
Watch this space...

**MEGA
WATTS!**



myself that I could still do it and finding out whether my body could last a full season. I trained hard at the beginning of the season, got burnt out a bit from riding too much, and then eased off during the rest of the year. My goal was basically to make it through the season without any injuries and I pretty much did that. I took some skin off a few elbows but that was pretty much it. I wasn't pushing anywhere near the limit but I survived the season, which was important to me. The highlight of the season was getting on the podium at the first round of the season, which meant a lot to me. My wife was expecting our first child then, so later that year my priority changed from racing to the birth of Eden, our daughter. I had some great results - some could have been even better than they were, but I also had some really bad results. The most important thing was that I proved to myself that I could still race competitively so I decided to race full time again in '06.

'And that's where I am now, racing full time again. I had a camera put in my knee last November and it's a real mess. But I knew that. There's no cartilage, no ACL and no PCL. It's tight because of the scar tissue but I'm a good candidate for a knee replacement in the not too distant future. My right knee is also missing the PCL. I don't know when that broke.

'I'm right back into my racing this year. I have a very different set-up now but I'm really enjoying my sport again. My goal is to get as close to being a top five finisher at every race as I can. I have a great family now, the happiest little daughter, a loving wife, a new house and a motorhome that we'll live in for seven months while we travel to all the races. We're going to travel around the US following the races as well as getting to see the country.

One day I'll be taking in the sights while the next I'll be putting in time on a motocross track some place. I want to see America and do now what every American longs to do, but has to wait until they're retired before they can.

'It wasn't easy getting the support together that I needed to race full-time this season. KTM offered me a deal that wasn't great, which was disappointing. But I understand why they weren't able to offer me what I wanted because of having had so many bad years

recently. M2R, Maxxis, Pro Grip and KTM Hut have all supported me, and I'm very grateful for their help.

It's easy to get support but it wasn't easy getting the *right* support. I have a family to look after and a mortgage to pay now, so I wasn't going to travel the country to take risks racing for nothing, I simply couldn't.

'If I had my time over would I change anything? Not really. I'd like to have had the foresight I do now so that I could have stepped away from my racing when I got injured and given my body the time it needed to recover fully. But that same mentality and stubbornness that got me back on a bike too early after most of my injuries, is what helped me achieve what I have.

The easiest way to learn about something is to do it the hard way and that's been my story. It's cost me one hell of a lot in terms of physical injury but it's also helped me achieve a hell of a lot too...

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KTM 125EXC



After our first event of the year got cancelled, finally it was time to dig out the 125EXC and go racing again...

It wasn't so much an ordeal of fire as one of mud, rain, hail, sleet and snow as we dusted the cobwebs off the Team-TBM KTM 125EXC and entered it the first round of the Wirral Off Road Motul GB Hare Scrambles Championship in Derbyshire back in early April. During the winter months the bike had needed very little attention other than fitting a new rear Michelin S12 MX hoop, a set of Cycra Stealth handguards to replace the ones which were broken (I really like these guards because they're small and light and sit well away from the bars), as well as a quick once-over with the spanners. We also did a little basic suspension adjustment - essentially just softening up both ends in readiness for riding in wet conditions. But as things turned out the WOR event was to throw up more than a few surprises...

It was lovely and sunny as I lined up on the second row of the grid in the expert S1 class (125s), but the forecast was for mixed weather and the track was still waterlogged from rain the day before. I watched the starter hold up the 10 second board and got ready to kick the KTM into life. The kickstart was out, my foot was primed and as the flag dropped the bike roared into life and I fired the clutch out in first gear. I actually got a pretty good start but hadn't got more than about 30m when I went to grab second and found the clutch lever had jammed... Solid.

I've never had a problem with a KTM clutch before. I pulled over and fiddled around with the lever but couldn't get it to move - it had locked solid. Then after a few more seconds messing around, it sort of went 'Click' and started working normally again. Weird.

So I was dead last off the line in my group, and with the S2 clubmen breathing down my neck I settled down to riding as fast as I could in the horrendously slippery conditions. And boy was it slippery. WOR organiser Steve Ireland had plotted a fast and fairly easy course around this beautiful Derbyshire dairy farm, but the conditions on the ground made it much trickier than expected. With deep ruts



already forming in the woodland sections as well as the exits to the numerous little stream crossings, even the flat-out blasts were getting rutted-up, and I was actually pleased I was on a little 125. Because although the track was best suited to big four-strokes, in these conditions they couldn't exploit their power advantage. So while everyone was skating around trying to find traction, the little 125 seemed to tiptoe its way through the worst of the gloom, and I never fell off the thing the whole day - though I came close a few times.

I pitted after 1hr 15m to be told that because of the horrendous conditions the race was going to be cut short. So I only slopped about four litres of gas into the EXC's seven litre tank (more than enough for the remaining 45mins I figured) and changed my goggles. I headed back out onto the course, just in time to hear a big cheer go up.

'Hmmm' I thought to myself, 'this crowd obviously recognises talent when they see it', so I deliberately styled-it-up big time as I headed out from the pits and back onto the spectator-lined section of the course with the throttle held wide open. The crowd were going wild and, figuring I was lookin' pretty cool, I kept the motor singing... Just as David Knight appeared outta' nowhere to lap me. As soon as he'd gone, the cheering died down again. Oh bugger.

So once again I knuckled down to the slog and tried to get into some sort of rhythm. Now as I've said before I'm not the world's best 125 pilot, and I was finding it difficult convincing myself to hold the throttle open through the slimy turns. The trouble was it was just so damn slippery that the bike wanted to go sideways whenever it came on pipe. But on a 125 unless

you keep the power on you find yourself getting out-dragged on the exit of all the turns.

I was still puzzling over how I was going to sort this out when the hail started to fall. Just small hailstones at first, but then they got bigger and bigger. And more and more of the stuff was falling, until at times it was difficult to see which way the course went. Worse still it felt like I was riding into a wall of freezing roost. The temperature had dropped now, and I was beginning to regret my choice of riding in just a race shirt. But even more worrying was the fact that the hail seemed to be covering the course in a layer of icy sludge. As if it wasn't slippery enough already...

Then just when I thought things couldn't get any worse, I headed into the boggy part of the woods at the end of the lap (which I'd got through easily every time before) and the 125 suddenly nose-dived into one of the rutted bogs and wedged itself fast. It took me and a marshal about five minutes to free the stricken bike and I hopped aboard and gunned the motor for all I was worth. At which point the EXC simply buried itself again. Only this time deeper than the first...

Another five minutes of digging, cursing and pulling ensued, but eventually we got the bike out again and found the front brake had locked solid. After scraping away as much of the mud as we could and having rolled the bike backwards (not easy in those conditions), it seemed to un-jam itself and I was finally on my way. Although not before Knight had lapped me for a second time. Curses.

Surely that was the end of my problems now. Er... not exactly, because just a short way into my

final lap - I felt the bike momentarily hesitate. It was only a slight hiccup but I'd experienced this before on the EXC125 and I knew exactly what it meant. I was out of fuel...

Sure enough I managed another quarter of a lap before the bike died. Fortunately EXCs have a reserve but with more than half a lap to go I couldn't be sure of making it to the finish. I rode on much more gingerly than before and tried to avoid too much wheelspin, but in these conditions that was virtually impossible. When I felt the bike hiccup again right near the finish I turned off the course and rode straight back to the pits - obviously letting the organisers know that I'd cut the final section.

They weren't too bothered - what with the course conditions, the general excitement and the fact that it was chucking it down at the time. But I'd definitely learnt a few lessons that day. First off I'd learnt that the little Katosh may only be a 125, but it sure as hell knocks back the fuel. I'd figured that in sloppy going it would spend far less time on the main jet, and wouldn't use fuel as quickly as it did when I rode in fast and dry conditions (and also ran out of fuel). Wrong. With all that wheelspin and heavy use of the throttle the 125 gets through juice at a prodigious rate.

Secondly, I learnt that even with a virtually new enduro bike, the weirdest things can happen - like the clutch lever jamming off the start, and the front brake jamming midway through the race. Thirdly, I learnt that no matter how sunny it is at the start of a race, at some point you can expect to get the full 'four seasons in one day' routine.

And finally I learnt that I've still got a hell of a lot to learn about getting the best out of a 125. And that means I need to race more. I still adore the KTM 125, cos it's so light it doesn't tire you out like a bigger bike does. So roll on the next event and this time I'm going to make sure that whatever happens, I'm not gonna run out of fuel... Again!

Thanks to Steve Ireland and all at WOR for a 'unique' day's racing. The WOR club events are probably the easiest way of going hare & hounds racing in the UK, and the club is one of the friendliest and arguably the best organised in the country. For details of their next event check out worevents.com.

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HUSQVARNA TE250



Arguably the criminal fraternity have one of the strongest cases for the importance of vehicular reliability, given their urgent need to make a speedy getaway at times. So it comes as no surprise that the mighty MkII Jaguar was the getaway car of choice for many a discerning villain for more than 20 years - including Bruce Reynolds, architect of the Great Train Robbery.

Why? Quite simply, it had everything. Looks, panache, oodles of effortless performance... and crucially, could be cranked into life easily every time.

Now imagine if the crooks had used say, Lancia Betas for their criminal capers. Sure, the grace, flamboyance and performance would all be present in spades, but teamed with the unpredictable Italian reliability - well they'd all be in nick by now. Frankly that idea was a non-starter. And that point brings me neatly to my beloved Husky.

As some of you may recall from the last instalment I was eagerly awaiting the chance to test out the TE's tweaked suspension in the heat of competition, and that opportunity duly came at a local three-hour H&H about two weeks later.

As I'd been having a few niggles with the leccy start running out of juice after a few prods of the button, I'd hooked the battery up to an Optimate (trickle-charger) beforehand. This seemed to have done the trick as the Husky started fine (from cold), both on the button and via the kicker.

So I got myself up to the starting line and roared away quite happily first time using the leccy start. All was well until the first stretch of woods where there was a bike jam in front, blocking the track.

I slowed down in plenty of time but unfortunately the rider behind me didn't, and the resulting unexpected shove in the back caused me to stall. No worries there I thought, reaching for the button to get things started again. Except it was dead. Damn. Still, not that much to fret about I reasoned, I've always got the kickstart.

After ten minutes of fruitless kicking, having done all the usual things like checking the kill switch, using the hot start, leaning the bike against a tree etc, I decided to leave it for another few minutes to see if that would help in case of flooding. Still nothing. Finally, after



Once it's up and running, there's no better 250 thumper out there, but starting difficulties have plagued Mel's Husky TE this month...

watching pretty much most of the rest of the field ride by, it mysteriously started.

And for the next ten laps, mindful that something wasn't quite right, I did my best not to stall or drop it, no easy feat for me (as those of you who have seen me in action will probably know). Thankfully it only refused point blank to start just once more where, as luck would have it, the Editor riding the event as a travelling marshal had the pleasure of trying to coax the wilful TE back to life.

But despite these mishaps, the quarter-litre thumper was really good fun to ride around the course that day, blasting down the straights and grunting nicely through the muddy conditions.

And I put its selective starting eccentricity down to rider unfamiliarity with Husky kick-starting techniques.

Then two weeks later came the event I had really been waiting for - round one of the Wirral Offroad Motul GB Hare Scrambles. I was competing in the two-hour ladies race and there was a strong female turnout - always encouraging to see. I was really hoping for a top five finish, not an unreasonable expectation both for myself and my Italian stallion.

Predictably I was piloting the only Husqvarna 250 four-stroke in my class - the majority of ladies plumping for small Hondas or Yamahas of the 125 or 230cc variety. Any concerns about the

erratic starting from the last outing were pushed firmly aside as the TE started promptly on the button - first time every time - during the pre-race warm-up.

With a flourish of tangled tape the ladies race was off... but I wasn't. Left behind in a maelstrom of mud I frantically tried to fire the Husky into life on the button, but it wouldn't catch so I had to resort to the kicker - which three goes later, thankfully spared me any further embarrassment.

Refusing to let it get me down, the adrenaline kicked in as I negotiated the heavy going in the opening field before diving into the first woodland section. All was going well until I stalled it

coming up too quickly behind another rider and not planning a way round in time. A few terse jabs with the button confirmed my worst fears - the TE wasn't happy being rudely snuffed out by her maladroitness jockey.

Feeling a strong sense of déjà vu I dismounted and pushed, or rather squelched, the bike over to one side and tried in vain to work out the magic Husky starting sequence. Even with help from another rider who kindly stopped to assist (thanks Kylie), the TE wasn't playing. But finally (a few minutes later) it took pity on me and I was on my way again.

Aware of the fact that there was no way I could afford the time and effort to stop 'n' start the 250 again, I escaped the woods and enjoyed a speedy blast down one of the many top gear straights peppered throughout the five-mile lap. The Husky really came into its own here as the sweet mid-range left a big smile on my face, something I sorely needed...

...and which was suddenly wiped off my face just as quickly. Arriving at the end of the straight the TE just stopped. Yep, the motor didn't go bang or enter its death throes; it just simply wound down like it had had enough of it all. And quite frankly, I felt the same.

Kicking down the box to second gear with the clutch in I freewheeled into another slimy wooded section, whereupon it came back to life. But having to stop again to help another rider (killing the motor manually) I then couldn't get anything out of the Husky again. Luckily a kindly marshal was within shouting distance, but after another ten minutes of futile kicking he was ready to call it a day too.

Somehow we eventually got it going and as there was only a short blast to the finish I gingerly rode the bike back, absolutely exhausted and pretty dejected. A neatly executed pirouette in the slop near the spectator-lined finish area topped the day off nicely.

After that pitiful performance I guess anybody would be hacked off, and yeah sure, to start with I was pretty upset. But I'm also of the opinion that a bad workman shouldn't blame his tools, and am prepared to shoulder some of the obvious blame.

Y'see, I chose the TE250 over and above everything else to ride this year. Why? Because it's beautiful, classy, stylish and amazing to ride. And when it's running properly it's the best quarter-litre bike in its class. But if I'm really honest, it would probably respond much better

STAFF BIKES

in more capable hands, with a more skilled rider who wouldn't drop or stall it as much as little sportsman me. But saying that, it isn't sold exclusively to experts, and it does come fitted with an electric-start...

Surely any bike, regardless of where it's made should reliably fire up on the button? And most certainly on the kickstart, especially when hot, as plenty of clubman and even expert riders stall or fall off from time to time.

On the other hand it is a race bike and

as such, you have to be prepared to take on everything that goes with that. And the truth is, I don't possess the mechanical skills needed to find out what's wrong. Plus my pleas for help from the boys have fallen on deaf ears, as none of us have the time right now to pull it apart...

So the TE's going back to the dealers to sort out the gremlins lurking within. And I think perhaps the largest gremlin of all - the rider - is in line for some improvement work as well... **Mel**



The TE250 remains a delight to ride...

IN-4

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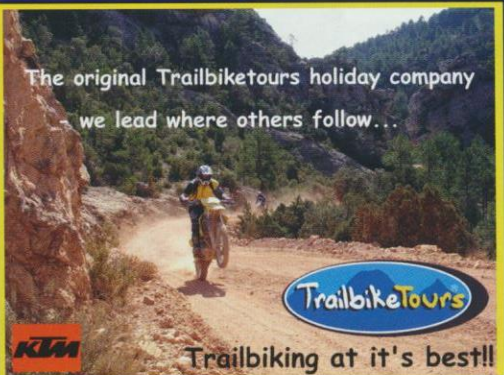
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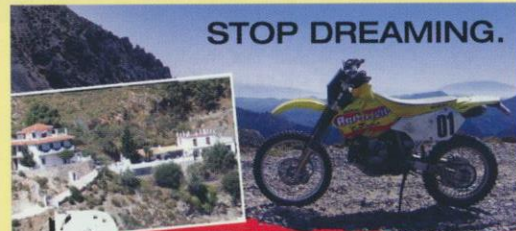


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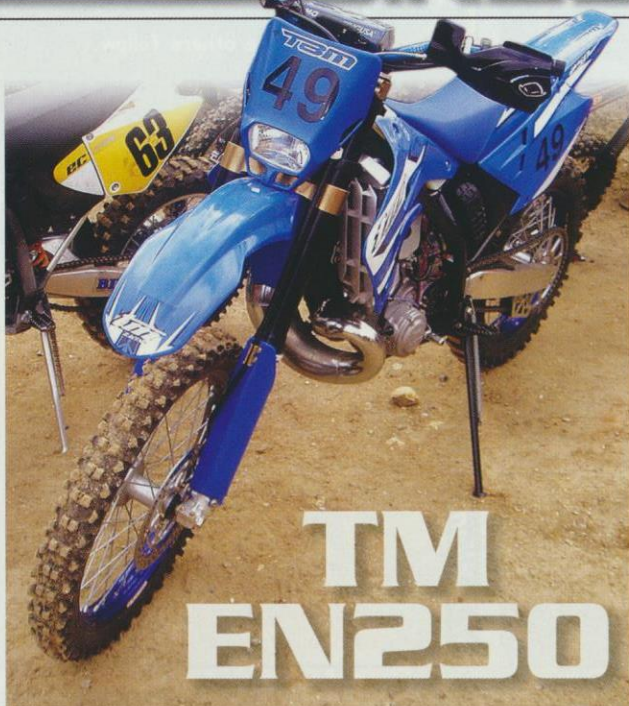
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STAIN BIKES TM EN250



about it, have a good day guys'. So I spent those fraught few minutes before the start scribbling down my times (almost) illegibly on my timecard and generally faffing about...

Straight out into the trees, the arrows led back out into the spring sunshine and along a sandy firebreak, before pointing us back into the woods. Parts of the course were familiar from last year, whilst others were all new - including the special test. Ridden only once (though the experts had to do it twice), the test weaved across a rough, brackeny hillside and when I arrived there were ten-or-so riders waiting their turn.

Set off at 30 second intervals, I had to decide whether to press on around the course, and risk an even bigger queue next lap, or spend the time waiting in line on this, the slackest lap.

Having sat pondering this for a couple' minutes, I figured I

may as well wait that bit longer, and I was soon wobbling around missing gears and generally riding like a squid as I always do early on in the day. Situation normal...

Back out onto the lap, I made it around the course just in time, arriving at the check on my minute. With a little mental arithmetic I figured that I could easily make the rest of the laps, with the possible exception of the two tight 13 minuters, by riding a steady 'check pace'.

As time went on, the loam bermed up nicely and lap times got tighter and tighter until I got around to the first of the two tight laps. And this was where the TM really came into its own. Back in issue 127 I'd mentioned that the Paioli/Ohlns suspension felt as if it'd work best at speed, and the harder I pushed on the whooped-out tracks the better it felt. The quick handling meant that it could be thrown hard into the corners, yet the 250 remained stable on all but one of the open fire roads. Here, on what was probably the fastest part of the course - a wide, downhill and very bumpy track - the bars shimmied like a hula girl's hips, though never threatened to upset the rest of the bike. And given the number of sturdy-looking trackside tree trunks around I'm pretty glad of that.

STORY: BARNI, PICS: BARNI/JONATHAN REEMAN

Yesss! At long last the TM has finally turned a wheel in anger! Having had a tantalising taste of it trailing around Bordon back in February, and then been cruelly denied when an enduro was called off at the last minute, I was climbing the walls to get out racing. Putting together Supermoto Magazine curtailed any thoughts of enduro competition during March, so it was early April when the EN250 was hauled out and loaded into the TBM Chevy for the jaunt down to Bagshot and the SurryPol enduro - a multi-lap timecard event through the woodland of the DTEO test track.

Last year I rode the event aboard our then long term KTM 400EXC (though it was a month earlier in the year and around ten degrees colder) and it turned out to be an enjoyable, if physically demanding ride. So I'd been planning to enter for quite some time - especially as Clerk of the Course, Ian Lewis, had been 'gently reminding' me of the event in the preceding months! Cheers Ian.

The electric blue TM was given a cursory glance over (having been 'pre-prepped' some weeks beforehand) and fired second kick. I was, in TBM terms at least, well prepared, though all I caught of the riders' briefing was '...and that's

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Jinking between the wood-work, the EN's meaty mid-range allowed it to be hustled around without too much effort, and it'd climb the hills beautifully. Even when balked by another rider it still lugged its way to the top without a grumble, before a flick of the clutch fired it out onto the open going in a shower of roost.

And the TM's top-end pull is seriously addictive, though after the strong mid-range you're kinda expecting it...

Technical Tweaks

Two things came to light on the TM which let it down slightly - one which I'm gonna take a look at and another I'm gonna ride around. First off, in the tight going I sometimes found myself in a bit of a gap between first and second gears. First was just that bit too low and second slightly too high, but as the rest of the ratios seem just fine I'm simply going to tell myself to ride faster!

The other niggle is that the front brake has plenty of power but lacks the equivalent amount of feel. The lever pressure is way better than, say, a KTM Brembo system but with that big floating



disc I want to know exactly what the front wheel is doing when really hauling on the brakes.

Hopefully a change of pads and a quick bleed will instil a touch more confidence.

Out of the Woods

Unlike last year, when I virtually collapsed at the final check, after completing the allotted 11 laps I still felt surprisingly sprightly. So much so that I spent the rest of the day with a toothbrush and a bottle of bike cleaner, picking every last spec of sand out of the TM's crevices...

The 250 proved a great ride on the twisting bumpy going, though a 14th place in class (clubmen A) is a little disappointing after last year's 11th. Really I was hoping for top ten, ho-hum. Never mind, there'll be plenty more opportunities this year. And I really can't wait to get out there and race the thing again...

Huge thanks to Ian Lewis and all at the Surrey Constabulary Motorcycle Club for a hugely enjoyable event. Also TM UK on (01249 715523).

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'06 MOTUL BRITISH ENDURO CHAMPIONSHIP



**ROUND 2:
LOSSIEMOUTH ENDURO,
15/16 APRIL**



Richard Hay's lost none of his speed in the move down to a 125 stroker...



Everyone's talking about...

...The fact that the British Enduro Championship was returning to Scotland for the first time in nine years, making this year's series a true British championship. With the event being Grampian MCC's first ever BEC competition, many riders were unsure as to what the event would be like. With some having driven for 12 hours to get to Lossiemouth everyone hoped that the competition would be worthy of its British championship status. And it was.

But first impressions count and the 200 odd riders that

travelled to the event were greeted with an extremely muddy landfill site field for a paddock. Hardly the inviting, family friendly parking area most had hoped for on the Easter Bank Holiday weekend.

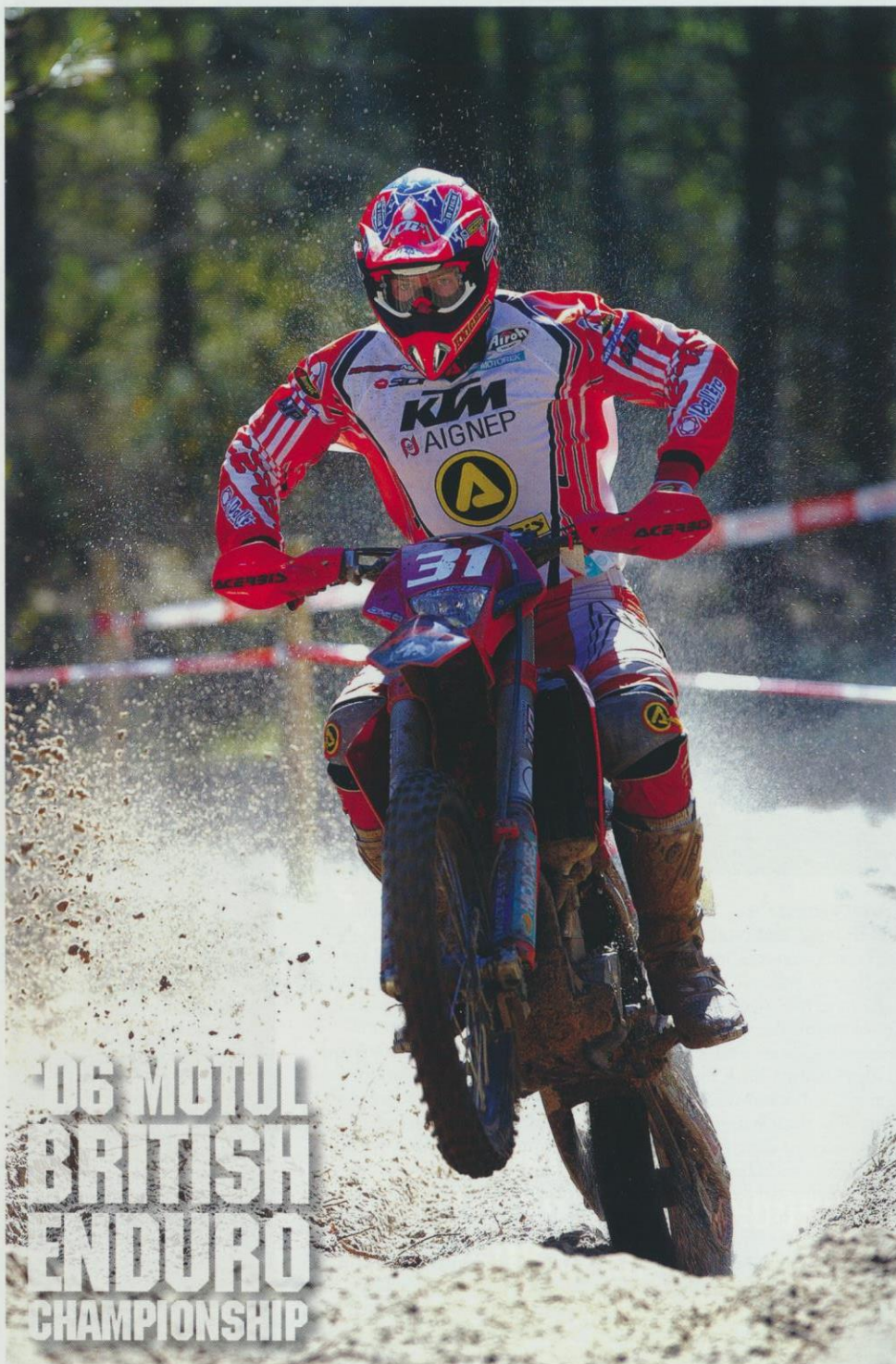
With the site also home to a seemingly disused glass recycling centre, the fact that the council had only a week or two earlier removed the grass from the top of the paddock meant that when it rained the area turned into a swamp. And instead of vans being parked in an orderly fashion, which would have given a true indication of how well supported the event was,

PADDOCK POINTERS

☑ The special tests used in the Lossiemouth Enduro were challenging, exciting to watch, numerous and according to several riders, world class. Providing a varied array of challenges, running two tests back-to-back at the end of the second day provided a highly entertaining end to a great event.

☑ Although a little overcrowded, the fact that there was just one refuelling area (which was situated at the paddock), meant that vans didn't need to travel to 'out checks', keeping the surrounding roads traffic-free.

☑ Former Championship class front runner and Husky Sport enduro team manager Wyn Hughes returned to BEC competition at the Lossiemouth Enduro. Finishing as runner-up in the overall Expert class results on day one, Wyn then topped the class on day two. Not bad for an over-40 year old..!

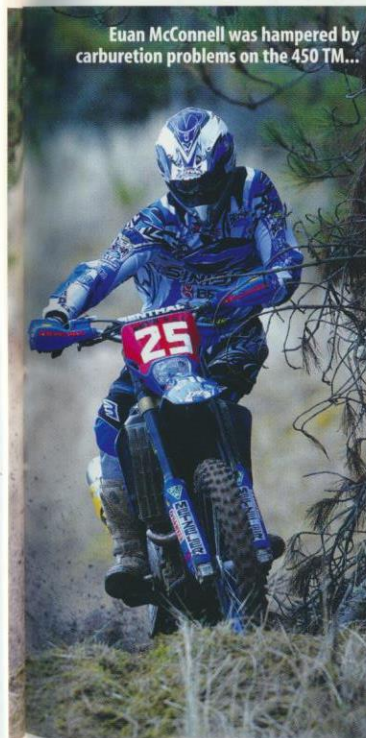


'06 MOTUL BRITISH ENDURO CHAMPIONSHIP

Ed Jones took E1 class honours aboard his 125cc two-stroke KTM...



Euan McConnell was hampered by carburetion problems on the 450 TM...



vehicles were littered over a small corner of the parking area while many others opted to park on the road outside the start/finish complex or at a nearby camp site.

Thankfully, the initial disappointment of a sub-standard paddock area was eased when the event started and the course and special test proved to be very much up to BEC standard.

And the winners are...

No one was expecting anyone other than David Knight to top the second round of the '06 BEC series, having already stamped his mark on the opening rounds of both the British and World Enduro Championships.

And by winning the opening test of the event by a staggering 25 seconds, Knighter proved that no other rider was going to get a look-in in Scotland. Going

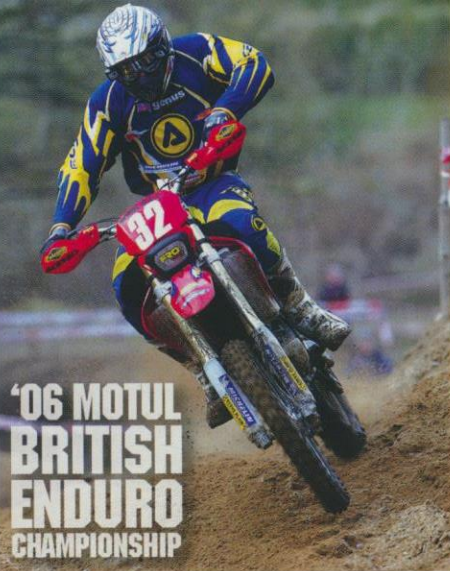
PADDOCK POINTERS

☒ Situated on a landfill site on the outskirts of Elgin, the paddock area at the Lossiemouth Enduro turned into little more than a muddy field after the local council removed all the grass just days before the event. The reason? In readiness for 70,000 tonnes of topsoil that will be used to landscape the site.

☒ There was no sign in Scotland of any product support given to the event by the BEC's title sponsor Motul. With the special tests marked with Yamaha tape just two Motul banners were placed at the start.

on to top each of the eight remaining tests on day one, David ended the opening day nearly three minutes ahead of second placed Paul Edmondson. Knowing that he was in control and showing the type of form he normally reserves for winning at world championship level, Knighter clearly enjoyed the event, despite feeling (like all competitors), a little sore at the end of the long first day.

On day two David was every bit as dominant as he was on day one. Winning all of the 'tests, he produced two of his best ever performances in BEC competition to claim the overall win. Congratulating the club for putting on what he considered to be one of the best enduros he'd ever ridden, David, like many, was also full of praise for the event's long and varied special tests.



'06 MOTUL BRITISH ENDURO CHAMPIONSHIP

While DK finished comfortably ahead of Paul Edmondson, Honda-mounted Eddy in turn finished comfortably ahead of his nearest rival - TM rider Jake Stapleton in third. The most stylish rider around the motocross track at the Woodside special test, Eddy at least proved that while Knighter is now without question a cut-above the four-time world champion, he still can dominate the rest of the BEC field.

The top three finishers in the E2 class at the Lossiemouth Enduro were exactly the same as



Husky-mounted Ricky Mair on his way to a top ten finish...

they were at the first round of the BEC series with Edmondson placing above Stapleton who was just ahead of his TM team-mate Euan McConnell. Proving to be as deceptively fast and smooth as always, Jake took time to get to grips with the loose sand of the Lossiemouth Forest special test but managed to get steadily faster with each passing lap on day one to finish as worthy runner-up to Edmondson. On day two Jake upped his game and managed to beat Edmondson on the last two tests of the day.

Euan McConnell's home round of the BEC

was a frustrating one as a carburetion problem (traced to a worn needle), meant his 450cc TM wasn't running as smoothly as it should have been. Nevertheless Euan still managed to place third in the E2 class on both days, finishing just five seconds ahead of Si Wakely on day two.

Despite not making it into the top three of the E2 class on either day, Wakely again proved that despite being only 20 and in his first season aboard a 250, he's getting more confident with each passing event.

Another E2 class rider that rode well in Scotland was Tom Sagar. Fresh from finishing as best Brit at the opening round of the European Enduro Championship, Tom placed ninth and 11th overall over the weekend and looked a much more

serious and focused competitor than he had at the opening round of the series.

While the top of the overall Championship class results were dominated by E3 and E2 class riders, Edward Jones placed as best E1 class rider aboard his 125cc KTM, finishing in sixth overall on both days. Not a million miles behind Si Wakely in Saturday's overall results, Ed, who a couple of weeks earlier had ridden a 250cc two-stroke at the EEC opening round, finished as the first of three eighth-litre two-stroke KTM riders on Saturday.

commented - a proper enduro.

And while check times were tight enough to ensure that no rider could afford to hang around, they weren't so tight as to make the controls dangerous, as several riders thought they had been at the opening round of the championship. With each lap split into six time controls, the two that featured no road-work were the tightest. Becoming rougher as time went on, the sandy forest going wore riders down with each lap.

The two special tests in Scotland were among the best the BEC series has seen in many years. And although sections of both tests could have been marked a little more clearly, when a rider like David Knight comments that the test are 'easily good enough to be used in a world championship event' you know they're spot-on.

Timed on all laps of the event, the enduro test, which included a motocross track as well as single-track sections and a wooded area, was

situated just metres from the start. Allowing easy spectator access, the test provided plenty of exciting action, due in no small part to the many jumps that littered the MX circuit. The second test (confusingly called the motocross test), was situated in the Lossiemouth Forest and weaved its way through sandy forestry, out onto the beach and through open sand dunes. Both quite different, the two tests were challenging in very different ways.

Despite there being room for some improvement, mainly in the layout of the paddock and refuelling area, the Grampian MCC got the important things right - the course and the special tests. Considering the size of the club, and the fact that it was the first time that they'd stepped up to running a BEC event, the club, its helpers, and supporters, earned themselves a well-deserved pat on the back.

Followed home by Scot Richard Hay and Welshman Andrew Edwards, Ed made up for the disappointment of losing time and placing third in class at the opening round of the championship by going on to top the E1 class on day two as well.

In finishing second to Ed on day one, Richard Hay showed that after several seasons on a mid-sized thumper he had mastered the art of racing a 125. With his pace on the tight check at the opening round of the series good enough to net him the runner-up spot there behind Chris Hockey, in Scotland Richard showed he now also has the speed on the special tests. Placing 14 seconds behind Edward, Richard in turn placed 17 seconds ahead of Andrew Edwards, who produced one of his best BEC performances for several years.

On day two, Honda rider Jason Thomas upped his game and kept Edward honest all day with less than a second separating the pair at the end of the day. Trading special test wins throughout the day there was little to separate the pair, with Ed eventually coming out on top by the narrowest of margins.

With Andrew Edwards again riding well on day two to claim the third place E1 spot, Richard Hay and countryman Ricky Mair claimed fourth and fifth with both riders also finishing inside the overall top ten. And in finishing tenth overall on both days Ricky produced his best ever BEC result despite riding with five stitches in one of his palms.

RESULTS

DAY ONE: CHAMPIONSHIP CLASS OVERALL

1	DAVID KNIGHT	(KTM)	3050.83
2	PAUL EDMONDSON	(HONDA)	3212.97
3	JAKE STAPLETON	(TM)	3296.29
4	EUAN MCCONNELL	(TM)	3330.79
5	SI WAKELY	(HONDA)	3374.12
6	EDWARD JONES	(KTM)	3381.03
7	RICHARD HAY	(KTM)	3395.71
8	ANDREW EDWARDS	(KTM)	3412.54
9	TOM SAGAR	(HONDA)	3415.22
10	RICKY MAIR	(HUSQVARNA)	3418

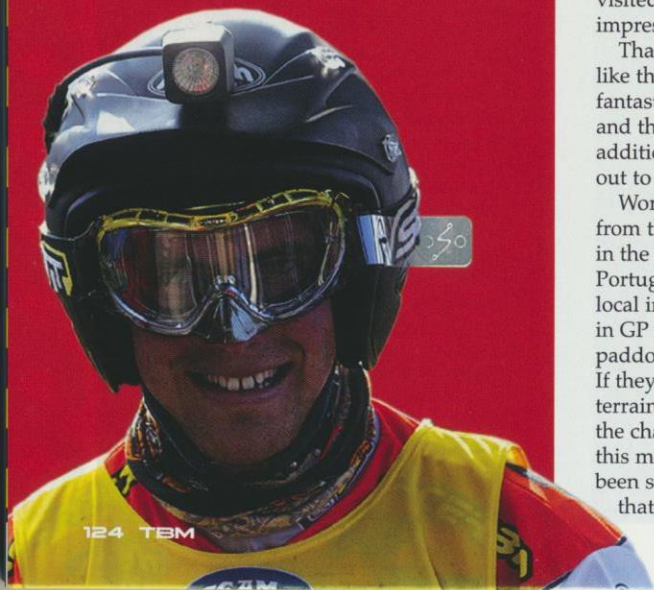
DAY TWO: CHAMPIONSHIP CLASS OVERALL

1	DAVID KNIGHT	(KTM)	2428.87
2	PAUL EDMONDSON	(HONDA)	2545.49
3	JAKE STAPLETON	(TM)	2569.52
4	EUAN MCCONNELL	(TM)	2632.77
5	SI WAKELY	(HONDA)	2637.79
6	ED JONES	(KTM)	2662.3
7	JASON THOMAS	(HONDA)	2662.75
8	ANDREW EDWARDS	(KTM)	2708.08
9	RICHARD HAY	(KTM)	2708.79
10	RICKY MAIR	(HUSQVARNA)	2724.17

KNIGHT

Knighter gets stuck in...

SPEED



I'll be honest, I haven't always fully understood the reasoning behind some of the changes made to the World Enduro Championship (WEC) by Alain Blanchard - the guy appointed by the FIM two years ago to make the WEC a more easily understandable, professional, and spectator-friendly sport. But after competing in the second round of the British Enduro Championship, the Grampian MCC run Lossiemouth Enduro, I can now see just how important it is to improve certain aspects of our game.

The second round of the BEC was on the whole, a cracking event. It had two of the best special tests of any event that I've ridden and some really enjoyable, and challenging checks (because of the tight times). Remembering the fact that it was the first time the club have ever run a round of the British championship the event was excellent. Albeit with one exception - the paddock.

Because when I arrived on the Thursday before the race I felt like turning around and heading home. With rain falling heavily, and having driven six hours from the boat, being greeted by what looked like a freshly ploughed field certainly wasn't what I wanted to see. Like so many other riders I was unsure as to what the

'KTM is much more focussed on winning the WEC than getting a good result at the NZ Six Days...'

event would be like due to the BEC not having visited Scotland for so many years. My first impression was one of disappointment.

Thankfully the race turned out to be nothing like the paddock. The Grampian club did a fantastic job of running their first BEC event and the Lossiemouth Enduro was a worthy addition to the British championship - turning out to be one of the best events I've ever ridden.

World Championship events typically start from the centre of provincial towns, especially in the southern European countries like Spain, Portugal and Italy, which has always meant that local interest in the races is high. Now, just as in GP motocross, the rules dictate that WEC paddocks have to be set on 'hard-standing'. If they don't, no matter how good the available terrain is, the club doesn't get to host a round of the championship. It's as simple as that. While this means that certain traditional events have been squeezed out of the calendar, it has meant that vehicles and people are always able to get

into and out of the paddock without problems. More importantly, the series looks a lot more professional to those outside of our sport. Even if the heavens do open, then the paddocks don't get washed away.

In Scotland the paddock was an unwelcoming place. With the event run on the Easter Bank Holiday, lots of people travelled north planning on making the most of the long weekend. Personally, I can't think of a worse place to spend four days couped up in a caravan than the swamp that was the Lossiemouth paddock. I know that the club certainly didn't plan for it to be that way, but the conditions made me realise that if the BEC is to improve, then clubs hosting events need to think seriously about the parking areas they provide. I know it's almost impossible to find the perfect start/finish area (along with all the other things the club has to think about), but to prevent excellent events like the Lossiemouth being overshadowed by their facilities, clubs need to think seriously about the details.

And if the profile of the BEC is to be raised like the WEC has been, then the start/finish areas need to be considered as carefully as where the special tests are laid out. If that sounds a bit drastic, remember that if the BEC is to be taken seriously by those outside our sport (in order to attract sponsorship which would help clubs finance events), then good paddocks are essential. If nothing else a pleasant paddock means that bringing girlfriends, wives and children is a lot more enjoyable. Rant over...

Anyway, with the exception of the second round of the BEC and the opening round of the GB Hare Scramble Series, the past month has been a relatively quiet one for me. With all the build-up to the opening round of the world championship behind me, the gap before the second and third rounds in Portugal and Spain in early May, means that some of the pre-season nerves have started to return. I know that might sound a little stupid having won the first round of the series, but let's just say that I'm keen to get the championship started again. Once it does I know that I'll feel a lot more settled.



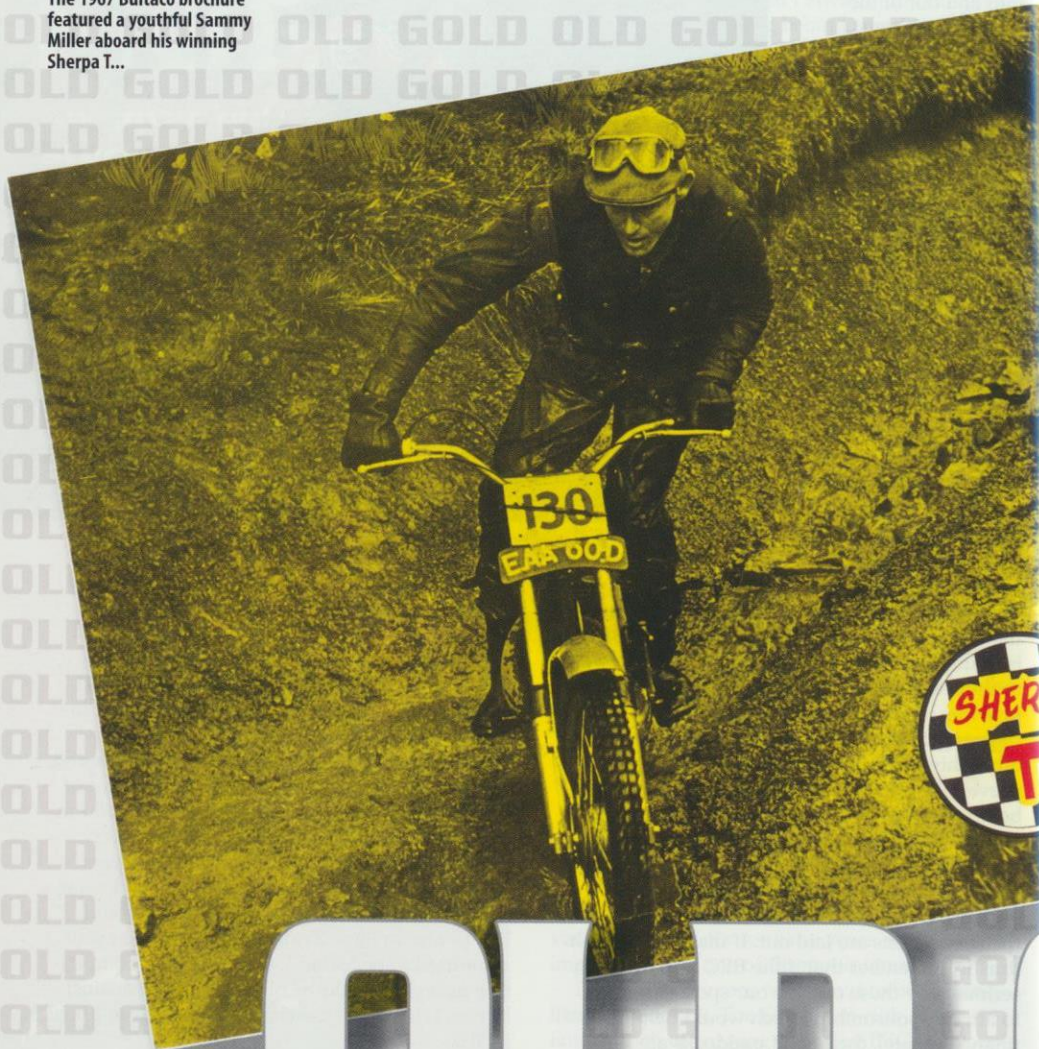
In the coming month or so I have a few important decisions to make regarding my racing. One of which is whether I compete in this year's ISDE or not. This year the Six Days in New Zealand clashes with the Endurocross in Las Vegas. Over the years I have supported the British team effort, and enjoy competing in the ISDE but it has always cost me money.

This year will cost me too. Though flights and hotels will be paid for, there will still be a lot of additional costs that have to be covered and I'm not sure whether I'm prepared to cover them myself any more. Also, having won the event outright last season, I feel I have achieved what I set out to do in the event. That said I would like to race in New Zealand and with the event rumoured to be Stefan Everts' last ever competitive outing it would be nice to compete against him as I didn't get the chance to do that in Brazil in 2003.

But it's looking increasingly likely that I won't race in NZ and will travel to Las Vegas instead. Bearing in mind that racing bikes is what I do for a living, if I win there I can earn \$10,000 for winning a ten minutes race. It's that or spend three or four grand of my own money racing in New Zealand.

With KTM much more focussed on winning the WEC than getting a good result at the Six Days, the decision comes down to me. It's not an easy one I know, but one I'll have to make shortly. In the meantime I'm concentrating on trying to win the next two rounds of the world championship before heading over to Austria and the Erzberg to try and win it again like I did last season. Wish me luck...

The 1967 Bultaco brochure featured a youthful Sammy Miller aboard his winning Sherpa T...



BULTACO



The revolutionary Sherpa T became the blueprint for Bultaco's trials machines for the next few years...

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Montándola se en-
cuentran las relacio-
nes de cambio preci-
sas para cada ocasión...
Conducirla se des-
cubre la suavidad de
su manejo y la preci-
sión de su dirección...
Es natural. Ha sido
pensada para satisfacer
las exigencias de un
verdadero campeón*

OLD GOLD

The 250cc Bultaco Sherpa Ts of 1965-71 revolutionised the sport of trials. Not just by winning, but also because of the way the later bikes were sold - in kit form. As the brochures of the time reveal...

When Sammy Miller won the SSDT trial in 1965 for Bultaco (having won the previous year on his legendary Ariel 500), it was the first ever win in this prestigious event by a foreign machine - and a two-stroke at that. Sammy had signed for Bultaco at the end of the 1964 trials season and won the Scottish on his experimental four-speed bike but with development taking place at a rapid pace, by August 1967 the new five-speed bike came to the UK and was rushed into dealers' showrooms. The five-speed Sherpa T had arrived.

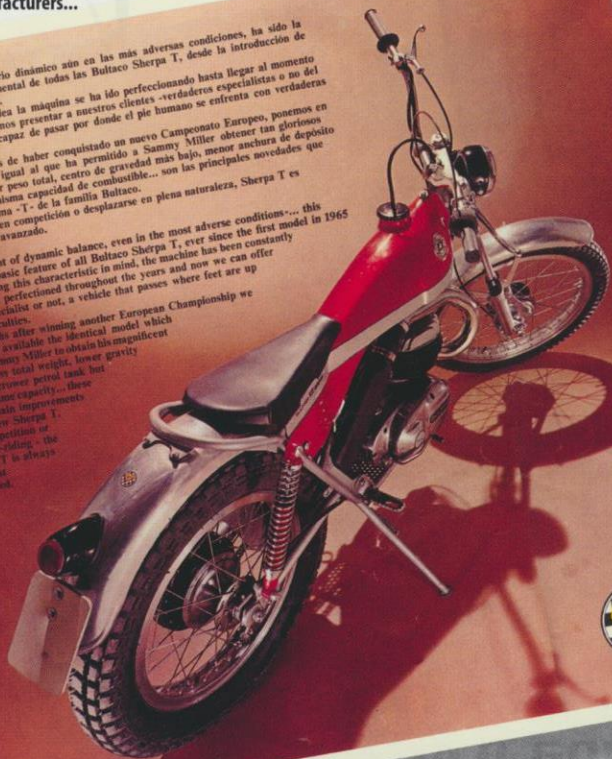
WORDS & BROCHURES: JOHN HULME

The stunning looks of the 'KIT' Campeon Professional enabled Bultaco to stay one step ahead of the opposition in the face of increasing competition from other manufacturers...

El placer del equilibrio dinámico aún en las más adversas condiciones, ha sido la característica fundamental de todas las Bultaco Sherpa T, desde la introducción de este modelo en 1965. Alrededor de esta idea la máquina se ha ido perfeccionando hasta llegar al momento actual en que podemos presentar a nuestros clientes -verdaderos especialistas o no del trial- un vehículo capaz de pasar por donde el pie humano se enfrenta con verdaderas dificultades. A los pocos meses de haber conquistado un nuevo Campeonato Europeo, ponemos en venta un modelo igual al que ha permitido a Sammy Miller obtener tan gloriosos resultados. Menor peso total, centro de gravedad más bajo, menor anchura de depósito conservando la última "T" de la familia Bultaco. Para intervenir en competición o desplazarse en plena naturaleza, Sherpa T es siempre lo más avanzado.

The enjoyment of dynamic balance, even in the most adverse conditions... this describes the basic feature of all Bultaco Sherpa T, ever since the first model in 1965. Always keeping this characteristic in mind, the machine has been constantly improved and perfected throughout the years and now we can offer you, (total specialists or not, a vehicle that passes where feet are up against difficulties.

A few months after winning another European Championship we are making available the identical model which enabled Sammy Miller to obtain his magnificent results. Low total weight, lower gravity centre, narrower petrol tank but with the same capacity... these are the main improvements on the new Sherpa T. For competition or pleasure riding, the Sherpa T is always the most advanced.



OLD GOLD



The new five-speed gearbox featured three low gears for the sections together with a taller fourth and fifth designed for the moors and road riding - as many trials still featured a lot of road work to link the sections. With a new frame utilising smaller-section tubing on the frame rails and a newly recessed swing-arm spindle, the new bike also achieved a lower seat height but more ground clearance. With spring-loaded folding footrests and new lighter wheel rims this bike formed the basis of future Bultaco triallers for the next few years. Miller also insisted on Girling rear shock absorbers and Amal carburettors being fitted for the UK market as they were far superior to the Spanish IRZ carburettor and Betor rear shocks. At the time the Bultacos were being imported from Spain by the famous Rickman brothers, Don and Derek, but the Rickmans



BULTACO

were becoming more and more involved with their own range of trials and off-road machines, and after lengthy discussions they suggested to Bultaco in Spain that they find a new importer.

The Rickman brothers sold their entire concession to the directors of Comerfords Motorcycles in London. This was the beginning of an enduring relationship which lasted right up until the end of Bultaco and gave them many sporting successes including SSDT and world championship wins.

An 'artist's impression' of the 'KIT Campeon Professional', a kit which enabled existing Sherpa T owners to easily update their older machines...

OLD GOLD

During the late Sixties the Bultaco brand became incredibly popular with approximately 4,700 Sherpa Ts sold, and development continued with minor changes such as slimmer engine casings and a new five-port barrel. But by the turn of the decade with other bike builders getting in on the act developing ever smaller, lighter and narrower models, the Bultaco's old-fashioned petrol tank and wide seat was hindering sales. Something had to be done to keep them competitive.

With many machines already built and ready to sell, Bultaco took the difficult decision to modify the EXISTING stock of Sherpa Ts and introduce a new slim-line machine fitted with a special kit they called the 'KIT Campeon Professional'. The kit consisted of a new one-piece glass-fibre red and silver petrol tank and seat (incorporating the air-filter assembly), a new exhaust and silencer which required minor modifications to be made to the bike, but which once fully assembled resulted in a much narrower, better handling (1.3kg

lighter) machine which proved a big hit with the general public thanks to its stunning new looks.

But the biggest advantage of the 'KIT' was that instead of making customers buy a whole new bike, anyone owning one of the older five-speed Bultacos could easily update their machine by purchasing the new kit and fitting it themselves. Importing bikes into the UK in kit form had the added advantage of circumventing taxes levied at the time (on fully-built machines) which made them cheaper still - a bit of a win-win situation.

And with new Bultaco signing Malcolm Rathmell winning the 1970 British Experts Trials Championship (with a broken wrist) whilst riding a prototype of this machine (albeit with a two-piece seat and tank) it was a superb launching pad for the new bike.

In fact the new machine achieved many wins in the hands of the new breed of young trials riders who were emerging at the

time, including the Lampkin brothers Alan and Martin (Doug's dad)...



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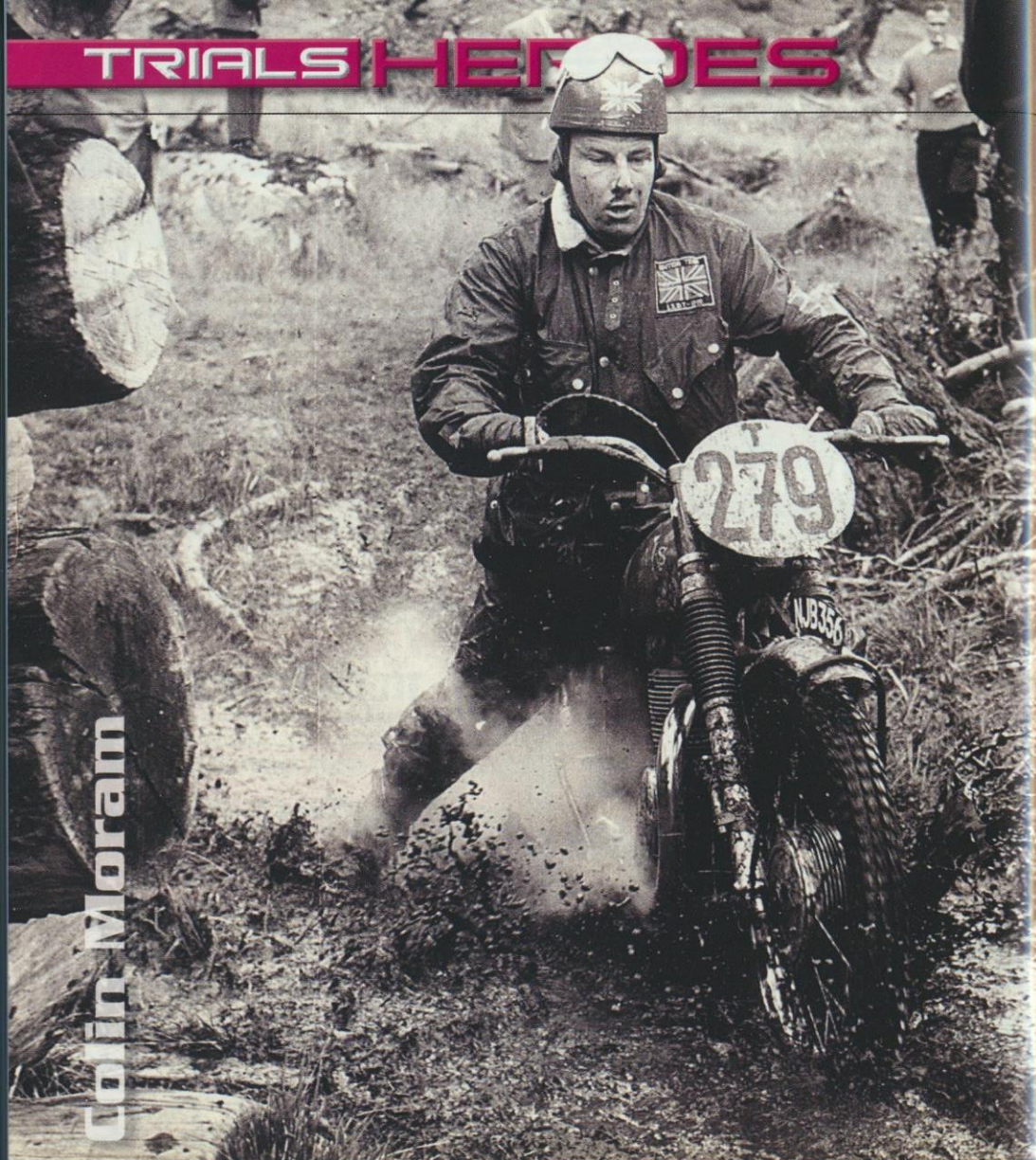
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What's the Story?

colin Moram



The name Colin Moram may not be too familiar to the average off-roader, but the Slough motorcycle dealer has probably made a greater contribution to motorcycle sport than many other far more well known folk.

Following National Service in the Army at the comparatively late age of 24, during which time he served with and rode against many of the great names in our sport including Jeff Smith and Peter Stirland, Colin joined the ACU via

the traditional route of club official - culminating (many years later) in him heading up the ACU Technical Committee and eventually chairing the FIM Technical Committee.

And whilst the technical side of things may not be the most exciting aspect of our sport, it can often result in far-reaching decisions affecting everybody right down to club level.

'Somebody has to make considered recommendations that are fair and likely to

be accepted by all the manufacturers' Colin says. 'it may not be glamorous or newsworthy, but it's part of the behind-the-scenes work that has to be negotiated.'

And despite a 20-year involvement, Colin is still concerned with the FIM through his ACU connections, with the design of crash helmets currently undergoing much scrutiny.

'Helmets are integral to our sport, and there are some beautiful designs and finishes on the market, particularly those made in China. However, whilst they all meet current safety specifications, those regulations are well out of date. We're working with the car people to strengthen the specifications as we believe that a lot more fatal accidents can be avoided with the correct development.'

For Colin, a lifetime in the sport as a dealer, rider and official has given him the sort of experience few can emulate. In his time he's been a trials rider, a scrambler (in the days before motocross), a road racer and an enduro rider.

'I've never ridden speedway, but I gained my knowledge of that side of the sport when we sponsored the late Simon Wigg.'

'I worked with the speedway factories homologating their bikes for the sport and was also heavily involved with the homologation of the Norton Wankel engine for road racing.

Although it was the Army that began Colin's career, he already knew about bikes through his father's business, Sid Moram Motorcycles

on Wexham Road Corner in Slough. A shop that exists to this day as a main Honda dealer.

His enduro career also came via the forces when he rode as a member of the British Trophy team in four ISDTs between 1956 and 1960.

A mix of medals and retirements due to machine breakages was the final result, but those experiences together with many years behind the handlebars of trials and scrambles bikes

have stood him in good stead for many years.

'I even did a Clubman TT back in 1956. I had to do some circuit races before they would let me loose round the Mountain Circuit, and though I only did the one TT, I finished 17th on a 350 Gold Star BSA at 76mph - and the thing would only do an indicated 105mph flat out downhill... with valve bounce.'

When Colin's father Sid passed away, Colin ran the business with other directors for many years and even ventured into off-road for a while via Windsor Comp Shop, managed by Pete Webb. But when the Eighties recession hit, that was closed down and Pete now runs

the main Slough business. 'I still turn up two or three days a week, wield a broom and do the odd MoT to keep my hand in and learn about the new bikes', admits Colin.

So, a quiet man of our sport; perhaps not very well known or familiar to many. But nevertheless one who has made a major contribution over the years, and for that alone he deserves recognition...

'I finished 17th on a 350 Gold Star BSA, the thing would only do an indicated 105mph flat out downhill... with valve bounce...'



FREE CLASSIFIEDS BIKES

Kawasaki KMX200, 1990, T&T, 15000 miles, well maintained, new rear tyre/wheelbearings/pads/c+s, DEP silencer, indicators, manual, reliable, £850 ono. Tel 02380 667524 (Hants)
Honda XR400R, 2000, X-reg, T&T, 12000km, new tyres, mainly used on-road, £2000 ono. Tel (mobile) 07808 060455 or 01509 502976 (Leics)

Husqvarna TE410, 2000, T&T, 8500km, Renthals, bashplate, barkbusters, good tyres, green lane use, some spares available, £1995. Tel 07718 511640 (Camps)

KTM 525EXC, 2004, taxed, one owner, rad/handguards, bashplate, mousthes, clutchesaver, maintained regardless of cost, exc cond, £3200. Tel 07989 588665 (Lancs)

Beta RR450, 2005 model, 2006 plastics/decals, only done five events, exc cond, new SM wheels also available, £3500. Tel 07733 326759 (Yorks)

Husaberg F650E, July 2002, low miles, race and standard systems, hand/sumpguards, as new tyres, some extras, off-road wheels, nice clean bike, £2650. Tel 07957 355285 (Herts)

KTM Duke II, five months old, only 400 miles, big saving on list price, genuine sale, £4500. Tel 01206 845667 (Essex)

Yamaha WR250F, 2004 spec, road reg'd, absolutely brand new and unused, as delivered from showroom in January, extras, change of plans, £3400. Tel 01780 720035 (Rutland)

Honda CRM250 mklIII, nut and bolt rebuild inc suspension and clutch, stored for four years, Renthals, DEP, 'guards, TRF green lane use, immaculate cond. Tel 07748 374333 (Cheshire)

Suzuki DR350, J-reg, T&T, one owner, only 3000 miles, lots of spares included, exc cond, £1600 ono. Tel 01611 211 1843
Gas Gas EC200, 02-reg, road legal, T&T, £1795 ono. Tel Andy on 07970 961398 (Essex)

KTM 200E65, T&T, autolube, TAG bars, Acerbis 'guards, manual, spares inc plastics, trail use only, vgc, £1500 ono. Tel (mobile) 07742 571000 or 01446 781593 (S Wales)

Yamaha XT350, 1991, red/white, T&T, 15000 miles, well maintained, vgc, family life forces sale, £1300 ono. Tel (mobile) 07736 816595 or 01282 813401 (Lancs)

Honda Transalp 600, 1996, green, 37000 miles, T&T, well maintained, chain-oiler, braided hoses, selling to upgrade to new bike, £1200 ono. Tel 02380 741779 (Hants)

Yamaha WR/YZ250 2T, road reg'd, T&T, rear shock just serviced, frameguards, twinwalls, good cond for year, £1650 ono. Tel 07775 598336 (Wilts)

Yamaha TTR250, 700 road miles from new hence as new cond, £2950. Tel 01323 761566 (Sussex)

Suzuki DR-Z400E, 2005 model, road legal, 1500 miles, FMF exhaust, Renthals, not used off-road, exc cond, £3300. Tel 01773 512238 (Derbys)

KTM 640 Adventure, 1999, T&T, two owners, recent fork seal/battery, brakes need TLC, not mint but cheap, £1550. Tel 01663 747640 (Derbys)

Honda XR600R, 2000, W-reg, two sets of wheels - SM and off-road, little used, needs a service and MoT, £2000 ono. Tel 01246 203168 (Derbys)

Gas Gas EC400FSE, 2002, too much to list, loads spent, ring for details, £1700. Tel (mobile) 07980 969203 or 01922 865616 (W Mids)

Honda XL125R, 1984, red, 9800 miles, clean and tidy cond, ideal for trail or road use, selling due to new bike, £550 ono. Tel 01398 331355 (Devon)

Honda CRF250X, June '04, little use, sumpguard, new tyres, exc cond, may swap for two-stroke in same cond or sell for £3000 no offers. Tel 01234 714173 (Bucks)

KTM 400EXC, July '05, owned from new, 62hours/1500 miles, meticulously maintained, many extras, exc cond, £3800. Tel 01305 266403 (Dorset)

Suzuki DR-Z400E, 2001, Y-reg, T&T, some extras, little use, £1895 ono. Tel 07710 085928 (Staffs)

Honda XR650, 2001, low miles, Talons/Excels, carbon exhaust, good cond, £2100. Tel 0113 259 0763 (W Yorks)

KTM 520EXC, 2003, new everything - tank, plastics etc, Arrow system, totally mint, must be seen, £3400.

Tel (mobile) 07801 629880 or 01255 431651 (Essex)

Husqvarna WRE125, 2000, T&T, recent rebuild, Renthals, handguards, good cond, £1400. Tel 07749 651456 (Surrey)

Husqvarna TE610, 2000, rattle on engine hence spares or repair, £1000 ono. Tel 07766 408181 (Cheshire)

Yamaha TTR250, 2005, six months old, 200 miles, road use only, great four-stroke trailie, new house forces reluctant sale, £2395 ono. Tel 01452 859591 (Gloucs)

KTM 125EXC, '05, road reg'd, very little use from new, handguards, clutchesaver, immaculate cond, £2800 ono. Tel 01491 641994 (Oxon)

Honda XR400, 2003, one owner, 2000km, CRD system, Mikuni pumper carb, Grittys, not ridden for over a year, £2800 ono. Tel 07836 294260 or 07092 294260 (Herts)

Yamaha WR200R, 1994, T&T, ready to trail / race, mint cond, can email photos, £1300 ono. Tel 01670 522994 (Northumberland)

Yamaha TTR250, 1993, road reg'd, T&T, 10800km, recent c+s/tyres, good cond, £1195 ono. Tel 07753 844950 (Notts)

Honda CRM250 AR, 1999, T&T, DEP system plus standard, sumpguard, new CDI, uprated reg/rec, wave discs, mature owner, vgc, superb. Tel 020 8224 6797 (Surrey)

Husqvarna TE410, Y-reg, 5000km, been used in supermoto form, includes wheels/tyres and everything to convert to off-road. £2250. Tel 01768 772551 (Cumbria)

Honda Africa Twin, 2001, red/white/blue, T&T, centrestand, top box, Scottolier, crashbars, tall screen, Remus plus original exhausts, vgc, £3500. Tel 020 8224 6797 (Surrey)

Honda XR250R, T&T, low miles, new tyres/c+s, bashplate, frameguards, manual and receipts for servicing, £2200 ono. Tel 07718 887499 (W Yorks)

Gas Gas EC200, 2003, road reg'd, not used for 4 months, engine rebuild, vgc, £2295 ovno. Tel Mark 07974 284369 (D'set)

Gas Gas EC250, 2001, well maintained, raced last year as sportsman, new fork seals/sprockets etc, great cond and totally reliable, can email photos, £1550 ono. Tel 07905 833210 (Surrey)

KTM 250EXC 2T, 2005 model, first reg'd March '05, 65 hours' use, maintained to a very high standard, vgc, £3150 ono. Tel 07971 315462 (Herts)

KTM 400EXC, 2006 model, road reg'd, 700 miles/35 hours, Alphadot, new tyres, Acerbis handguards, extras, spares, excellent cond, £4500. Tel (mobile) 07949 294624 or 020 8542 6562

Honda XR400, 2003, T&T, 2000 miles, indicators, immaculate cond, £2795. Tel (mobile) 07950 987994 or 02380 1510558 (Hants)

Honda XR650L, 2005 model, elec start, brand new, unregistered, imported from US, selling off part of private collection, £3850 ovno. Tel 01506 834503 (W Lothian)

KTM 6255XC, 05-reg, taxed, 2000 miles, Red Bull sticker kit, used as toy only, exc cond, can deliver, £3700. Tel 07739 102724 (Wilts)

Honda XR125L, 54-reg, unwanted present hence only 12 miles, exc cond, can deliver for price of petrol, £1750. Tel 07739 102724 (Wilts)

Honda XR250S, 1995, T&T, elec start, good mechanical order, good c+s/tyres etc, £1250 ono. Tel 01628 474777 (Bucks)

KTM 640 Adventure, 2005, 2000 miles, Akrapovic silencer, headlamp protector, GPS bracket, Touratech pannier frame, sidestand, as new, £5100. Tel 01322 864388 (Kent)

Suzuki DR-Z400E, 02-reg, T&T, FMF Powerbomb header, Q-pipe, Trailtech, bashplate, frameguards, Renthals, handguards, Pro Racing road legal lighting kit, mint cond, £2200. Tel 07764 933062 (Lancs)

Suzuki DR-Z400E, 51-reg, MoT, Renthals, handguards, bashplate, spare plastics, cover, £1900. Tel 01453 835451 (Gloucs)

Yamaha XT660X, 55-reg, taxed, just over 1000 miles, still under warranty, mint cond, £4200 ono. Tel 01946 729559 (C'bria)

KTM 300EXC, 2005, 53 hours' green lane use, new chain, sumpguard, black rims, exc cond, £3500 ono. Tel 01554 749981 (Carmarthen)

Yamaha TTR250R, 04-reg, taxed, only 1200 miles, lowering link, light green lane/country road use by OAP, £2350. Tel 01274 494446 (W Yorks)

Yamaha WR426F, 2001, T&T, Fatbars, main dealer maintained, good cond, £1950 ono. Tel (mobile) 07748 158525 01438 816308 (Herts)

Yamaha TTR250 Raid, 1994, T&T, low mileage, new tyres,

£1350. Tel 01782 396784 (Staffs)

KTM 525EXC, Dec 2003, owned from new, only has 36.5hrs verifiable use, green laning, hence immaculate cond, £3250 ono. Tel 01235 535695 (Oxon)

Honda CRM250 mklIII, 1995, Boyesens, DEP system, new front wheel/caliper etc, needs cosmetic tidy but mechanically excellent, £1250 trailer/gear also available. Tel (mobile) 07799 057330 or 01902 341583 (W Mids)

Yamaha TTR250 Raid, 1994, T&T, elec start, new tyres, complete engine rebuild 18 months ago, good cond, £1000 ono. Tel (mobile) 07850 354202 or 01508 578149 (Norfolk)

Suzuki DR-Z400E, 2001, X-reg, yellow, road legal, taxed, very low mileage, second owner, unused for two years, FMF pipe, vgc, £2500. Tel (mobile) 07710 187358 or 01634 379479 (Kent)

Honda XR400R, 2000 model, 4400 miles, T&T, Renthals, Gadget bashplate, Acerbis disc/frameguards, vgc, all original parts included, £2300 ono. Tel (mobile) 07917 326573 or 01664 568913 (Leics)

Yamaha WR400F, 2000 model, great bike, well maintained, oil changed regularly, full FMF pipe plus standard, some spares, £1700 ono. Tel Jay on 07733 324345 (Hants)

Gas Gas EC300, 2000, road reg'd, little use, new plastics / seat/c+s/tyre, DEP silencer, £1600 ono. Tel 01268 781113 (Essex)

Honda XR650R, 52-reg, T&T, 7000km, light road/green lane use, vgc, £2550 ono. Tel 07979 736893 (Norfolk)

Honda CRF250X, 2004 model, 55-reg, new in Oct '05, done 200 miles plus the Snow Run, sump/handguards, Bills pipe plus standard, speedo, brake lights, £3000. Tel 01823 365917 (S'set)

Sherco 290 trials bike, 2003 model, new in '04, some spares, exc cond, lack of time forces sale, £1750 ono can deliver. Tel 01455 273942 (Leics)

Husqvarna 5M630R Eddy Seel replica, raced once, some spares, perfect cond, £7750. Tel 07958 974352 (Kent)

Suzuki DR-Z400S, 2004, yellow, 6000 mostly road miles, Datatagged, Renthals, barkbusters, LED rear light, set of original tyres, vgc, £2650. Tel (mobile) 07733 442708 or 01491 577303 (Ox)

Yamaha WR200, 1995, field use only, recent piston/rings, new clutch plates, well maintained, good cond, £995 ovno. Tel 01663 719565 (Stockport)

Yamaha WR250F, 2004, frameguards, Renthals, totally standard, exc cond, £2600 ovno. Tel 01935 426345 (Somerset)

KTM 450EXC, 2004, rad/hand/sumpguards, clutch saver, fan, green lane use, manuals etc, exc cond, £3500 ono. Tel 07774 700643 (W Mids)

Yamaha TTR600, 1999, S-reg, low miles, usual extras, vgc, phone for details, £1500 ono. Tel 07747 812183 (Norfolk)

Husaberg FE400, 2001, maintained regardless of cost, ideal green laner, good cond, £2000 ono. Tel 07748 485697 (Lancs)

BMW F650, 1998 model, S-reg, 19500 miles, heated grips, tinted screen, new front tyre, flawless, looks and rides perfect, £1600. Tel (mobile) 07773 326698 or 02920 867015 (S Wales)

KTM 450EXC, 2005, 54-reg, hand/sumpguards, clutchesaver, green lane use only, exc cond, £3750. Tel 01326 564709 (Cornwall)

Yamaha DT175MX, 1979, engine completely rebuilt, very good original cond, reluctant sale, phone for more info, £800 ono. Tel 01978 842489 (Wales)

Yamaha Serow, 1992, T&T, 10000 miles, Renthals, rack, barkbusters, vgc, £990 ono or swap for 125 trail bike. Tel 01332 758768 (Derbys)

Gas Gas EC300, 2002 model, 03-reg, T&T, Acerbis brushguards, DEP silencer, Trailtech computer, well maintained, exc cond, priced to sell at £1850. Tel 01926 888348 (Warks)

Yamaha WR250F, new in Jan '06, taxed, 360km, handguards, fenderbag, ridden twice only, mint cond, £3395. Tel (mobile) 07899 998306 or 01234 330493 (Beds)

BMW F650GS Dakar, 54-reg, low miles, FBMWWSH, BMW warranty remaining, heated grips, topbox, road use only, immaculate, £4300. Tel Rob on 02920 693768 (S Wales)

Beta Alp 200, 2003, blue, taxed, 1400 km, sensible modifications, footrests, WES silencer, Renthals, mature owner, £1900. Tel 01633 856750 (S Wales)

Kawasaki KDX220, 2003, 03-reg, only 64 miles, never used off-road, c/v new spares package, mint cond, £2750 ono. Tel (mobile) 07785 110650 or 01732 367110 (Kent)

Kawasaki KLX300, 2000, road legal, full FMF Powercore pipe, hand/sumpguards, new rear tyre/cam chain/service, some spares, vgc, £1900. Tel (mobile) 07813 649535 or 01495 760121 (Wales)

Honda XR400R, Sep' 2001, 7500 miles, full factory road kit, standard, limited green lane use, Renthals, good tyres, vgc, £1950. Tel 01235 770065 (Oxon)

KTM 200EXC, 2004 model, handguards, new c+s/pads/tyre, mint cond, £2600 ono. Tel 07896 214758 (Derbys)

Beta Alp 200, T&T, 2300 miles, one owner, elec start, new pads/c+s/battery, nice light four-stroke trail bike, £1800 ono. Tel 07801 344962 (Hants)

Gas Gas 280XT Pro, 2002, no-vice use only, lighting kit, good clean bike, £1100 ono. Tel 07966 002914 (Tyne & Wear)

Honda CRF250X, 2004, road reg'd, trail use only, very little use, usual extras, serviced by TRM, can deliver, £3100 ono. Tel 07966 002914 (Tyne & Wear)

KTM 200EXC(G5), 2002, road reg'd, autolube, Renthals, recent sprockets/fork seals, manual, spares, service history, excellent standard example, £2200. Tel (mobile) 07788 415414 or 01328 830095 (Norfolk)

KTM 450EXC, 2004, one owner, hand/sumpguards, steering damper, tool kit, manual, £2995 or pass exchange for 2004/05 300cc 2T. Tel 01603 754679 (Norfolk)

Suzuki DR-Z400E, 2004, Thumper 440 kit from new, only 600 miles, green lane use only, immaculate, £2800 ono. Tel (mobile) 07973 189170 or 02392 263055 (Hants)

Honda XLV600 Transalp, E-reg, white, T&T, gold rims, nice bike, runs well, £695. Tel 01302 859857 (S Yorks)

Suzuki DR-Z400E, 2004, one owner, unregistered, CRD system, frame/sumpguards, Fatbars, good cond, injury forces sale. Tel 01628 635151 (Berks)

Kawasaki KLX300, 2000, road reg'd but no T&T, 5000 miles, standard bike, new tyres, good cond, £1250. Tel 01206 845567 (Essex)

Yamaha TTR280, 1998, MoT, big-bore kit, 30mm Mikuni carb, oil cooler, bashplate, Renthals, reliable green laner, clothing available, £1450 ono. Tel 01905 425550 (Worcs)

Kawasaki KX250, 2000, needs new crank seals but otherwise good reliable bike, consider swap for Gas Gas or Montesa trials bike. Tel (mobile) 07908 665758 or 01294 558877 (Ayrshire)

Honda CRM250 mkl, 1989, F-reg, 16000km, currently SORN, not used for four years, lots of receipts, superb cond, £1000 no offers. Tel 01403 741307 (W Sussex)

Triumph Tiger 900, 1996, N-reg, Caspian blue, T&T, owned last five years, very good original cond, £1800. Tel 01527 500796 (Worcs)

Husqvarna WR125, 2005 model, taxed, road legal, exc cond, ready to race, £2595. Tel (mobile) 07887 557910 or 01628 629254 (Berks)

KTM 250EXC 2T, 2006, very few miles, 300 miles/ten hours green laning, bought Sept' 05, Datatag, exc cond, like new, £4150. Tel 07790 462112 (Essex)

Honda XR400R, 2002 model, 1900km, full factory road kit, used for Clubman racing, not immaculate but completely sound and reliable, £2150 ono. Tel 01603 438076 (Norfolk)

Suzuki DR-Z400E, 2004, road reg'd, only 600 genuine miles, one owner, many extras, unused since Dec' 04, exc cond, £2450. Tel (mobile) 07976 256589 or 02920 832592 (S Wales)

KTM 450EXC, 2003, T&T, approx 45 hours' use, new MX tyres, recent fork seals, spare plastics, regularly serviced, green lane/light H&H use by novice, ready to go, £2650 ono or p/x Gas Gas EC300/Honda CRF450X. Tel (mobile) 07876 790369 or 01789 751643 (Warks)

Suzuki DR350 5EX, 1999, V-reg, black, T&T, stripped of road parts for green lane and light H&H use, good starter bike, regularly maintained, £1300 ono. Tel 01789 751643 (Warks)

Suzuki DR-Z400E, reg'd 2002, T&T, FMF Powerbomb and Q-pipe, ProRacing kit, hand/frameguards, bashplate, mint cond, £2200. Tel 07764 933062 (Lancs)

Honda CRF250X, 2005, road reg'd, black Talon wheels, FMF Q2 pipe, Powerbomb header, jetted, airbox mod, wave discs, loads of spares included, £3650 ono. Tel (mobile) 07747 174757 or 01302 873723 (Lincs)

Yamaha WR250F, 2003, nice very well maintained bike, only one enduro, Ego Barkbusters, Ikon fuel cap, alloy fasteners, £2800. Tel 07702 370436 (N Ireland)

Yamaha TTR250, 2000, blue, only 335km, new Michelins, bag an as new bike for £2300. Tel (mobile) 07973 478959 or 01403 268527 (W Sussex)

Honda XR400, 2003, 3200km, IMS tank plus standard, CRD bashplate, Mikuni pumper carb, Renthals etc, set up for long distance, very clean, standard parts included, ring for details,

FREE CLASSIFIEDS

£2600. Tel 01457 834359 (Manchester)
Suzuki DR-Z400E, 2002, T&T, low miles, CRD system, bashplate, frameguards, Renthals, Acerbis bark busters, vgc, £2175 ono. Tel 01202 460508 (Dorset)
KTM 450EXC, 2003, only 1800 miles, new plastics/tyres/rear pads, complete with roadkit, exc cond, £2750 ono. Tel (mobile) 07976 255393 or 0114 287 4683 (S Yorks)
Husaberg FE450 enduro, road reg'd, taxed, only 31 hours' use, lots of Acerbis extras, bargain price, £2500. Tel (mobile) 07738 306571 or 0191 581 0109 (Tyne & Wear)
Yamaha WR250Z 2T, 1998, T&T, third owner, original discs/kickstart/exhaust, sought after enduro bike in exc cond, £1750. Tel 01761 452606 (Bristol)
Gas Gas EC300, fully road legal, needs new rear tyre for MoT, good cond, £2100 ono. Tel 01233 660508 (Kent)
Suzuki DR-Z400E, 2000, T&T, 3000 miles, green lane use only, Renthals, well looked after, good cond, £1850 ono. Tel 07884 438879 (Essex)
Honda CRF230, 04-reg, taxed, vgc, need space for competition bike, £2100. Tel 07989 337871 (Devon)
CCM 6040S, 2002 model, trail and SM wheels, £2300 ono. Tel (days) 07985 979994 or (eves) 01544 370639 (Powys)
Yamaha TTR250 Raid, 1994, MoT, 6000 miles, elec start, road tyres, exc cond, £1295. Tel 01244 528994 (Flintshire)
CCM 6040S, 2001, X-reg, 628 miles, mint cond, £2495 ono. Tel (mobile) 07810 502669 or 01978 855177 (Wrexham)
Honda XR250RE, 1985, rebuilt shock, regularly maintained, trail use only for last five years, workshop manual, good cond, offers over £600. Tel 01747 870736 (Wilts)
KTM 450EXC, 2003, T&T, well maintained, very little use, exc cond, £3000. Tel (mobile) 07748 305923 or 01865 772037 (Oxon)
Honda XR250R, 2003, T&T, only 3700km, two owners, full history, all documentation, mostly road use, unmodified, exc cond, £2300 ono. Tel 01582 452694 (Beds)
Honda XR400R, V-reg, white, T&T, green lane use only, new tyres/steering head bearings/discs, hand/sumpguards, well maintained, fantastic cond, £1800 ono. Tel 07977 416433 (Chesh)
Honda CRM250 mkII, H-reg, T&T, 18400km, DEP pipe, hand/sumpguards, well maintained and in vgc, £1250. Tel 01865 770291 (Oxon)
Suzuki DR350, 1992, J-reg, T&T, Acerbis tank/handguards, bashplate, good tyres, recent service, £1275. Tel 07909 614817 (Bucks)
Triumph Tiger Cub trials, road reg'd/legal, square barrel, Boyer ignition, full Sammy Miller spec, very tidy bike, £1900. Tel 01978 261279 (Wrexham)
Honda XR250R, 1991, white, T&T, 15000km, Acerbis and Renthals parts, some spares, good clean bike, £1000. Tel 01353 721791 (Camps)
Suzuki DR-Z400E, 2002, 52-reg, yellow, no T&T, green lane use, good cond, £2100. Tel (mobile) 07778 333344 or 01594 820333
Kawasaki KDX220R, 2002, new in June '04, FMF system, new green plastics/graphics, gripper seat cover, Boyesen reeds, Renthals, Acerbis handguards, mint, £2300. Tel 01380 729982 (Wilts)
KTM 525MXC, 2003, road reg'd, T&T, 2000 miles, green lane use only, good cond, £2750. Tel (mobile) 07989 190314 or 01384 895107 (W Mids)
Suzuki DR350 enduro, 1990, 1 no T&T, same owner nine years, TRF use only, Supertrapp pipe, some spares, £799. Tel 0191 549 4573 (Co Durham)
Honda XR600, 1993, T&T, 630 big-bore kit, USD forks, WP shock, good cond, £1525 ono. Tel 01978 842489 (Wales)
KTM 250EXC 4T, 2002, 1600 miles, MoT, new c+s/plastics, handguards, fork rebuilt, serviced, green lane only, vgc. Tel (mobile) 07836 799066 or 01428 607656 (Surrey)
KTM 450EXC, 2003, 03-reg, T&T, 96 hours' use, usual extras, vgc, not enough time to ride, £2850. Tel Chris on 07791 504718 (Cumbria)
Yamaha TT600R, 2000, V-reg, 20L tank plus standard, standard plus race cans, two sets of wheels/tyres, rack, toolbox, new c+s, £1750 ono. Tel 01795 664838 (Kent)
KTM 125EXC, 1999 model, 2000 reg, good runner, well maintained, box of spares, reliable, vgc, £1350. Tel (mobile) 07801 715631 or 01245 265609 (Essex)
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Honda XR250, 1994, new c+s, Answer silencer, some spares, good original cond, £1200 ono. Tel (mobile) 07962 031384 or 0161 339 8859 (Cheshire)
Yamaha WR450F, 03-reg, T&T, 1400km, CRD, Acerbis, DEP, Renthals, wave discs, One Ind graphics, just had dealer service, exc cond, £2795. Tel 07834 485320 (Essex)
Yamaha XT225 Serow, 1986, D-reg, white/green, MoT, 18000km, only £595 ono. Tel 0116 237 5274 (Leics)
KTM 525MXC, 2003, T&T, 13L tank, cooling fan, barkbusters, sumpguard, green lane only, £2550. Tel (mobile) 07989 190314 or 01384 895107 (W Mids)
KTM 525EXC, 2004, 54-reg, light trail use only, bashplate, handguards, exc cond, lxxx time forces sale, £3750. Tel (mobile) 07745 937648 or 01768 352549 (Cumbria)
Hongdou GY125, 2005, red, road legal, 22 miles, elec start, disc brakes, great starter trail bike, £750 ono. Tel 07979 918043
Husaberg FE450, 54-reg, 100 hours' use, new tyres, just serviced by Berg dealer, loads of extras, first to see will buy, £3500 ono. Tel 01904 608836 (York)
Honda CRM250 AR, R-reg, T&T, DEP exhaust plus original, barkbusters, spares, vgc, £2000 ovno. Tel 01653 693277 (N Yorks)
Suzuki DR350S, 1996, 4200 miles, MoT, 1 owner, green lane use, £1250. Tel (mobile) 07733 307446 or 01242 678777 (Gloucs)
Honda XR600R, new in '03, full overland kit, black Excels, White Bros system, too many goodies to list, £2100. Tel 01625 668966 (Cheshire)
KTM 450EXC, 2003, 03-reg, little used, clutch saver, handguards, recent c+s, green lane use only, very clean, £3350. Tel (mobile) 07860 716868 or 01206 391585 (Essex)
Honda XR250R, Jan '02, T&T, exc cond reflects its 1800 miles, paddock/minor trails only, new tyres/chain, £2250. Tel 01400 273426 (Lincs)
Yamaha TTR250 Raid, 1994, SORN, not used off-road, good cond, sitting in garage not being used, £1200. Tel 01454 774350 (Bristol)
Honda XR250R, 2004, UK bike 4000km road and very light off-road, new c+s, Renthals, barkbusters, vgc, £2295 ono. Tel (mobile) 07855 902546 or 01761 433815 (Avon)
Suzuki DR-Z400S, 2000, Y-reg, black/silver, T&T, 8000 miles gentle green lane, use, some extras/spares, giving up off-road, £1950 ovno. Tel Steve on 07817 401471 (Surrey)
Yamaha WR250F, 2005, only eight months old, only 900 miles, frameguards, Renthals, Acerbis handguards, vgc, £2695. Tel 01202 460508 (Dorset)
KTM 200EXC(GS), 2000, X-reg, regularly serviced, FMF front pipe, new c+s, vgc, £1800 ono. Tel 07979 990274 (N Yorks)
Yamaha WR450F, 53-reg, Twinwalls, Remus pipe, sumpguard etc, Wex graphics, standard pipe plus other bits, A1 cond, injury forces very reluctant sale, £3100. Tel (mobile) 07786 726432 (Dorset)

WANTED

Wanted Kawasaki KDX220, must be road legal and in excellent condition, good money paid for a good bike. Tel (mobile) 07759 412908 or 01980 624151 (Wilts)
Wanted Hein Gericke HG Tuareg Rallye goretex pants, 32in waist, 33in leg, in good cond. Tel 01905 422798 (Worcs)
Wanted trials bike, 250cc minimum, must be road reg'd, hydraulic clutch preferred but anything considered, £1000ish, 100 mile radius of Leicester. Tel 01455 273942 (Leics)
Wanted Suzuki PE250T-X owners manual, 1980-81. Also any bits and pieces considered, WHY. Tel Martin (eves) on 01798 861856 (W Sussex)
Wanted rear wheel for Honda XR250, Yorkshire area, cash waiting. Tel 07718 887499 (W Yorks)
Wanted Yamaha XT225, must be in good cond. Tel 01633 272249 (Gwent)
Wanted rally bashplate for XR400, with water tank/tool box. Also KTM rear tanks and fuel pump. Tel 01229 580631 (Cumbria)
Wanted front wheel for Honda CRF250X, must be straight and with all spokes, with or w/o tyre.

Tel 07981 791263 (W Yorks)
Wanted larger tank for 2000 Yamaha Belgarda TTR600, would prefer white Acerbis or WHY. Also road legal exhaust. Tel 07970 189977 (Lincs)
Wanted tank for XRV650. Tel (mobile) 07962 836170 or 020 8390 0496 (Surrey)
Wanted complete head for 1991 Suzuki DR350, cash waiting, prefer postage unless in Cornwall. Tel 01209 610631 (Cornwall)
Wanted Honda XL or XR, for road and off-road use, price range depends on what's available at the time. Tel 07886 057188 (E Sussex)
Wanted rear wheel for Honda CRF250X. Tel (mobile) 07734 049889 or 01784 245956 (Middx)
Wanted large fuel tank, bash plate, and any overland gear for 2003 XR650. Tel (mobile) 07711 042838 or 01457 835980 (Lincs)
Wanted supermoto wheels to fit Suzuki DR-Z400, preferably Kent area. Tel (mobile) 07704 648159 or 01959 564682 (Kent)
Wanted sumpguard/bashplate for Yamaha TT250R. Tel 0161 799 1885 (Manchester)
Wanted Kawasaki KIX250 twin-shock parts, spares, plastics, aftermarket parts or anything to suit KIX 250A1/A2/B1 1979-1981 air-cooled twin-shock. Tel (mobile) 07940 018601 or 01425 277638 (Dorset)
Wanted Honda XR500, complete bike or just engine, not looking for a two grand minter - want a resto project. Also XL350 engine, cheap 'n' cheerful. Tel (mobile) 07876 790369 or 01789 751643 (Warks)
Wanted rear caliper and hanger for Honda CR500, or one that will fit. Tel Had on 07747 822204 (Kent)
Wanted Yamaha DT125, 1987-96, please call with full details/price, cash waiting, will collect. Tel 01793 644724 (Wilts)
Wanted exhaust for Kawasaki KDX220. Tel (mobile) 07880 874817 or 0114 287 8198 (S Yorks)

SPARES

Budget brake upgrade or SM conversion, Nissin CBR600 twin-pot caliper with recent pistons/seals/EBC HH pads, a few scuffs, braided hose, Brembo master cylinder, 320mm floating disc 6-bolt Honda CR fitment, £85 plus courier. Tel James at TBM on 020 8840 4760 (London)
Rare workshop manuals, genuine 1989 KDX200, KTM 250 enduro 1987, £8.99. Yamaha DT175 1978, 1975, £3.99. Tel 01285 720921 (Gloucs)
Yamaha TT350 parts, wheels, forks, rear shock, lots of bits. Honda CRM mkI swingarm plus linkage, offers. Tel 07859 374047 (Staffs)
Issues of TBM, 32-120, all mint but missing, 33, 35, 42, 44, 45, 52 and 117. Tel Dave on 07859 374047 (Staffs)
Complete collection of TBMs, issues 1-127, pristine cond, highest offer secures. Tel (mobile) 07716 227200 or 0191 422 1698 (Tyne & Wear)
Akrapovic Ti silencers to fit KTM 950 Adventure, exc cond, £325. Tel 07947 585551 (N Yorks)
Copies of MCN and TMX, from March '92 to March '06, exc cond, highest offer secures. Tel (mobile) 07716 227200 or 0191 422 1698 (Tyne & Wear)
Talon/Excel supermoto wheels to fit KTM, gold/silver, inc caliper spacer, sprocket, disc, tyres and fender, used twice, cost £1450, accept £750. Tel 01237 427033 or 01237 472481 (Devon)
Cylinder head for 2001 KTM 125SX, may fit other models though not sure, in exc cond, £40 ono or may p/x for other SX parts to fit '01 model. Tel (mobile) 07931 640551 or 01367 820688 (Oxon)
Dave Cooper bike rack, suitable for cars or vans, silver, few scratches and chips, no dents or damage, £40. Tel (mobile) 07770 704345 or 01992 890420 (Essex)
Full bike of Kawasaki KMX125 spares, for parts, descriptions and prices, please phone. Tel Jim on 07784 033970 (Cumbria)
Parts for KTM 640 Adventure, Ti Akrapovic silencer, sidestand, GPS bracket, Touratech pannier frame, headlamp cover, all immaculate. Tel 01322 864388 (Kent)

Back issues of TBM, 88-116 inclusive, plus 44, 51, 57, 77, 79, 81, 82, 119-121, 125, all good cond, £40 plus p&p. Tel 01322 520853 (Kent)
Back issues of Supermoto Magazine, 1-15 inclusive, plus 17-20, 22, all good cond, £20 plus p&p. Tel 01322 520853 (Kent)
AGV off-road helmet, size large, silver, £40. Sidi off-road boots, size 43, black/red, £40. Predator stainless system for XT600E, £195. Tel 01772 423709 (Lancs)
KTM 13L tank, and new seat to suit, £120. Tel 07774 700643 (W Mids)
Graphics kit for Honda CRM250R, blue/green for white bike, as original design, nine pieces inc Honda badges, fits mkI/II models, £35 inc postage. Tel 01276 32931 (Surrey)
KTM 13L fuel tank, fits 2003/04 400/450EXC, minor marks only, £130. Tel 01985 213946 (Wilts)
Talon/Excel supermoto wheels to fit KTM, gold/silver, tyres, wave disc, fender, caliper bracket, cushdrive, c+s, used twice, £700 ono. Tel 01237 472481 (Devon)
Parts for Yamaha XT600E, Acerbis 23L tank, white, £100 ono. Rear rack, vgc, £35 ono. HD sumpguard, vgc, £40 ono. Tel 01827 708740 (Staffs)
Acerbis 14L tank to fit 1998-2003 WR400F, includes sidepanels and Yamaha of Troy graphics, cost £246, accept £120. Tel 07976 322042 (Derbys)
Complete set of TBMs, issue one to present, all in good straight condition, will not separate, £75 collect from Norfolk or will post. Tel (mobile) 07789 562473 or 01953 861140 (Norfolk)
Parts for 2002 KTM 520EXC, subframe, airbox, sidepanels, rear fender, light and seat, £60. Tel (mobile) 07813 986502 or 01795 873766 (Kent)
Supermoto wheels fit 2003 KTM 450, complete with Pirelli Dragon tyres/Brembo caliper bracket and SM fender, exc cond, £480. Tel (mobile) 07976 255393 or 0114 287 4683 (S Yorks)
Yellow plastics for CCM 604, both fenders, sidepanels, new, £40. Tel 01928 788342 (Cheshire)
Talon wheels to fit Gas Gas, gold hubs, blue rims, wave discs, sprocket, tyres, as new, £400 ono. Also new discs and sprocket for same, £50 plus postage. Tel 01928 788342 (Cheshire)
Supermoto wheels to fit Gas Gas, gold Talon hubs, black rims, no tyres/discs, as new, £300. Tel 01928 788342 (Chesh)
Wheels to fit Honda CRF-X, from 2005 bike, mint cond, £180 inc delivery. Tel 07768 465539 (Worcs)
Issues of TBM, 15-115, 100 issues in nine binders, £90 inc delivery. Tel 07768 465539 (Worcs)
Gadget bashplate to fit 2000-03 KTM 250-525EXC Racing, unused, £40. Tel (mobile) 07793 515461 or 01736 788200 (Cornwall)
Breaking Suzuki DR650RS, all chassis parts, 1994 reg'd V5, crank, cases and carb. Also tank for Honda XR125. Tel 07814 452437 (W Mids)
Issues of TBM, 48-128, £1 each plus postage. Twelve part-worn trials and trail tyres, offers. Tel 01745 822701 (Conwy)
FMF O-pipe and Powerbomb header to fit Honda CRF250, good cond, £225. Tel (mobile) 07739 954073 or 01626 854392 (Devon)
Kids MX boots, Oxstar black/silver, size 3, £50. Alpinestars, white, size 2, £40. Wulfsport, black, size 1, £30. Tel (mobile) 07739 954073 or 01626 854392 (Devon)
Replacement starter motors for Yamaha TTR250, genuine parts for all models, phone for details. Tel 01624 626378 (IoM)

STOLEN

Stolen Yamaha WR250F, 2004 model, in full road trim but unregistered, zero miles on the odometer, frame no JYACG16W 000009657, engine no G333E014019, stolen the weekend of the 24 March, crime report number 2510866/06, reward offered. Tel 07985 803517 (W London)
Stolen Yamaha WR250F, reg WU06 YHS, Alphasport security, stolen from Aylesbury, Bucks on 10 April. Tel 07816 937997 (Bucks)
Stolen KTM 450EXC, reg CN55 GXJ, frame no VBKR-CA4094M383142, engine 459474985, all standard, stolen from Caerphilly on 10 April by two people in 55-reg white Renault Master. Any info contact john.bailey9@iscali.co.uk.

