

this changes everything

DUAL **COMPOUND** **KEVLAR** **GRIPS**
REINFORCED

Renthal has developed a special KEVLAR® reinforced grip, with all the properties you would expect from a Renthal grip plus the added LIFE EXTENDING properties of KEVLAR®

This revolutionary material lasts three times as long as our regular soft material

The softest material Renthal has ever produced

Softer, tackier and longer lasting. The best of the best

The base material is reinforced with millions of randomly aligned KEVLAR® fibers. As the grip is used more, these fibers are exposed so the percentage of KEVLAR® at the grip surface increases. The longer life of the grip allows us to use a very supple matrix material



TRAILBIKE



BUM WRAP

PACK THE PERFECT BUMBAG...

SUPER TROOPER

KTM 950 SUPER ENDURO

£££-STRETCHER!

EXCLUSIVE FIRST TEST OF NEW BUDGET GASSER



LADY MUCK: Alaska by Serow

Plus | GPS • CRM250R • ITALJET • WEC • SSDT

JUN'06 £3.20 130





"The Peak Districts Number 1 guided tour experience lead from the Horseshoe Inn at Longor. Call your guide/Landlord Corbo on M:07855 053558 - T:01298 83262"

- The Best Graded Trails
- Professional Guides
- First Class Food & Accommodation
- Specialised Shop and Riders Mess
- Plus your Tour on DVD.

TRAILTOURSRUS
Greenaring it's our Business

Or visit our website:
www.trailtoursrus.com

Husqvarna

Spring Madness!!

With winter now behind us its time to get out and ride more and what better way than on a Husqvarna? All of the 06 model enduro bikes are now available at stunning prices, meaning you can now save upto £800 off of an 06 model TE and still get the famous Husqvarna 2 year warranty.

Updated significantly for 2006, the Husqvarna enduro range offers a bike for everyone from the championship winning WR125 to the awe inspiring TE510 and includes the 'best in class' TE250. Now theres no excuses..

Ride Husqvarna. Play Different.



Photo courtesy Jonny Edmunds

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 Performance	Wirksworth	Derbyshire	0844 545 0428
Albion Motorcycles Ltd	Exeter	Devon	0844 545 0392
Mr Scooter	Bournemouth	Dorset	0844 545 0416
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
QB Motorcycles Ltd	Brierley Hill	West Midlands	0844 545 0420
Bike Tech	Southwick	Wiltshire	0844 545 0396
NTB Racing	York	Yorkshire - North	0844 545 0440
Cobb & Jagger Ltd	ShIPLEY	Yorkshire - West	0844 545 0398
The Off Road Action Shop	Brynmarwr	Gwent	0844 545 0431
ATV Adventure Xtreme Ltd	Glasgow	Scotland	0844 545 0394
Tom Adamson Motorcycles	Elgin	Scotland	0844 545 0432
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
HM Motorcycles	Dundalk	Ireland	00353 429 338811



WR125
NOW JUST £4149.00



WR250
NOW JUST £4399.00



TE250
NOW £4799.00
SAVE £700!



TE450
NOW £4899.00
SAVE £700!



TE510
NOW £4999.00
SAVE £800!

www.husqvarna-moto.co.uk

Play Different

Two's Company...



It wasn't exactly the start to the season I was hoping for - getting run over at the second round of the series. But hey... it was my turn, cos my team-mate in this two-man series had already been T-boned the week before by some loser whose throttle had 'stuck open'.

Dangerous place, East Anglia...

I wish every region was like the Eastern Centre and put on a two-man championship. Because aside from the obvious risks of being mistaken for road-kill, two-man enduros are actually bloody good fun.

The format works like this. You find a friendly team-mate and then both sign up for a two x two-hour event.

Sharing a single timecard (and a single bike if you wish), each rider has just 30min out on the course before he has to pit and hand the timecard over to his team-mate who then heads out for his own 30min session. Penalised (one-sixth of a lap) for each minute you're late over your allotted 30min,

the crucial difference with a normal time-card event is that you don't 'carry' your penalty. In other words if you are say three minutes late at the end of a session, then that eats into your riding partner's time and he/she has to try and fit their laps into a slightly shorter time period.

Of course if your three minutes of over-time makes them six minutes late, then your team now has six minutes worth of penalties and effectively loses a lap. And so it's important to try and clock in on time.

All the courses are fairly short (between three and five miles long) so that they take between five and seven minutes to complete a lap, and thus the racing tends to be fast and furious.

So why should every centre have a two-man championship? Well it's a friendly and fairly easy way of getting into racing. You can share a bike (if you wish) with a mate who doesn't own one (or if one of your team's bikes breaks down during the day, you can still continue racing using just one machine).

On top of that it doesn't require a lot of land, and the fact that there are only ever half the bikes out on the course at any one time means fewer ruts and less noise than with a conventional hare & hounds event.

But the biggest and best reason of all is that you get to ride (and share your experiences) as part of a team. That means you're trying your hardest for the team, and consequently having fun as part of a team.

And if your team-mate has a problem then you can take over the riding (providing you still clock in at the appropriate times). And in a sport which is by its very nature a 'singular' experience, this is virtually unheard of.

And I like this idea of sharing the experiences with my team-mate. Because that means next time we go racing... it's his turn to get hurt!

SI MELBER



6 PERSPECTIVE

Images capturing the essence of dirtbiking...

10 NEWS

All the latest from the world of dirtbikes...

16 DEALS ON WHEELS

Where to find the best deals on new wheels...

18 Moving Images

Everybody loves a good poster...

20 WORLDS APART

We look at what makes WEC bikes so special...

34 LETTERS

The word from the street (and the net) is...

42 TALKING DIRTY

Chris is getting forgetful in his old age...

44 COMPLETELY RUTTED

Mark Williams contemplates his dirtbiking future...

46 THE PATMAN

The Patman finds himself optically challenged...

50 SUPER TROOPER

Hold on tight, it's KTM's new 950 Super Enduro R...

62 BUM WRAP

How to pack the perfect bum bag...

68 CHEAPISH THRILLS

Gas Gas' new no-frills machine, the EC200 Hobby...

80 THE ROAD TO KNOW WHERE - PART 2

The top GPS units tested...

88 LOIS ON THE LOOSE - Part 1

Lois Pryce goes Trans-America on a Serow...

98 TRICK BITS

More gadgets and gizmos for your gratification...

100 PLAIN & SIMPLE

Got a problem (with your bike)? Plainer's your man...

102 STAFF BIKES

The latest on Mel's Husky TE250...

104 STAFF BIKES

And the latest on Si's KTM 125EXC too...

106 ACCESS ALL AREAS

A new series looking at practice tracks...

108 WORLD ENDURO CHAMPIONSHIP

Round 2 from Guimaraes in Portugal

114 WORLD ENDURO CHAMPIONSHIP

Round 3 from Gernika in Spain

120 KNIGHT SPEED

Knighter sounds off about riders, er... sounding off!

122 OLD GOLD

Remember those green Italjets from the early Eighties?

126 SSDT

The Scottish Six Day Trial...

132 WHAT'S THE STORY

Four times British Sidecar Trials Champ, Alan Morewood...

Edited & produced by: **Si Melber**
 Deputy Editor: **James Barnicoat**
 News Editor: **Mel Falconer**
 Contributors: **Mark Williams, Chris Evans, Jonty Edmunds, David Knight, Mike Rapley, Steve Plain, Lois Pryce, Richard Bott, Patman, John Hulme**
 Designed by: **Andy Riley**

ISSN 1359-0324

TBM

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

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

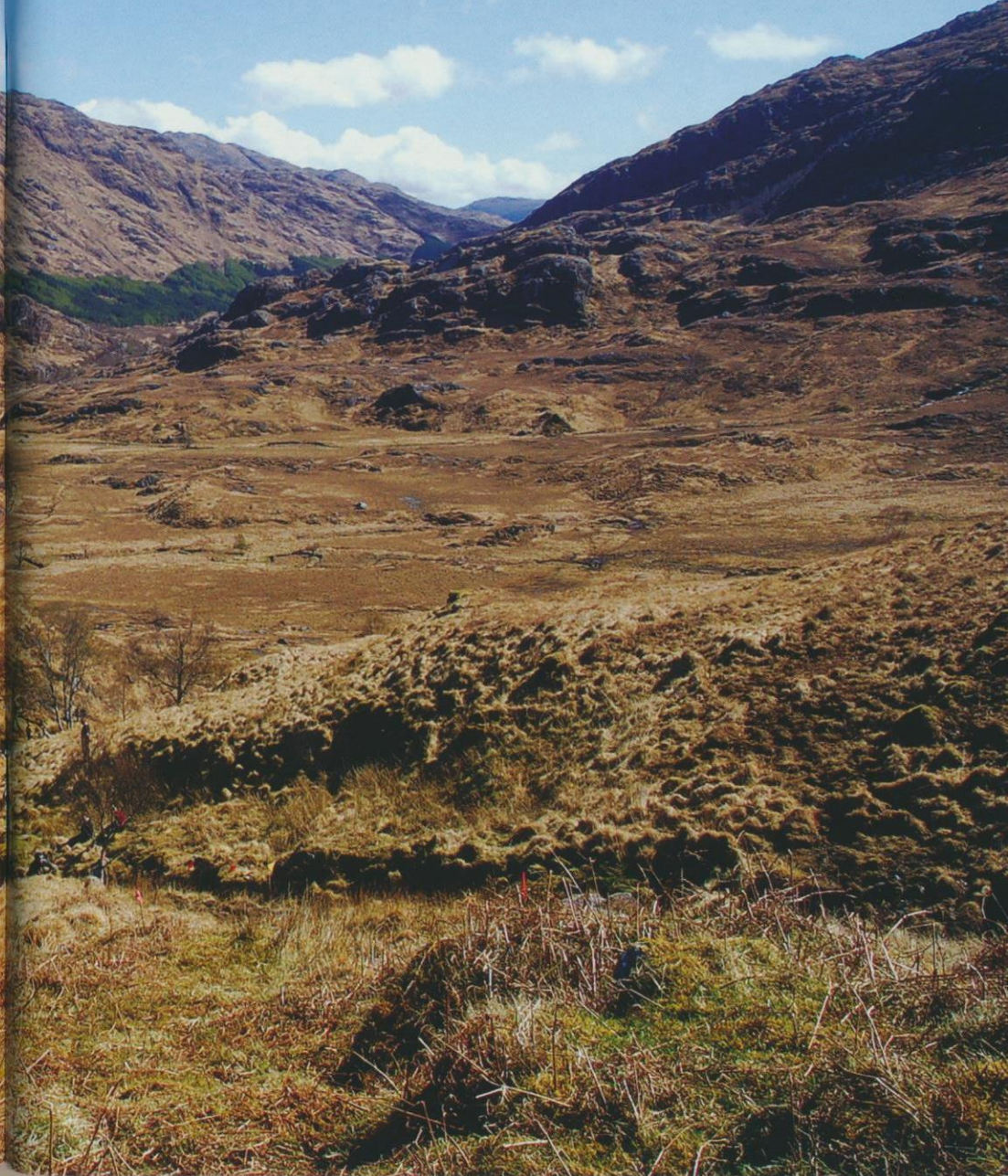
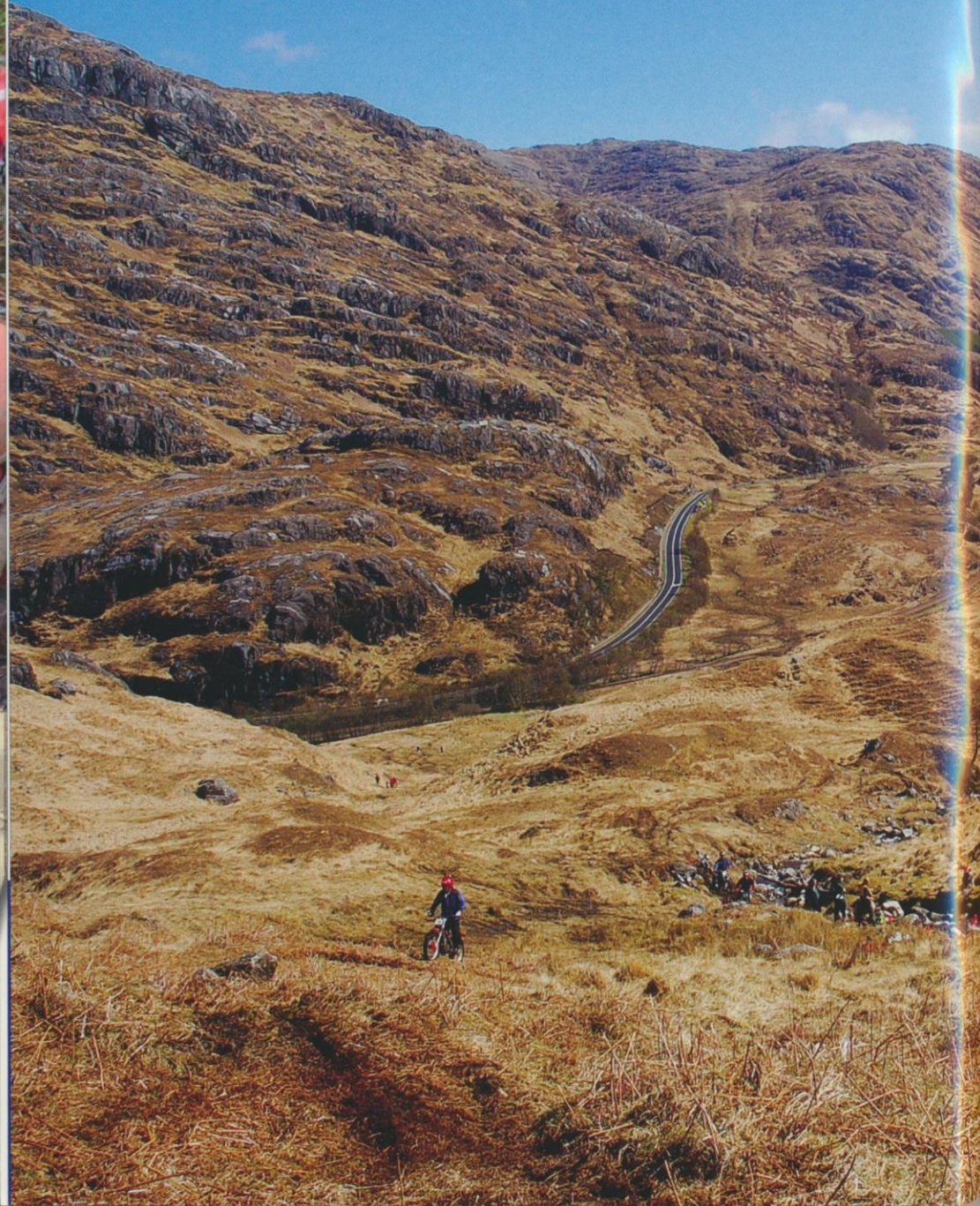
TBM is published on or around the first week of every month by Extreme Publishing Ltd, registered in England & Wales.

Company No: 3051747. All rights reserved.

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

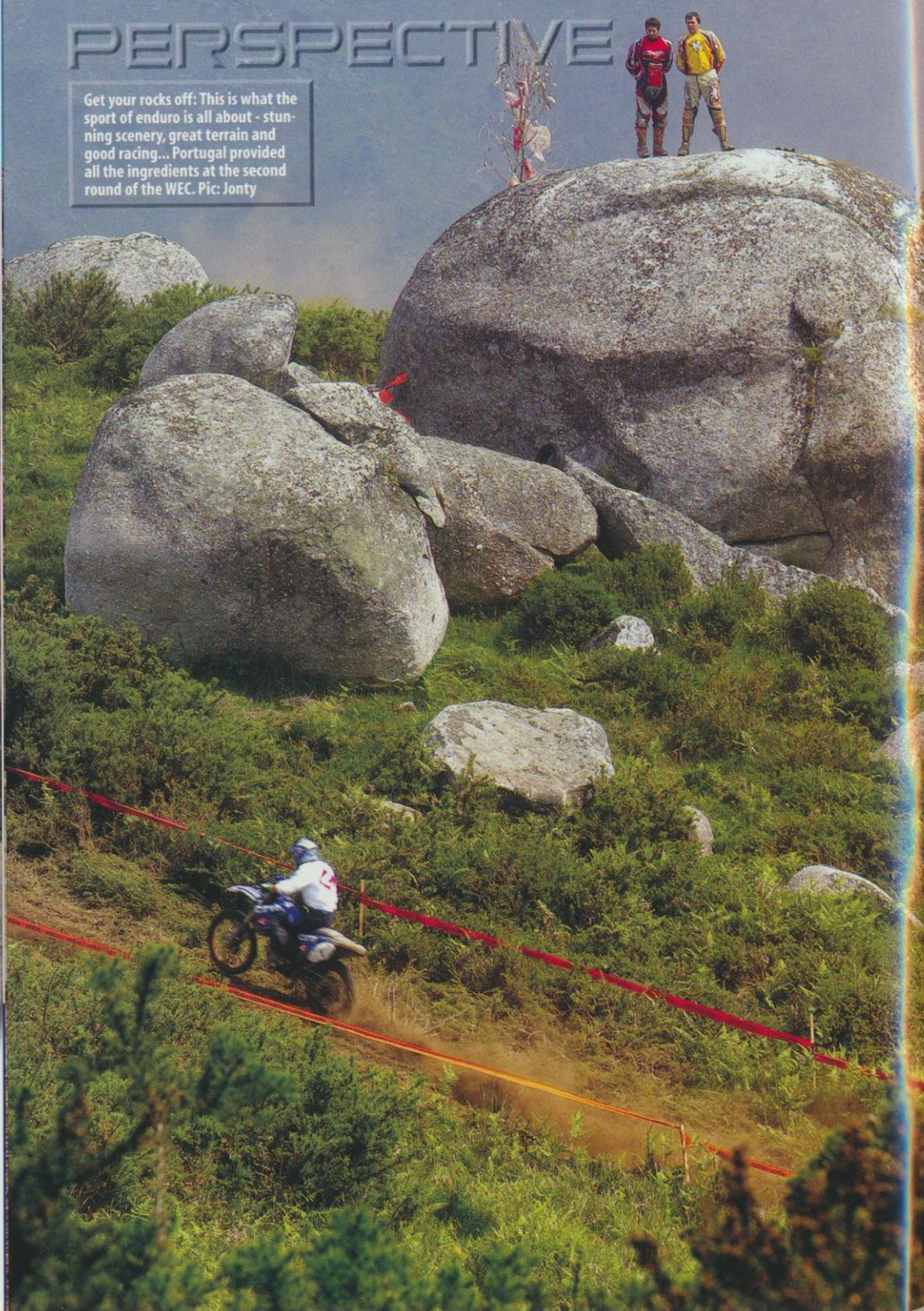
PERSPECTIVE

Scotland... famous for midges, monsters, and (deep-fried) Mars Bars. And also home to the world's best trials event - the SSDT. On a clear day there's no better place in the world. Pic: Eric Kitchen



PERSPECTIVE

Get your rocks off: This is what the sport of enduro is all about - stunning scenery, great terrain and good racing... Portugal provided all the ingredients at the second round of the WEC. Pic: Jonty



NEW Carole Nash Off Road Policy!

30973



Carole Nash more

comes as standard
new off road policy
0800 630 0036

- ✓ Motocross bikes & quads covered
- ✓ Instant fire & theft cover from £99
- ✓ Up to £250 replacement tool cover
- ✓ Cover available for children's bikes & quads
- ✓ Discounts available for fitted security devices



bike insurance



car insurance



travel insurance



home insurance

When it comes to insurance, nobody offers more

Monday - Friday 8.30am - 6.30pm Saturday 9am - 5pm www.carolenash.com

Car and home insurance currently not available in Northern Ireland. Off Road insurance currently not available in Ireland.

Calls may be recorded. Authorised and regulated by the Financial Services Authority.

GAS ATTACK!



Ahh, that's better: All '07 Gassers get pert new rear ends...

should help improve performance at low revs on the two-stroke models. There's also new plastics and graphics plus (to aid brand recognition), the entire range will now be available in just one uniform colour - red.

Adding to the existing two-stroke line-up is the brand-new EC200 Hobby, a budget version of the clubman favourite (see our report starting on page 68). In addition to the smart new rear end, Gas

Gone at last is the antiquated rear end, replaced with a completely new one-piece tail section and rear light - virtually identical to the current KTM design! The absence of exposed wiring underneath the rear fender also adds to the sleek new looks.

Other improvements across the range include a stronger square-section aluminum sub-frame, Dzus-type quick release seat fastener (similar to a Husky), new rear Ohlins shock, revised front suspension settings and air filters secured with a KTM-style QD system. Revised power valves

Believe it or not the 2007 Gas Gas enduro range is here... well, almost. The pre-production models were showcased at the Barcelona MotOh! Show at the end of May, and it looks like some serious updating has been going on at the re-invigorated Spanish factory.



Gas's 450 thumper has also seen revisions and now features a new stiffer, narrower chassis plus revised geometry, and has been renamed the FSR450. Other changes include a bigger capacity fuel tank and a longer, slimmer seat.

All '07 models will be available from September onwards, but if you can't wait until then, perhaps the new EC250/300 Racing models will tempt you.

These 'Factory' versions of the standard bikes all have Ohlins 'race setting' front and rear suspension fitted, racing CDI, MX ignition, a 40mm shorter 'race' exhaust, Messico front pipe, revised wiring loom, a black swingarm, smaller rear light/mudguard and a 'Racing Team' sticker kit.

The spares kit includes a Vertex piston, gasket kit, air filter, 49T rear sprocket and plain rear disc, and the RRP is £5117.32 - contact your nearest Gas Gas dealer for details.

Trials bikes will come with stylish black frames...



FRANTIC FANTIC!

Fantic are back - yes, that's right, the small Italian based concern have a new UK importer - Fantic UK Ltd - bringing in a new range of 50cc motorcycles, including standard and competition versions of both trailie and SM machines.

The pint-sized Fantic Caballero 'Casa' trailie will be six-speed, with a chro-moly steel frame, polished alloy rims, Braking Wave 260mm front / 220mm rear discs, 40mm Marzocchi front forks, Sachs rear shock, 8.5L tank and a 1395mm wheelbase.

The competition model will feature a hand-made exhaust, floating Braking Wave 260mm front disc, anodised black rims, Ti-nitrided 'Zocchi forks, competition engine kit, Michelin Comp III tyres and a 5mm longer wheelbase. Both versions have a claimed 940mm seat height and weigh in at a claimed 88kg.

Approximate price for the Casa is £2700, with the competition model around £3250, and both are expected to be on sale late summertime.

But that's not all - Fantic also intend on making a 125 trailbike, with an Oct/Nov production timeframe, and a trials range (50/80/125) is also expected some time next year...



FLIGHT OF THE NAVIGATOR...

...Well, almost. The Navigation Challenge weekend (7-9 July) takes place in Cornwall and you can hone your navigation skills and even win a prize for your efforts.

The £245 price includes two nights hotel accommodation, one night camping, van back-up (inc luggage transfer), maps, evening meals, full English breakfasts, plus Sunday night dinner and prize giving.

Check out navigationchallenge.co.uk for further details.



SNIPPETS

PROTECTION MONEY

One of the biggest motorcycle insurers in the UK is now offering a dedicated off-road bike policy.



Carole Nash's new standalone policy will cost from just £99 annually and offer fire and theft cover for off-road bikes, including children's models.

It'll protect your pride and joy at home, both on a professionally organised racetrack or practice ground, or whilst in transit, with up to £250 worth of replacement tools also insured.

Discounts will also be offered if bikes are fitted with insurance-approved security devices, such as Datag and heavy duty locks and chains. For more info or to get a quote, call 0800 298 5500.

GO RIDE

Lancashire based Cowm Quarry practice track is now running mid-week Hare & Hounds sessions (3pm-dusk) over a five-mile course, which is suitable for both novice / experienced riders.

The circuit includes a variety of conditions, muddy trails, steep climbs as well as some tabletops and a whoops section.

Dates are:

15/29 June

6/13/27 July

3/10/24/31 August

For more information you can either call Darren on 01706 853636 / 07970 717764 or log onto cowmleisure.com. Tell them TBM sent you..

TEAM SPIRIT

Get behind the '06 UK ISDE team and help raise some much needed funds for this year's event in New Zealand.

A unique training/event fundraising weekend will take place on 12-13 August at a forestry complex near Corwen and Bala in North Wales. None other than nine-time overall BEC champ Geraint Jones plus several other top coaches (including several Trophy Team riders) will be coaching on the Saturday, catering for all ability levels.

The Sunday will see a six-hour team competition starting at 10am, with ironman solo, and expert/clubman/sportsman two-man teams. The course will be the



same as that used on the training day and will be around 20 minutes per lap.

Places will be on a first-come, first-served basis and all profits will be donated to the ISDE team. Further details and entry info will shortly be available on enduronews.com, and don't forget - it's all for charidee, mate!

TRIAL RUN



Sherco have unveiled a 2.9 Cabestany Replica trials bike, based on the official competition model currently ridden by Albert Cabestany in the 2006 World Trials Championship.

Limited to just 150 machines, this factory rep's motor has been worked on with direct input from Cabestany. Other features include a fully adjustable Olle rear shock, Braking Wave discs on both wheels, revised chassis geometry, shorter

rear swingarm, repositioned footpegs, larger fuel tank, shorter exhaust header pipe, new Keihin PWK carburettor and new AC graphics.

Check out your nearest Sherco dealer for more details...

SNIPPETS



ALL CHANGE

Things are on the up for Portuguese dirtbike outfit AJP. With a newly appointed UK distributor - MCDA Automotive Ltd - the range includes the 125 and 200 PR4 Enduro bikes plus SM versions.

All feature improved bearings, aluminum linkages and new bodywork for 2006, plus there's deals available - check out the 'Dirty Deals' pages this month for more info...



THINK TANK

New from KTM is a 25L (double capacity) long distance fuel tank designed to fit all EXC and SX models.

The larger tank uses the same mountings, and comes complete with its own filler cap and fuel-tap - although for some models a new seat will be needed. For more info, contact your local KTM dealer.

ASIAN ADVENTURE

If you fancy riding somewhere off the beaten track, how about Cambodia? Cambodia Expeditions offer a variety of different tours on Honda XR250s or 400s. Check out cambodiaexpeditions.com for more info...



PERFORMANCE BOOTS 2006

NEW MODEL

- Injected reinforcements.
- Assembled with an extremely resistant thread.
- Buckles in aluminium.
- Watertightness gusset inside.
- Protective iron on the toe.
- Sole stitched with double stitching.
- Comfortable, supple and sturdy.

SIZES 38 to 47

5 colours : white, blue, black, red and silver grey

EXIST ALSO FOR CHILDREN (Sizes 32 to 37)



UK DISTRIBUTOR :

Motogear LTD
The Business Exchange
Rockingham Road
Kettering
Northamptonshire
NN16 6JX

Tel : +44 (0)1536 526 460
Fax : +44 (0)1536 526 459



JUMP THE QUEUE

NASS 06
national adventure sports show
a progressive move



Even if you can't quite pull off death-defying jumps aboard your dirtbike, now's your chance to watch the pros in action at the National Adventure Sports Show - absolutely FREE!

That's right, TBM has got two weekend Gold Pass tickets, worth £39.50 each, to give away to two lucky readers.

Now in its tenth year, the largest UK action sports festival takes place on 29-30 July at the NEC in Birmingham, and is playing host to the World Freestyle Moto-X Champs, with special guest appearances from Jamie Squibb, Kris Brock, Fredrik Peters and Gary Taylor.

All you've got to do to be in with a chance to win the tickets is tell us your worst jumping mishap - it could have happened on an MX practice track, in an enduro or simply just out riding the trails. The best two stories (as judged by the TBM staff) each win a weekend pass.

Email your stories to us at: jump@trailbikemag.com or post 'em to TBM Jump Competition, PO Box 9845, London, W13 9WP, to arrive no later than 3 July 2006.

Please include your name, address and contact number - entries without this will not be accepted. The winners will be notified via phone by 7 July 2006.

And for all those not lucky enough to win, tickets can be bought via the NEC box office on 0870 909 4133 or via Ticketmaster on 0871 230 5453. For more info, check out nass2006.com. See you there...

PRINCES OF DARKNESS



Despite overall motorcycle sales (registrations) dropping eight percent from last month, the figures are still one percent up on this time last year.

However this does seem to have had an effect on both of the off-road related categories. The Adventure Sport sector is down another three percent from last month, while the Trail/Enduro market has dropped ten percent, although this figure is still five percent better than at the same time in 2005.

Making a surprise second place appearance this month in Adventure Sport sales chart is the BMW 1200GS Adventure, knocking the little XL125 Honda back down into fourth place - but even the Adventure can't stop the standard 1200GS's sales from climbing - up another 173 units.

Over in the Trail/Enduro sector the Honda XR125 still reigns supreme over the WR250F with an increase of 48 machines, but in third place the cheap 'n' cheerful 'Urban' trailie has put paid to its Chinese Daijani cousin this month. And the Beta Rev 3 sees off the Yam WR450F again to reclaim fifth position from two months ago.

Back by popular demand, the UK's second dark hare scramble will take place on Saturday 17 June.

The WOR 'Dark One' organised event will start at 9.30pm and run through to 11.30pm, and the course will be forest-based to control the speed and keep things flowing. Classes are expert/clubman/veteran/sportsman, and entries are restricted to just 70 riders.

The winner of the expert class will receive a £300 cheque plus there will be prizes on offer for other classes.

Entries either via email - entries@worevents.com or call 0870 0429205 ext 2 (4pm-8pm).

MAXI ADVENTURE

ADVENTURE SPORT		TRAIL/ENDURO	
1	BMW R1200GS 568	1	Honda XR125L 389
2	BMW R1200GS Adv 185	2	Yamaha WR250F 142
3	Suzuki 650 V-Strom 168	3	Urban DZ125 130
4	Honda XL125V 164	4	Suzuki RV125 122
5	Suzuki 1000 V-Strom 139	5	Beta Rev 3 118



The Unbeatable
Rotating
Footpegs

STILL ONLY
£89.95



State of the art footpegs that generate real benefits in comfort and handling.

- | | |
|---------------------------|------------------------|
| Honda CR/CRF | Gas Gas |
| Kawasaki KX/KXF | Beta RR |
| Suzuki RM/RMZ | BMW GS1150/1200 |
| Yamaha YZ/YZF/WR/F | Husqvarna |
| KTM SX/EXC | Husaberg |
- Got 2 Bikes? Buy any 2 Pairs & receive 10% off!



Punctures, a thing of the past!

This high performance flat-proof tyre inflation system based on multiple inflation cells are guaranteed to get you home... whilst simultaneously improving traction & suspension performance. As used by the Royal Engineers Enduro Team & other championship riders.

01278 424979

DirtBikeStore.com

TRADE ENQUIRIES WELCOME

JUST FANCY THAT!

MCN - 17 May '06

TBM - 29 January '06

ELECTRIC MX-ER

SWISS firm Quantya has started production of an electric motocrosser, the MX. The firm claims the bike has such acceleration it needs virtually no run-up to jumps, and says it's so light it's perfectly suited to BMX tracks. Quantya is also planning to release a supermoto version of the bike - the SX - later this year.



DIRTY DEALS

TBM uncovers the top deals in the dirtbike world this month...

1 Honda are currently offering a rideaway deal of just £99 on their XL125V and XR125L followed by low rates of finance equivalent to 3.7% APR. The deal is just £99 down and then 36 monthly payments of £66 (or as Honda puts it - less than the cost of using public transport) to make up the full otr price of £2478 compared with the normal otr price of £2349.

2 Looking for a bike hauler? Mitsubishi's L200 is the UK's best-selling 4x4 pick-up truck. And Motorpoint have currently got brand new (old shape) ones at £8499 (plus VAT) as well as a host of other incredible deals on vans such as a new Fiat Ducato 2.0 JTD for £7999 (plus VAT). Call the sales hotline on 0870 1200778 or check out motorpoint.co.uk.

3 Fancy a day's trail riding on Salisbury Plain on a Portuguese-built AJP 125 or 200 PR4 Enduro? New AJP importers MCDA Automotive Ltd are running the AJP Experience - they supply bikes, kit, lunch and third party insurance for £130 per day, and the cost of the day is refunded if you go on to buy an AJP from them within the next 12 months. AJP's start from £2495 and MCDA can be contacted on 01225 777093.

4 Yamaha's mid-range XT660R is the latest bike to benefit from a 0% finance deal. Yamaha are offering three different finance packages - from low-rate to 0%, depending upon how much deposit you put down - to assist riders to purchase an XT660R. Full details of the packages available from your nearest Yamaha dealer.

5 Like the idea of saving a massive £4678 on the price of a new Ford Ranger 2.5TDi Double Cab 4x4 pick-up? You'll pay just £11,324 (plus VAT) from Apple Car & Van Group who also claim to be able to save you £5883 on the price of a Ford Transit (£10,759 plus VAT for a 2.0 TDi 100hp, MWB, hi-roof). Call 01943 882600 or see applecargroup.co.uk.



6 Fancy a day out getting dirty with a bunch of mates? Book five or more spaces on the Honda Off-Road Experience and for a limited time only, you'll get one place free. Book ten or more places and you'll get two places free. With a choice of CRF250X and 450X machines, the day includes not just bike hire but all your kit, fuel, insurance and tuition. The training is geared to your standards, but includes softer elements of MX circuits, open trails, ditches and woodland - all on private land. Riders have to be 18yrs old and know how to ride a motorcycle, but don't need any sort of licence. For more info call 0871 2003250.

7 Suzuki have just slashed the prices of their two-stroke MX machines, meaning now's the time to buy if you want to convert an RM to enduro spec. The RM250 is down a whopping 500 quid to just £3600, while the price of a 125 has been cut by £400, to £3400. For your nearest authorised Suzuki Off-Road dealer click onto suzuki.co.uk.

MOVING IMAGES

Everybody loves a good poster, especially when it's a picture capturing the very essence of dirtbiking gracing their garage wall.

So now we're giving you the chance to have your say in choosing the image which will become the next TBM poster. During the past year our 'Perspective' pages at the front of the mag have featured numerous great images of dirtbiking and prompted loads of requests for copies of the photos. So we've decided to do something about it.

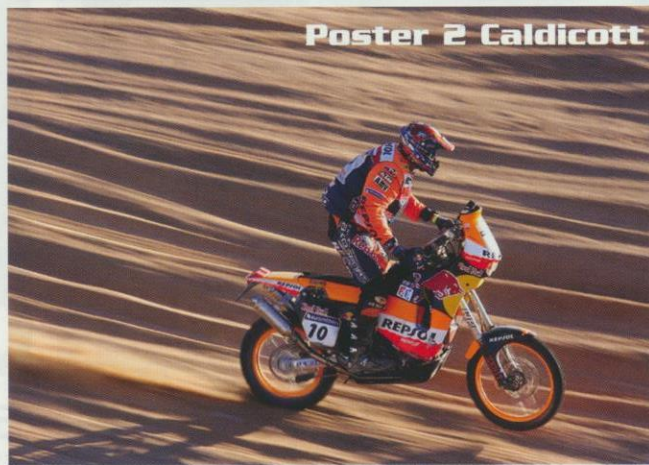
What we've done is choose what we reckon are the eight best pics and now we're giving you the chance to vote for your favourite. The winning picture (or possibly the winning couple of pics) will get turned into a giant poster.

Opposite you'll find smaller versions of the eight final images we've selected together with a name. Once you've chosen your favourite, you can vote for it by going to trailbikemag.com/forum and clicking on the Register button at the top of the screen (it'll ask you to choose a name to register). Then go to the topic entitled Poster Vote.

Once there you can cast your vote by clicking on the appropriate poster name. Once all the votes have been counted the most popular pic will become the next TBM poster and be available to buy online from the TBM website. So now's your chance to influence the outcome. Get voting...



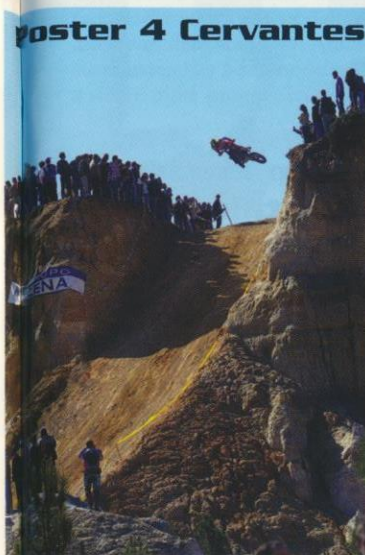
Poster 1 Mattila



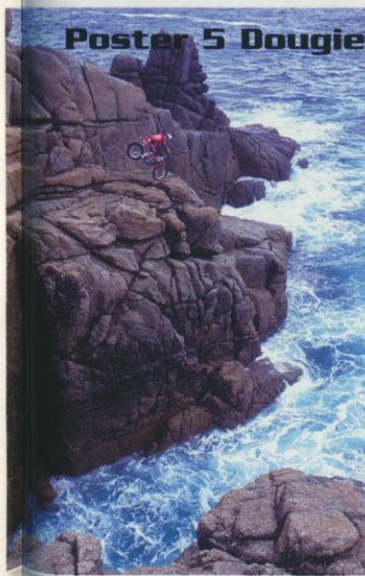
Poster 2 Caldicott



Poster 3 Knighter



Poster 4 Cervantes



Poster 5 Dougie



Poster 6 Castera



Poster 7 Bolter



Poster 8 Snow

www.trailbikemag.com/forum

WORLDS APART

Just how different is a WEC championship machine from the standard bike? Jonty Edmunds takes a closer look at the glitterati gadgets gracing the WEC paddock this year...

WORDS AND PICS: JONTY EDMUNDS



Mika Ahola, Honda HM Zanardo CRF450

Competing on a Japanese-manufactured bike for the first time in his professional enduro career, Mika Ahola's Honda CRF450 has undergone a number of engine mods. Opting to use an MX bike rather than the 'X' enduro model, the bike's power delivery is now slightly mellower than standard. And the original Showa suspension has been modified internally to give a softer, more progressive ride.

ENGINE

Engine modifications: Different cams, altered cam timing, exhaust valves treated to make them harder, plus cylinder head modifications
Piston: Standard
Exhaust: Leo Vince, smaller diameter and modified curve to front pipe, enduro silencer
Carburettor: Keihin, plus Boyesen Quickshot
Crankshaft: Standard
Transmission: Standard
Ignition: Standard
Spark plug: NGK
Clutch basket: Wiseco
Lubricants: ERG
Fuel: Pump fuel, 98 unleaded
Flywheel weight: Heavier than standard

CHASSIS

Front brake: Nissin master cylinder and caliper
Rear Brake: Nissin master cylinder and caliper, soft compound pads
Triple clamps: Top clamp standard, bottom clamp HM factory
Bars: Tommi
Levers: Domino quick-adjust clutch lever unit with modified action
Grips: Honda
Handguards: Polisport
Steering damper: No
Fuel Tank: Standard, optional aluminium 8.5L
Plastics/bodywork: Polisport
Air Filter: Twin Air plus dust cover
Radiators: Standard
Radiator braces: No
Radiator hoses: Standard
Sump guard: Carbon Kevlar
Chain: DID O-ring
Chain guards: Rear carbon fibre, HM
Sprockets: PBR, 13/49
Rear wheel: Standard hub anodised, Tagasako 18in black rim
Front spindle handle: HM factory
Front wheel: Standard hub anodised, Tagasako 21in black rim
Tyres: Metzeler plus mousses
Suspension: Forks - Showa 47mm USD, modified internals and springs, Shock - Showa, modified internals, high & low speed compression adjustment
Suspension linkage: Standard
Foot pegs: Standard with mud deflectors
Graphics: X-Fun
Seat: Higher and rounded at front
Other: Carbon fibre clutch cover protector

WORLDS APART



Stefan Merriman UFO Corse Yamaha YZ450F

Unlike his team-mate Johnny Aubert (who is competing on a modified WR450F) Stefan has opted to ride a YZ450F in this year's WEC series. With the motor remaining relatively unaltered the bike is fitted with semi-factory KYB suspension and features a host of small changes to suit Stefan's preferences.

ENGINE

Engine modifications: UFO Corse Yamaha team
Piston: Vertex
Exhaust: Leo Vince titanium
Carburettor: Standard
Crankshaft: Standard
Transmission: Standard
Ignition: Standard, Vortex CDI
Spark plug: NGK CR8EK
Clutch basket: STM
Lubricants: Putoline
Fuel: Pump fuel, 98 unleaded
Flywheel weight: Standard

CHASSIS

Front brake: Nissin (Honda style) master cylinder with Nissin caliper, 260mm floating Newfren disc
Rear Brake: Nissin master cylinder and caliper, YRRD lever, 220mm Newfren disc
Triple clamps: Standard
Bars: Renthal 997
Levers: Domino quick-adjust clutch lever unit with modified action
Grips: Renthal
Handguards: UFO
Steering damper: No
Fuel Tank: Standard
Plastics/bodywork: UFO
Air Filter: Twin Air
Radiators: New Line
Radiator braces: No
Radiator hoses: Standard
Sump guard: Carbon fibre
Chain: EK 520 SRX O-ring
Chain guards: Carbon fibre
Sprockets: PBR
Rear wheel: Standard 18in hub with Excel rim (black)
Front spindle handle: No
Front wheel: Standard 21in hub with Excel rim (black)
Tyres: Michelin plus mousses
Suspension: Forks - KYB by Technical Touch, Shock - KYB, re-valved
Suspension linkage: Standard
Foot pegs: Standard titanium
Graphics: Blackbird
Seat: Lowered



WORLDS APART

Bartosz Oblucki, CH Racing, Husqvarna WR125

As the CH Racing Husqvarna team's only official WEC rider, Bartosz is one of just a handful of top E1 class riders competing on a two-stroke. To increase the power, the bike's barrel and cylinder head have been modded, while the chassis and seating position have been changed to suit Bartosz' riding style.



ENGINE

Engine modifications: CH Racing Husqvarna, barrel and cylinder head modifications
Piston: Standard
Reeds: V-Force
Exhaust: HGS
Carburettor: Mikuni TMX 38mm
Crankshaft: Standard but heavier
Transmission: Six-speed, lower second gear
Ignition: Kokusan, MX
Spark plug: NGK
Clutch basket: Standard
Lubricants: Motorex
Fuel: Pump fuel, 98 unleaded
Flywheel weight: MX flywheel weight

CHASSIS

Front brake: Brembo master cylinder and caliper, 270mm Braking floating wave disc
Rear Brake: Brembo master cylinder and caliper, 220mm solid rear disc
Triple clamps: Husqvarna factory Centennial model, 18mm offset and 10mm wider than standard
Bars: Tommi, braceless
Levers: Domino quick-adjust clutch lever unit
Grips: ProGrip
Handguards: Cemoto
Steering damper: No
Fuel Tank: Carbon fibre, 8L
Plastics/bodywork: Husqvarna
Air filter: Twin Air
Radiators: Standard, re-positioned lower on frame
Radiator braces: No
Radiator hoses: Standard, re-routed
Sump guard: CH Racing
Chain: Regina - O-ring when wet, non O-ring when dry
Chain guards: Standard
Sprockets: Supersprox Stealth
Rear wheel: Standard 18in
Front spindle handle: No
Front wheel: Standard 21in
Tyres: Michelin plus mousses
Suspension: Forks - Marzocchi 50mm USD, Shock - Sachs, 2mm shorter than standard (bike 7-8mm lower at rear end)
Suspension linkage: Standard
Foot pegs: Fastway
Graphics: CH Racing
Seat: Standard
Other: Frame - modified steering head angle (26 degrees), handlebars positioned further back, lowered subframe, carbon fibre clutch cover

WORLDS APART



Alessandro Botturi, Aprilia RXV450

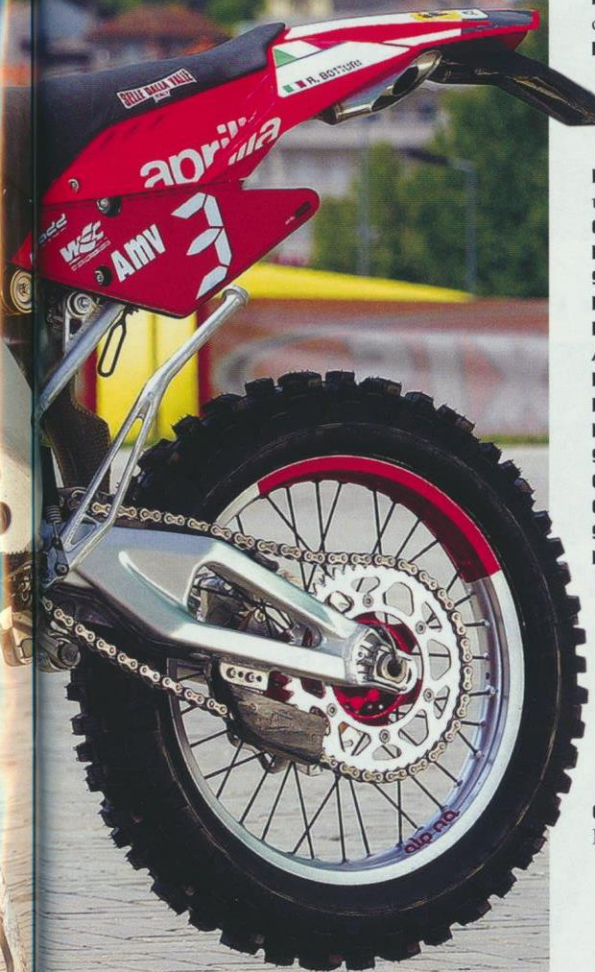
Alessandro Botturi's Aprilia is one of just two official Aprilia enduro bikes entered into the '06 WEC series and the only twin-cylinder bike competing in the Enduro 2 class. Surprisingly close to a standard bike, it retains the production electric starter system and features many of the Aprilia Racing Kit parts that are available including Alpina wheels, aftermarket bodywork, lights and a lighter wiring loom.

ENGINE

Engine modifications: Standard
Piston: Standard
Exhaust: Silmoto, titanium
Carburettor: Dellorto, integrated engine management system controlling ignition and fuel injection
Crankshaft: Standard
Transmission: Standard, five-speed
Ignition: Standard
Spark plug: Standard
Clutch basket: Standard
Lubricants: Agip
Fuel: Pump fuel, 98 unleaded
Flywheel weight: Standard

CHASSIS

Front brake: Nissin master cylinder and caliper, 270mm Braking floating wave disc
Rear brake: Nissin master cylinder and caliper, 220mm Braking wave disc
Triple clamps: Aprilia factory, machined from billet
Bars: Tommi
Levers: Domino quick-adjust clutch lever unit with modified action
Grips: Domino
Handguards: RaceTech
Steering damper: No
Fuel Tank: Carbon fibre, 8L
Plastics/bodywork: Aprilia
Air Filter: Twin Air
Radiators: Standard
Radiator braces: No
Radiator hoses: Standard
Sump guard: Standard, plastic
Chain: Regina O-ring
Chain guards: None
Sprockets: Reikon 14/48
Rear wheel: Alpina 18in
Front spindle handle: Aprilia factory
Front wheel: Alpina 21in
Tyres: Michelin plus mousses
Suspension: Forks - Marzocchi 50mm USD, Shock - Sachs
Suspension linkage: Standard
Foot pegs: Reikon, larger than standard
Graphics: Aprilia
Seat: Selle Dalla Valle, with rounded top
Other: Lighter wiring loom, Aprilia Racing Kit lights and side panels



Andrea Beconi, Boano Freeride Beta Racing RR450

Andrea Beconi's Beta has fewer mods than most other factory bikes, with the few tweaks aimed at giving a strong but smooth power delivery and firmed-up suspension. All other modifications are to suit Andrea's preferences.

ENGINE

Engine modifications:

Beta factory

Exhaust: Leo Vince

CHASSIS MODS

Front brake: Newfren floating disc

Rear brake: Newfren disc

Bars: Tommi

Levers: Domino quick-adjust clutch lever with modified action

Handguards: UFO

Sump guard: Boano Racing

Parts, Carbon Kevlar

Sprockets: Supersprox

Stealth



Tyres: Michelin plus

mousses

Graphics: Blackbird

Other: Clutch saver, carbon fibre airbox side cover



David Knight, KTM Enduro Factory Team 525EXC

David's '06 machine is almost identical to his championship-winning bike from last year, but with a slightly heavier crank and a new Brembo hydraulic clutch system.

ENGINE MODS

Engine modifications:

KTM factory. Ti valves, softer cam timing

Exhaust: Factory Akrapovic



Titanium

Carburettor: 41mm MX

Crankshaft: Balanced to

smooth out low-end power

Transmission: MXC gear-box, close ratio six-speed

Ignition: MX stator and flywheel, digital box

re-mapped for softer power

Clutch: Brembo hydraulics

Flywheel: Lighter SX type

CHASSIS MODS

Front brake: Hand-built

Factory Brembo

Triple clamps: KTM

Factory, 18mm offset

Bars: Renthal Twinwall 996 compound

Handguards: Acerbis Uniki

Sprockets: Renthal

Suspension: Forks - Full

factory WP 52mm USD.

Shock - Full factory WP PDS

Tyres: Metzeler Six Days

Graphics: HG Stickers

Seat: 20mm higher



WORLD CLASS

Always "Ready to Race" right down to the last detail. No other manufacturer has won more World Championship titles in recent years.

Technical highlights include:

- » New factory look with black frame, silver hubs, black anodised fork outers and orange fork protectors.
- » New WP front and rear suspension units with new anodised coating and reduced friction.
- » New PDS shock absorber with improved piston rod system for smoother suspension.
- » Improved ergonomics and better chassis.
- » Free spare parts kit.

Check out the 2006 Enduro range at your local authorised KTM dealer.



AVON • Powlton of Eneid 01779 770466 BEDFORDSHIRE • New Humphreys Motorcycles 01525 384529 CAMBRIDGESHIRE • Gear 4 Motorcycles 01778 345668 CHESHIRE • One 11 MX 0161 976 1112 CORNWALL • JD Racing 01792 848888 CUMBRIA • Trade D Motorsport 01392 726656 DEVON • Alan Motorcycles 01392 260340 DORSET • Sideways Motorcycles 01303 861510 ESSEX • Jim Alm Motorcycles 01787 406671 GLoucestershire • AMS Motorcycles 01684 292929 GREATER LONDON • Blacken Motorcycle Workshop NW1 0207 3894908 • Blacken Motorcycle Workshop SE1 0207 2521814 HAMPSHIRE • Trevor Pope Motorcycles 02392 521111 KENT • Laguna Motorcycles 01622 681765 • Powerhouse Motorcycles 01233 665520 LANCASTHIRE • Robinson of Rochdale 01706 716650 LEICESTERSHIRE • Redline Motorcycles 01703 230001 LINCOLNSHIRE • Jack Machin Motorcycles 01522 512887 MIDDLESEX • Colin Collins Motorcycles 0203 8951 1666 NORFOLK • Dave Bapthine Motorcycles Centre 01603 634663 NOTTINGHAMSHIRE • Lesane Trail UK 0112 973 2465 OXFORDSHIRE • Premier Bikes 01225 619156 STARFORDSHIRE • Edmarkson Racing 01543 490150 SURREY • Motorbike Centre 0208 397 4876 SUSSEX-WEST • Sussex Sportmotorcycles 01444 871563 TYNE & WEAR • Blesport 0191 292 8970 • M & S Motorcycles 0191 261 0121 WARRICKSHIRE • Stokes Motorcycles 01789 840328 WEST MIDLANDS • Speedway Motorcycles 0121 589 1270 YORKSHIRE-NORTH • Eurobike 01795 608079 YORKSHIRE-WEST • Colin Appleyard 01339 006311 CHANNEL ISLANDS • Bikes 01334 726531 • Mack Motorcycles 01481 239511 ISLE OF MAN • Road & Track Motorcycles 01664 622725 NORTHERN IRELAND • Haman West Motorcycles 029 92 639765 SOUTHERN IRELAND • NMC Bikes • 35 31 2926719 SCOTLAND • Dennis Irvine Superbikes 01224 783333 • Dwyllie Motorcycles 01738 451050 WALES • Calfryn Bay Motorcycles 01292 539969 • E1 James & Sons 01597 810396 • Wayne Moulder Motorcycles 01443 409360



Jake Stapleton, TM Racing Team EN250

Last year's runner-up in the Enduro Junior class, Australian Jake Stapleton is now competing in his second full world championship season.

Although the TM 250 has been set-up to suit his smooth riding style, the bike is very close to the standard machine - with engine mods essentially limited to the upgrading of the ignition.

ENGINE MODS

Engine modifications:

TM factory

Ignition: MX ignition,

Vortex CDI

CHASSIS MODS

Triple clamps: Billet factory clamps with 20mm offset

Bars: McMaster, enduro bend, McMaster grips/handguards

Steering damper:

Optional (Ohlins)

Plastics/bodywork:

Standard & McMaster

Sprockets: TM, 13/52T
Front spindle handle: TM factory
Tyres: Michelin, plus mousses
Foot pegs: TM factory



Oriol Mena, Gas Gas Moto EC250

With team-mate Cristobal Guerrero having moved to the E2 class, Oriol Mena is now the Gas Gas factory's official Enduro Junior entrant, his factory bike featuring a lightly modified, more aggressive engine plus noticeably firmer suspension.

ENGINE MODS

Engine modifications:

Standard engine blueprinted, plus powervalve mods

Piston: Vertex, double ring

Exhaust: Messico MX

CHASSIS MODS

Front brake: QD pads

Rear brake: Standard diameter solid disk

Air Filter: Twin Air, cassette-style quickchange system

Sump guard: Gas Gas factory, carbon fibre

Sprockets: JDC, hard anodised, 13/49T

Front spindle handle:

30 TBM



Gas Gas factory

Tyres: Michelin, mousses

Suspension: Forks - Gas Gas 48mm USD, Shock - Ohlins

Other: Ally cooling blocks on rad hoses

performance enhancing products

QUAD, TRAIL, ENDURO, MX PERFORMANCE EXHAUSTS

DRZ400 >

KLX >

JET KITS >

QUADS >

2-STROKES >

DT125R/E >

DEP PIPES
 BUCKLAND HILL, HAIDSTONE, KENT

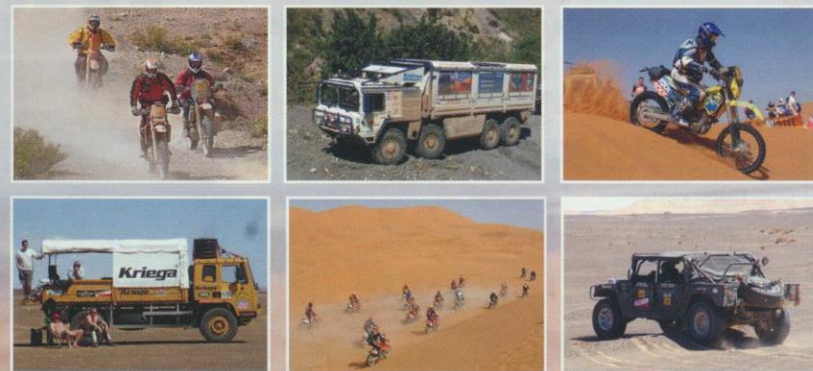
MANUFACTURER: DEP PIPES
 TEL: 01622 765353

UK DISTRIBUTOR: G1 SPORT
 TEL: 01372 378000

WWW.DEPPIPES.COM

MULTI TAPERED NEEDLES GIVING BETTER THROTTLE RESPONSE AND MORE TORQUE

EL CHOTT TUNISIAN RALLY • 28th Oct-11th Nov



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.

Have a look at the website www.elchott.de for more details.

With our fully equipped 4x4 truck we can offer various transport and assistance packages to get you and your bike to and from Africa and look after you and your machine during the event.

DAVID LAMBETH .CO.UK

RALLY & OVERLAND

Call/email for info pack and prices 01892 853913 bigbluecoach@hotmail.com

Valtteri Salonen, Husaberg Factory Team FE450

Competing for the KTM-owned manufacturer for the first time in his career, Salonen's full-factory bike features several differences over a standard 'Berg.

ENGINE MODS

Engine modifications: Husaberg factory, cylinder head changes, no electric start

Exhaust: Akrapovic Ti

Ignition: Kokusan, CDI altered to produce a flatter torque curve

CHASSIS MODS

Front brake: Brembo SXS factory system, Braking floating wave 260mm disc

Rear brake: Brembo, Braking 220mm solid disc

Triple clamps: Husaberg Hard Equipment

Bars: Renthal Twinwall

Fuel tank: Aluminium, 7.5L

Chain guards: Standard, aluminium cover removed from rear guide

Wheels: DID black rims

Tyres: Michelin, mousses
Suspension: Forks - WP semi-factory 48mm USD, Shock - WP PDS semi-factory, high & low speed compression adjustment
Graphics: Husaberg factory



Andreas Toresson, Kalinen Service Team RM-Z450

The least modified bike in the WEC paddock, the changes that have been made to Toresson's RM-Z450 have been directed solely at softening both the MXer's motor and suspension for enduro use.

ENGINE MODS

Engine modifications: Kalinen Service Team

Exhaust: Arrow

CHASSIS MODS

Brakes: Newfren pads

Bars: Tommi

Handguards: UFO

Plastics/bodywork: UFO

Sump guard: X-Fun, aluminium

Chain guards: Standard, aluminium guard removed from rear guide

Front spindle handle: Kalinen Service Team own

Tyres: Metzeler
Suspension: Standard Showa, re-valved
Other: Aluminum side-stand



Mean Fiddler, Urban Freesports and ASA Events present

mat HOFFMAN

DE NASS national adventure sports show 2006

LG ACTION SPORTS WORLD TOUR

tony HAWK

WORLD FMX

29th-30th July 2006
 the nec & the nec arena
 birmingham

PLUS LUCY PINDER LIVE AT THE WFMX!

THE LG ACTION SPORTS WORLD TOUR

WORLD'S TOP INTERNATIONAL AND UK PROS COMPETE IN SKATE, BMX AND INLINE VERT & STREET PLUS INSANE FMX DEMOS

FOR MORE INFO ON THE TOUR, VISIT WWW.LGASPORTS.COM

LG Mobile

WORLD FREESTYLE MOTO-X FEATURING: JAMIE SQUIBB, CHRIS BROCK FREDRIK PETERS, BUSTY WALTERS, GARY TAYLOR AND CHRIS BIRCH

PUBLIC ACCESS PARKS • SKATE • BMX • MTB • INLINE • ACTION SPORTS EXPO

LIVE MUSIC STAGE • RUSH ZONE ADRENALIN AREA • BREAKDANCE COMP/DJ'S • WEEKEND CAMPING

NEC BOX OFFICE: 0870 809 4133 / SEE TICKETS: 0870 120 0723
 TICKETMASTER: 0871 230 5453 / NASS SHOP: WWW.NASS2006.COM

DAY TICKETS: ADULT £23.50 / CHILD £18.50 / FAMILY £75.00 WEEKEND TICKET: ADULT £39.50 / CHILD £29.50 / FAMILY £129.50
 RUSH ZONE WEEKEND TICKET: ADULT £59.00 CAMPING TICKETS: £15.00 IN ADDITION TO ENTRY PRICE (FROM SEE TICKETS, NEC BOX OFFICE & NASS SHOP ONLY)

INFO: WWW.NASS2006.COM HOTLINE: 0905 669 6677*

TICKETS MAY BE SUBJECT TO A BOOKING & TRANSACTION FEE. *CALLS TO HOTLINE NUMBER CHARGED AT 45P PER MIN. LINE-UP IS SUBJECT TO CHANGE.

ROCKSTAR EASTPAK Galaxy 1028 heart 100.7 MAIL HAMMER20 MOTO DE BRAUN

30895

KTM AMS motorcycles

Oakfield Close, Tewksbury Business Park, Tewksbury GL20 8PF • Tel: 01684 292929

KTM SUPERCENTRE – all models in stock

* KTM 125, 250 & 300 2 STROKE IN STOCK * KTM PARTS SPECIALIST AND MAIL ORDER

* ALL KTM WORKSHOP FACILITIES * FACTORY TRAINED MECHANICS

* OFF ROAD ACCESSORIES IN STOCK * PART EXCHANGE WELCOME

* CURRENT USED STOCK LIST

2004 KTM 450 EXC, hand guards, fork gaitors, sump guard ... from £3599-£3299	2003 KTM 450 EXC, hand & sump guard, fork gaitors from £3099-£2899
2003 KTM 525 EXC, hand & sump guard, for gaitors, low hours from £3199-£2999	2004 Honda CRF250X, electric start, enduro model £2799
2003 Suzuki DRZ400 E, enduro model, hand & sump guards £2599	2003 Suzuki DRZ400 S, blue, low miles, h/guards, sump guard £2599
2004 KTM 450 EXC, h/guards, sump guard, rad guards, great condition £3599	

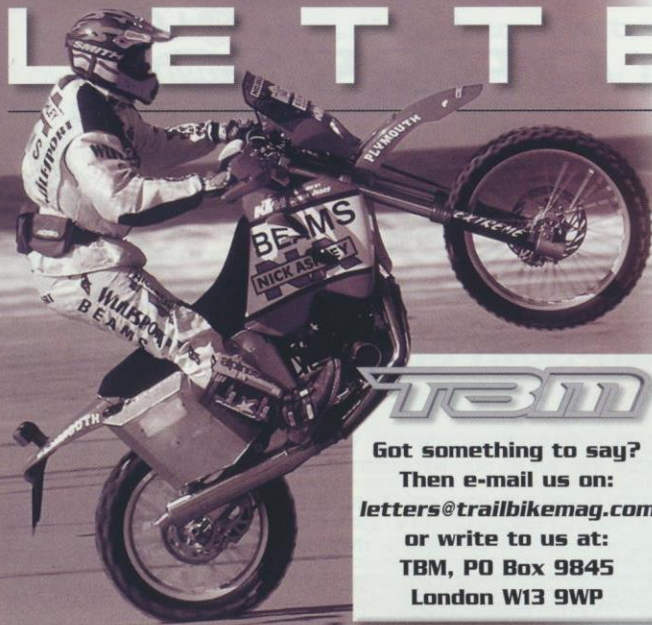
2006 KTM EXC RACING CLEARANCE – LIMITED STOCK: 525 EXC - £4995 450 EXC - £4695 400 EXC - £4795

KTM MINI BIKE CLEARANCE: MINI ADVENTURE - £899 SENIOR ADVENTURE - £1150 50SX/50 SUPERMOTO - £1399

KTM 125SX - LIMITED STOCK * SPECIAL PRICE * PHONE FOR DETAILS

NEW KTM superstore now open

WE STOCK POWERPARTS & MORE IN STOCK



TBM

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

To The Point

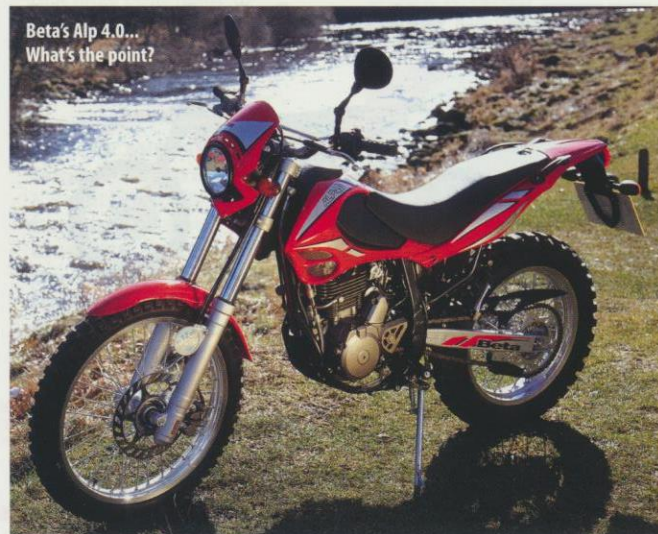
Dear TBM

Regarding your article on the Beta Alp 4.0 in issue 128, I have a number of points to make.

1 - P55 'But what if you're not looking for excitement?' Are

you nuts? I've had just as much fun and excitement on small capacity bikes as on medium or large. You don't have to have a KTM to have 'excitement'.

2 - P55 'How come next to nobody bought one?' Well, I think that it may be the build quality. I saw one in a show-



room and the electrics were shocking (no pun intended). That, along with the mild steel exhaust and high(ish) price are more to blame than your hints that it's boring.

3 - P56 'Until the NERC legislation nobody needed to' (buy one). Talk about shutting the door after the horse has bolted. I hope for God's sake the RA doesn't get hold of a copy of this tripe!

4 - P58 'When you want to pick up your speed' and 'rather than chasing your mates through the countryside'. Whatever happened to having a voluntary maximum speed? And as for the phrase 'chasing your mates...'

5 - Just one more point. What bike did you take out with the Alp for comparison first time around? Oh let me think now... It wouldn't have been a bloody KTM would it? And not even the 250 but a 400! Why didn't you just take out the 450 and say the Alp is utter rubbish?

My point is: we are reaping the rewards of our own (your) labours. We deserve everything we get.

Wheelnut (I ain't got an Alp)
via email

A few points there, made by a bloke who's so sure of his arguments he chose the anonymity of hiding behind a silly email name. Well done mate...

Going Dutch

Dear TBM

I just received the May issue recently over here in Holland and read Paul Carlyle's query regarding the Yamaha Moto France Africa kit. Indeed a nice

but very pricey bit of kit!

A good alternative might be the A3-kit that Belgian Jos Jansen sells. Last Dakar rally several Dutch and Belgian riders (some of the Dakar debutants) finished the rally on a WR450F with this kit installed. The kit was tested in some smaller rallies like Berlin-Breslau.

Last year the complete kit was sold for 4,500 euros, including tanks, fairing and lots of other stuff, but without all navigation gear.

The site (a3kit.com) is being updated, but Paul could give them a call on 003212235573 or email jos.j@pandora.be. (And before you ask, no I do not get anything from them!)

Steve, Hilversum, Holland
via email

Cheers for the info Steve...

On The Right Trail

Dear TBM

What a wicked mag - small in size big on content! I've been reading your mag for a while now as I've got into trail riding and now I need your help as I've outgrown my bike.

I'm selling my much loved '87 XT350 (great little thumper) and am looking to get a newer model, either a 250+ two-stroke or a more powerful trail/enduro thumper for under two grand.

While I know about bikes I know little about trail bikes - are there any particular problematic ones I should steer clear of? And what are bigger four-strokes like to start? I used to know a guy with an XR600 and it would never start. Any information gratefully received.

Chris Martin
via email

Chris, there are plenty of electric-start thumpers out there - trouble is your budget's won't

stretch to most of 'em. What it will get you is a really clean and tidy (kickstart-only) Honda XR400R which should be pretty easy to start most of the time, or an electric-start Suzuki DR-Z400E (or the CCM DS404 equivalent). Or how about a 300cc two-stroke like a Gas Gas or KTM? Any of these ought to be suitable for your needs...

Race Ready

Dear TBM

May I start with saying what a great mag TBM is! I am a subscriber and am always looking forward to the postie delivering it at the start of each month. It's grabbed from the letterbox like a pit bull terrier grabbing the morning paper before it even hits the floor.

I am fairly new to the

enduro/trailbike thing after having and selling various sportsbikes throughout my riding life. I am very interested in entering a Hare and Hounds event but haven't got a clue where to start, ie - do I need to belong to some sort of an off-road club? Or the TRF? Or hold some sort of ACU type licence to compete?

Where is the best place to start looking? I have a bike (DR-Z400E), probably not the fitness required but am gagging to really get involved in this great sport. Any help or advice would be appreciated.

Nick Michael
via email

Nick, presumably you just subscribed recently... otherwise you would have seen that we covered this very subject (in a

Yamaha's XT350 - one reader's looking to update his with a newer electric-start thumper...



Get ready to race...
All the info on racing
Hare & Hounds is in TBM 124



LETTERS



12-page feature) just a few months ago (TBM124, Dec 05). Back issues are available off the website trailbikemag.com. Good luck, mate...

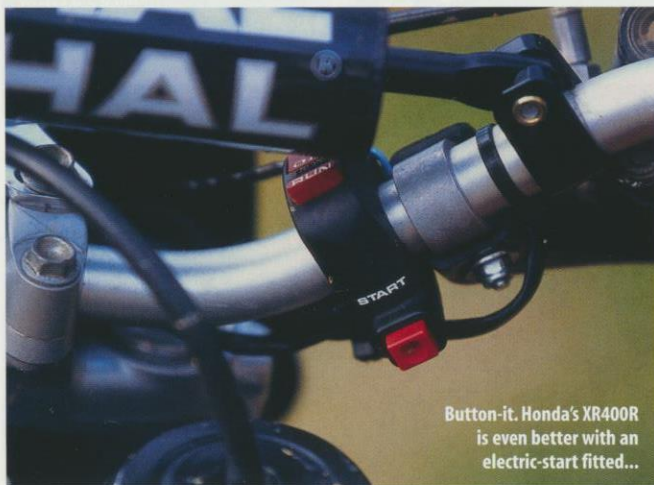
Our Friends Electric

Dear TBM

I would just like to say that I've just had an electric-start kit fitted to my 2005 Honda XR400 and it's a different bike, a joy in fact. I would recommend anyone with an XR to get a leccy boot, as beforehand my bike was very hard work to start without one.

I had it supplied (and fitted) on Good Friday by the kind folk at XR Stuff (thanks guys) and when I got the bike back the following day I walked up their driveway, pressed the button and shouted out 'worth every penny!'

By the way, keep up the excellent work with such a fantastic magazine.



Button-it. Honda's XR400R is even better with an electric-start fitted...

Tony Whitworth
via email

Factory Rap

Dear TBM

After travelling to Austria to go on the KTM factory tour I was stunned by the beautiful views and the factory tour, but very disappointed by the riding part of the tour itself.

The booklet they sent showed guys picking bikes out of ditches, riding across rocks etc, which would've been perfect... except that we didn't do any of that.

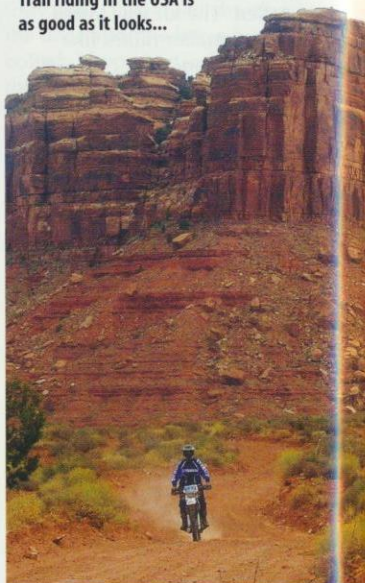
When we booked me and my mates were asked the level that we could ride at, one-to-five (five being the most experienced), so we all put 'four' down as we all ride hare and hounds enduros and know what's what.

Anyway, we covered about 200km that day, with only about 35km on forest tracks that you could count as 'proper' off-roading. We all went home a bit disappointed,

so if you're expecting off-road riding this tour isn't for you. Great mag - keep it up...

Billy Woods
via email

Trail riding in the USA is as good as it looks...



States Pension

Dear TBM

I enjoyed the article on the trail riding in Utah (issue 127) - the pictures really brought back some memories. I remember when I was in Utah one day in 1996 and I rode over 200 miles, all off-road in hot weather - I was a little tired at the end!

I visited Lake Powell and rode all sorts of terrain - if you get the chance to go don't hesitate. I met so many nice folk there, mostly off-roaders of course.

I also thought that the BMW 1200GS test was interesting, (as I know a little bit about

gear4
limited

30656
Gear4 Limited Unit 2 Blenheim Way, Northfields Estate, Market Deeping, Peterborough PE6 8LD
ENDURO • SUPERMOTO • MOTO-X • CLOTHING • PARTS • ACCESSORIES • TYRES Tel: 01778 345653

VISIT THE UK'S PREMIER KTM SUPERCENTRE

2006 BIKES POWERWEAR POWERPARTS
INSTOCK AND ONLINE

4 Stroke Heaven
400 EXC R Now £4795
450 EXC R Now £4895
525 EXC R Now £4995
525 XC R Now £4995



gear4 Snow White or Black Stealth Limited Edition Models Available



Last of the 2006 EXC stock remaining
125/200/300/400/450/525 available

VIEW USED BIKE STOCK ONLINE

VISA Mastercard Delta Maestro
mailorderhotline 01778 380380

Shop online
@ www.
DirtBikeBook.com



www.gear4offroad.co.uk



27056

Leisure Trail UK

EVERYTHING FOR THE TRAIL, TRIALS, ENDURO & OFF-ROAD RIDER KTM, CRM & BETA TRIALS SPECIALISTS



UNBELIEVEABLE DEALS ON REMAINING NEW 2006 KTM EXC MODELS
NEW 625/640/660 S'MOTO, 640 LC4-E TRAIL & DUKE II ALL REDUCED TO £4995
ALL USED KTM's, CRM'S & TRIALS BIKES etc PICTURED & DETAILED ON
OUR REGULARLY UPDATED WEBSITE PLUS DETAILS OF ABOVE OFFERS
LARGE CLOTHING & ACCESSORY DEPT WITH ALL THE TRIALS, TRAIL, ENDURO OR MX KIT YOU NEED
KTM EXC 250RFS, 625 SMC, 990 SUPER DUKE, 950 ADVENTURE, BETA Rev3 TRIALS DEMO BIKES AVAILABLE



Full range of 2006 Beta Rev3 Trials bikes now in stock

GOOD MONEY PAID FOR NICE USED TRAIL, TRIALS & ENDURO BIKES £££

ALL CRM 250 PARTS STOCKED



OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM

0115 973 2466

sales@leisuretrail.co.uk Check out our website: www.leisuretrail.co.uk

- HONDA CRM250 - FULL RANGE OF ACCESSORIES, SPARES & GOODIES IN STOCK, PHONE OR EMAIL FOR FULL LIST
- CRD PIPES & GUARDS IN STOCK
- FINANCE ARRANGED - QUOTES AVAILABLE ON REQUEST
- ALL MAJOR CREDIT & DEBIT CARDS ACCEPTED



LETTERS

Beemers), but they are not without their faults, though the bottom-end grunt is better than you think when you get used to it.

My old mate Dick in the US used his old air-cooled GS to map out a trail from Colorado to the Pacific - the riding in Oregon is wonderful, you can ride for 100 miles and not see a soul, which can be a bit dodgy if there's not very many of you. For instance, I had no idea where we were and if Dick had come a cropper I think I would have started to worry about the bears!

Anyhow, I'm off to Canada in September to ride in the forests and mountains there; it's a hard life when you are a pensioner...

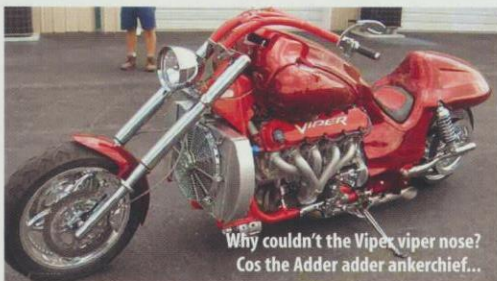
Bob Twigg
via email

Red Or Dead

Dear TBM

You might've not seen this - to go with the fastest pickup... the fastest bike, a Viper V10 powered two-wheeler!

Richard Thompson
via email



Why couldn't the Viper viper nose?
Cos the Adder adder ankerchief...

What a waste of a great engine. Shame we couldn't have got hold of one of those motors for our dear departed Jumbuck. Mind you we'd have had to have fitted it in the pickup bed at the back...



Wooden you know it: KTM sidestands are bio-degradable...
(pic Julie Horne)

Make A Stand

Dear TBM

Just a quick note to inform you of how bad the side stands are on the KTM EXCs. The one on my two-week old 300EXC broke whilst it was sitting in the garage. I was rather fortunate that it wasn't parked next to my new 990 Adventure as it normally is!

The next time you are on a freebie with KTM can you please ask them to improve this awful stand. Cheers.

Jim Currie
via email

Sorry Jim we're too busy stuffing our faces with complimentary prawn vol-au-vents to care...

Like Father Like Son

Dear TBM

With the way trail riding has been heading of late I have decided to go racing on my KTM. So I downloaded my application for TBEC and the ACU, but was left one dilemma - how to get my bike to and from the events.

The cheapest way was by trailer and with money being a bit tight I decided to build my own. This would not have been possible without help from my Dad, and his Grandad's hacksaw (he cut all the box section with it).



He was always on hand to offer help and advice, gave me a garage to work in and picked up most of the parts needed to build it.

I have in the past been accused of taking advantage of him, so I would like to say through your mag a big thanks to him, and to my Mum for all the coffee and bacon sarnies she made during the project.

I cannot begin to list all the things they have done for me in the past, so could you please pass on my thanks to them both. Many thanks and keep up the good work.

Give us a 'backie': TBM's Jumbie wasn't always the one doing the carrying...



Ian Woodley, via email

All done...

Uncle Buck

Dear TBM

I was just reading your mag (April issue), and was quite bemused in a strange kind of way regarding your recent antics with the TBM Proton Jumbuck... in short you are quite lucky!

My 'Buck is only 15 months old and has covered 25,000 miles. The alarm has a mind of its own, my clutch stinks if I go over 60mph, my window fell out, I'm on my third battery, the exhaust has no baffles left in it and last but not least, my head gasket blew earlier this year.

And what's with the paint? I daren't polish the car in case it all comes off (what little there is). Despite this, I still stand by my views that the Jumbuck is a remarkably versatile and fun vehicle, not to mention economical. It has a relatively low but sturdy bed, which means it's great for carrying bikes or trailers, not to mention a 101 other uses.

I run a small restoration garage in Mid-Wales and have been dabbling with bikes for a few years since joining the trail bike fraternity. I have two KTM 250 MXers (1986), which I am currently restoring to original spec.

Anyway, I owe much of my inspiration to your mag and I can only hope that you keep up the good work and look forward to reading future issues.

Marc Lewis
Llandeilo, Carmarthenshire

You run a restoration garage, eh Marc? Well that's fortuitous given your mode of transport...

DIRTBIKEBITZ



KEEP IT COOL THIS SUMMER...



Engine Ice 2.5ltr
Keep your bike cool too
~~£14.99~~



Oxford Chain & Lock
Thatcham approved
~~£34.99~~ £14.99



EVS Protection
Revolution 4
~~£47.95~~ £44.99



EVS Protection
Revo light
~~£35.95~~ £32.99



Oxtar Dune
Enduro Boots
~~£139~~ £109



RFX Billet
Unbreakable Levers
£54.99 (brake & clutch)



Enduro Drink System
1.5ltr
~~£24.99~~ £15.99



Bike-it
Scissor Lift Stand
~~£189~~ £99.99

Order Hotline..

0870 220 7177

DirtBikeBitz Ltd
Units 5 & 6, Kiln Acre Industrial Estate
Fareham
Hants
PO10 7JS

WWW.DIRTBIKEBITZ.COM

LETTERS

Romanian Roamings

Dear TBM

With all the hoo-ha about NERC and therefore an uncertain future for trail riding in England and Wales, four pals and myself decided to go abroad and see what other countries have to offer.

So off we went to Romania. And I just couldn't believe how good it was there. We went to the Southwest part of the country and rode for three days on mile upon mile of every type of terrain - through forests, up mountains (and I mean mountains!) and saw the most fantastic scenery.

Evenings were spent eating great food and drinking cold beers - go give it a go. It's the future...

Tim Jervis
via email

A little bird tells me TBM's loquacious columnist Chris Evans is planning on running trailbike trips there very soon. Watch this space...

Teenage Kicks

Dear TBM

I'm beginning to wonder whether there is a stropky and narrow-minded 14-year-old answering some of the letters to TBM. I'm referring in particular to your reply to the second letter regarding the diesel bike in the last issue.

I can only speak for myself here but I consider it rude to answer someone's letter with

a line of Zs.

I wonder why you refuse to test the diesel when it is obviously more of an off-road bike than the hydrogen ENV (I'm not saying you shouldn't have tested the ENV - it was a very good article).

Please consider giving the teenager a lesson in manners and the usefulness of an open mind because he or she is spoiling an otherwise enjoyable magazine.

Tomy Gillott
via email

Yes Mrs Patterson, sorry Mrs Patterson...

True Love

Dear TBM

Thought you might like to see our wedding invitations for their comic value, thanks to a friend and his computer. And we also wanted to invite the TBM team to our wedding!

I wanted something a bit different but relevant to me and my future husband - he rides a 2006 KTM 250EXC, which I bought him last year for our anniversary.

I myself don't ride but dutifully get up on Sunday mornings to make flasks of coffee and sandwiches before heading off

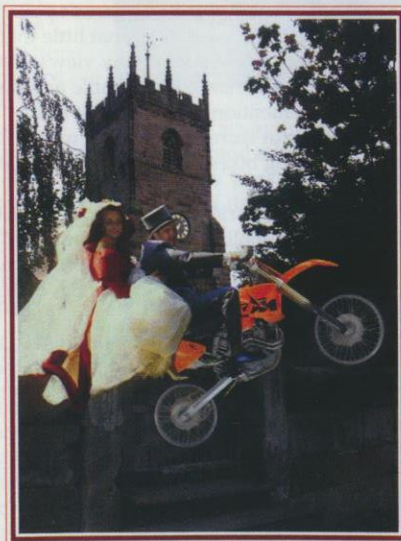
far and wide for the latest WOR or True Grit event to cheer him on and pit for him.

We both love TBM and regularly have a tug of war on who gets first look. If you feel that you cannot make the wedding due to not having a clue who we are I understand, but please feel free to send us a years subscription or a set of tyres (weddings are expensive) - we'll gratefully accept both! Thanks for years of great reading.

Miss Glyniss Jones
(soon to be Mrs McLeod)
Macclesfield, Cheshire

Okay, okay your Sub's on its way Glyniss. Sorry we can't make it to the wedding, but we hope you have a great day. Send us a picture of the bridesmaids and a slice of cake...

Glynis & Robert
June 17th 2006



Sussex Sportmotorcycles

8 Sheddingdean Business Centre, Burgess Hill, West Sussex, RH15 8QY Tel: 01444 871553 Fax: 01444 871554 Email: sussexsportmc@btconnect.com

Genuine KTM Spares, Powerparts & Powerwear always in stock

Enduro/Trail

Easy to find * Plenty of parking * Mail order service

Motocross

Road/supersmoto



Touring/rally

ROMVELO ROAD LEGAL TYRES

These tyres have excellent manners on and off road.

REAR TYRES:-

120/90/18 Enduro M23 MSTIE-MARKED £32.00 RRP £36.00

Best suited for intermediate to hard conditions.

140/80/18 Enduro M12 MSTIE-MARKED £30.00 RRP £33.50

Best suited to soft to intermediate conditions.

110/90/19 Enduro M23 MSTIE-MARKED £32.00 RRP £36.00

FRONT TYRES:-

80/100/21 Enduro M23 MSTIE-MARKED £27.00 RRP £28.95

The Romvelo 21" front tyre has exceptional extreme edge grip and mud clearing capability

1 x REAR & 1 x FRONT ONLY £95.00 A PAIR Inc P&P

2 x REAR & 1 x FRONT ONLY £95.00 Inc P&P (includes UK only)

Contact: Steve Townsend (Lincs TRF member)

Tel: 01400 281703

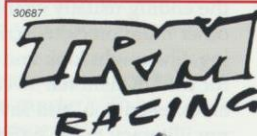
E-mail: townsendst@aol.com

Church Cottage, Church St, Foston, Grantham, Lincs NG32 2LG

www.romvelo.com (on motorcycling)

DON'T GET CAUGHT WITHOUT THEM !!!!!

30687



Moto X • Supersmoto • Enduro • Quads

View our used bike selection and more at

www.trmracing.co.uk

email: sales@trmracing.co.uk



MAIL ORDER ON ALL PARTS, ACCESSORIES & CLOTHING

Terry Rudd Motorcycles

Fen Road, Holbeach, Spalding, Lincs. PE12 8QD

Tel: 01406 422430 • Fax: 01406 424860

Full range of new and used offroad bikes always in stock



TRAILTECH

www.trailtechproducts.co.uk



MOTORCYCLE COMPUTERS



MOTORCYCLE KICKSTANDS



MOTORCYCLE FLYWHEELS



FOR DETAILS ON THE FULL RANGE OF TRAIL TECH PRODUCTS CALL 01642 554534 YOU CAN ALSO VISIT US ONLINE AT WWW.TRAILTECHPRODUCT.CO.UK

Safely through the mud only to be knocked off on the road?

Have you been injured in an accident on your dirt bike that was someone else's fault within the last 3 years?

Michael Taylor & Associates are experts in recovering compensation for injured motorcyclists. Many of our lawyers are dirt bike riders themselves! We can act for you under any existing legal insurance arrangements you may already have or other arrangements can be made.

In all cases, our services will come at no charge to you win or loose, and we never take a penny of your compensation for acting for you.



Other legal services available on request.

MICHAEL TAYLOR

&
ASSOCIATES
SOLICITORS

Call the experts now:

0208 437 0707 ask for Jon Robertson

This firm is regulated by The Law Society

TALKING

Chris Evans gets all forgetful in his old age...

DIRTY

What's the first page you turn to when you get your hot sweaty mitts on a fresh copy of TBM? The ads, maybe the news pages? Me, I do what probably nobody else does (and in reality what nobody else can), I turn to *my* column. Narcissistic? Probably, but there are reasons. First of all I like to see what they have actually *done* to my pearls of wisdom.

What, you actually thought they slipped seamlessly from my computer onto the printed page? You've got to be joking. Before they even get a sniff of typeset they get extensively worked over by young Mel - jokes are added, punctuation corrected, spelling mistakes removed and the ending usually changed altogether. Unlike other more precious scribes, I'm not complaining. She might look and sound like a brolly dolly for the UK national swearing team, but she does an excellent job, and saves me from exposing my illiteracy to the nation.

Once I've checked out the text I glance at the header they've added. You know, that bit that neatly summarises my bon mots in half a sentence. And last month's got a snort of derision: '*Chris Evans is in a dream world as usual*'.

Unfortunately I gave this snort during one of my rare appearances in the office, while my faithful Girl Friday Yasmina was cursing her way through the masses of paperwork that are part and parcel of living and working in France.

Yasmina: 'What's funny?'

Me: 'Nothing, I'm just laughing at them saying I live in a dream world...'

Yasmina: 'Well they have a point.'

Me: 'Whaddya mean?'

Yasmina: 'Well, what about the van incident?'

Ah yes, the van incident. Like a lot out there in readerland I seem to spend an inordinately large amount of time sitting in a van. If my faithful sweeper Dominique is with me, he drives. I don't know why but it has always been that way. I think he once mumbled something about having done zillions of police pursuit driving courses. To be honest it suits me fine, being a policeman, his driving licence is a little more robust than mine...

But if Dominique isn't in residence, next in the pecking order is me. Dominique drives supremely well and I feel totally relaxed when he's at the wheel, but in general I am the world's most nervous passenger. All of which means that unless I'm really knackered, Yas doesn't get to do many motorway miles. Which was exactly the case coming back from our last trip. As we approached Clermont Ferrand my eyelids getting heavier, I relented and pulled into a service station to let the mad German/Algerian girl take the wheel.

As we pulled up in front of 'le shop' I jumped out, informing Yas as I fell that I was just going to spend-a-centime and grab a coffee, but with the queue stretching to the door I gave the café a miss and hopped back into the van.

The next thing I know I am awoken by Yas hissing 'Merde!' Apparently we'd just passed a police car that was now following us. 'Don't worry,' I said, 'you can't have been going over the speed limit, you're much too slow a driver, they must be after someone else'. An opinion I was forced to revise when the cochon wagon overtook us and the blue lights came on. Once on the hard shoulder we sat in confused silence as the three *flics* sauntered towards the van.

Very fat policeman: 'Do you know why we have stopped you?'

Yasmina (with all the contempt only a half-German-half-Algerian can muster): 'To be honest I have no idea whatsoever.'

VFP: 'When was the last time you filled the van up?'

And then it came to me in a flash. By deciding

'Apparently we'd just passed a police car that was now following us...'

not to queue for coffee I also opted not to pay for the 73 euros of diesel I'd helped myself to.

Incredibly we both had our ID cards on us (compulsory in France and coming to a country near you soon) and the van's paperwork was all in order. All that remained was for me to convince the VFP that I was merely *stupid*, not criminal - something that repeatedly banging my head against the dashboard probably helped reinforce. After numerous conversations with his superiors, and the service station 100km south, it was agreed I would write a cheque for the fuel I had 'stolen' and the matter would be closed. Who said all cochon are bastards.

Anyway, back to the perusal of my column. The last thing I like to check out is that they have updated my advert properly. Er where's the ad? It's usually running down the right hand side. Maybe they have moved it to another page. Half an hour of search later I was forced to conclude that the ad was not in the mag. So I rang TBM Towers' overworked complaints department where I spoke to a very helpful young man who I think gave his name as Sigh. Apparently 'due to technical reasons the ad wasn't able to be placed this month'. I don't know, maybe it is something to do with carbon monoxide build-up in vans that makes all regular users over a certain age a little dozy...



LONG DISTANCE OFF-ROADING IN FRANCE



REMAINING DATES FOR 2006

- Morvan 6/7/8 Sept
- Morvan 1/2/3 Nov
- Normandie 15/16/17 Nov

Navigated by road book. Price £330: includes half-board accommodation, full back-up, great food and an absolute minimum of road work.

UK agent for the Dakar Rallye

Sport Adventure, 44 rue des Gravilliers, 75003 Paris, France

Tel: (UK mob) 07900 826719

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

COMPLETELY

Mark Williams
fears the
game is up...

RUTTED

Last month I wound up with a rather mawkish request for reader's views on the future of trailriding, c/o TBM's Letters pages and at the time of writing I haven't a clue what, if anything, the editor's postbag contains. However in the fast-paced firmament that is the digital highway (about the only right of way that remains entirely unrestricted, ha-ha-ha), there has been some traffic on the TBM Forum re Wither Williams and His Trailriding Future.

Now because I have a life in the *real*, as opposed to the *digital* world, I don't spend endless evenings slouched over a Macintosh making posts on internet billboards, but when I do enter the admittedly nifty-looking portals of the TBM site I am usually stimulated by much of what I read. Well stimulated, or infuriated. Which is of course how it should be. But on the subject of yrs. trly. and my deliberations on the future viability of mud-plugging, the jury seems to be out. Or more likely, somewhere else altogether.

Whilst it flattered my ego to learn that some

'All that would be achieved by a few thousand dirtbikers converging on central London would be outraged newspaper headlines confirming what every middle-Englander already thinks, ie bikers are a bunch of whining hooligans...'

folk had been reading my rants since the days of Bike and Which Bike? (which means they're as ancient as me), and even one who claimed that I'd become 'an institution' (as opposed to being consigned to one, which is probably what I should be), several commented that my recent scribbblings were overwhelmingly negative. Which on mature reflection, I'll concede is true.

But whilst I don't have time for extensive ruminating and trawling on the web, I do spend many hours in meetings with various rights of way interest groups and related council quangos, and of course scrutinizing the reams of bumf they spew out. (Okay, so maybe I don't really have a life after all). And it's these experiences more than anything else that reluctantly incline me to the conclusion that my kind of trailriding has no long-term future. Let me elaborate.

At a recent joint meeting of two Local Access Forums called in relation to the ongoing Monks Trod closure, not only was the overwhelming opinion, including that of Powys County Council, that the route would be permanently

closed to motorcycles as well as 4x4s - even after repairs to the damaged area - but one council official actually blustered that now NERC was a reality 'we'll start using TROs to stop further vehicle use on BOATs.'

Now although I long ago gloomily predicted that this would happen, it was the first time I've ever heard any RoW officer openly say so, and I'm sure it's in line with the thinking in other county councils across the country. In Powys it's likely to happen sooner rather than later because we have quite a lot of BOATs and they're already attracting large numbers of riders and 4x4s from outside the area, a diaspora that will inevitably mushroom as NERC starts to bite in areas where RuPPs were previously the main menu.

The Powys Byway Users Group - effectively a council quango of which I'm also a member - is also privy to determined efforts to backtrack on previous undertakings to lift or not renew several TROs, and their justifications for this are little short of breathtaking. But ultimately they *can* and *will* do what they like, and this despite a court ruling one member of PBUG achieved against the council's refusal to effect repairs, which required the council to pay legal costs. As a consequence, the council claim they cannot now afford to do the repairs that the TRO related to!

Now, I read on the TBM site and indeed elsewhere that many of you are simply going to ignore the law and carry on riding Restricted Byways (neé RuPPs) and wait 'til you're challenged, at which point you'll either claim ignorance of their new legal status, or ensure that your number plate is obscured. Others suggest a mass protest in Whitehall, and others still advocate avoiding confrontation with other users by restricting riding to mid-week or even mid-night.

Whilst all of this is in the best traditions of motorcycling's rebellious nature, I believe it simply won't wash.

Sooner or later conventional roads signs barring motor vehicles from RBs will further blight the landscape and ignorance will not be an excuse, especially to interested parties who will report their misuse to the authorities. And an obscured number plate is already a road traffic offence.

All that would be achieved by few thousand dirtbikers converging on central London would be outraged newspaper headlines confirming what every middle-Englander already thinks, ie bikers are a bunch of whining hooligans. (And if millions of responsible citizens marching down Pall Mall couldn't halt the Hunting Bill or stop Blair bombing Iraq, the idea that we'll get clauses 61 and 62 of NERC rescinded is laughable). As for those of us lucky enough to be able to ride RBs on a Wednesday, well we might get away with it for a while, but once the gates are in place and the BOATs are TRO'd, the game's up.

Now here I must take issue with those who

accuse me of relentless negativity, if only because I prefer to think of myself as a pragmatist, albeit a cynical one. The sorry fact is that the TRF, the only organisation that consistently fights (an increasingly losing battle) against the tide of legislation and public opinion which is effectively curtailing trailriding, has just 3000 members, with almost no trade backing and a reliance on a few dedicated, but over-stretched amateurs to keep it going. The off-road riding constituency is perhaps ten times larger than that but is - as a whole - woefully ignorant of, or untroubled by NERC and its consequences.

Witness the half-hearted response of the broader motorcycle press, other biking organisations and even most of the *other* off-road mags to the TRF's anti-NERC efforts, or the pitiful attitude of the 4x4 fraternity whose activities were and are far more damaging than ours (an e-mail I was inadvertently sent by one club member earlier this year relished the prospect of a convoy of his brethren tearing across Wales late one May evening), and droves of wannabe enduro riders pulling wheelies riding around semi-naked in mid-Wales.

The TBM web forum has many sensible and informed correspondents who are TRF members or at least espouse their principles, but also has many who aren't and don't. One of the few internet user groups I do actively engage with (see, I am an anorak after all), reaches several hundred TTR250 owners, yet just a handful of them knew or cared about NERC when the issue was publicised, most just wanting to get out there and get their rocks off - on the rocks.

Conversely, the Ramblers Association has an energetically pro-active, salaried executive supported by 140,000 members, many of them politicised, and represents the views of an even larger recreational community. Against them we don't stand a chance, whatever the morality of our case, and that's why I wonder whether there is much point in carrying on for what can only be a very limited trailriding future?

If there is any hope, it is that just like aspects of the Hunting Act, Clauses 61 and 62 of NERC will prove broadly unenforceable (which is possible but rather less likely), or that somehow trailriders as a whole will become more thoughtful, responsible and indeed canny about the emerging zeitgeist... but after almost 40 years of riding and writing about the two-wheeled world, I fear that is antithetical to our breed.

So if this column isn't here in a couple of months, you'll know I've finally thrown in the towel. In which case I hope to see you further down the line in Pro Tiddly-Winks Monthly, Lingerie Lover or, more optimistically and realistically, Electric Biker. In the meantime, I'd still like to read your comments on where trailriding goes from here... that's if you can be bothered...



Eyes Right?
The Patman
finds himself
optically
challenged...

THE PATMAN

Generally I love racing in the rain. It's certainly cooler than racing in the searing Texas heat, and there's no doubt that the half-ton of dust that one usually ingests during a hot cross-country event is largely reduced by the precipitation. Not to mention (but I will) that the Patman usually comes good when it's wet. So I can't help but smile inwardly when I head for the starting grid on a rainy Sunday morning.

Most of you already know that effective mud riding doesn't come without a few necessary bike preparations. A good set of soft terrain tyres is of course a primary concern, and most often I consider throwing a bigger sprocket on the back as well. There may also be some extra airbox prep, foam between the engine and skidplate, larger plastic handguards, and some type of release agent on the fender undersides to help reduce mud retention. I'm sure you guys know the drill...

And then there's the rider prep also. From taping an old goggle lens to my visor as an extension, to wearing the latest raingear my, er... sponsor throws my way. Goggles are important

'I felt two quick slaps on the top of the helmet, and heard a merry little voice yell out 'Good luck Honey'. And she was gone. The only thing was... I'm not sure if it was Mrs Patman's voice!'

too. In fact, goggles may be one of the most important aspects of wet weather riding. I usually keep two sets of 'rain' goggles in the bag already prepped. By this I mean, I've removed the foam from the vents for better ventilation, smeared on some anti-fog juice, and have them set up with several tear-offs on a yellow lens for more contrast on a grey day. Personally, I've kinda moved away from the roll-offs during rain, as they have proven too sticky when wet.

All that said, it was only a few weeks ago that I found myself in a seriously unusual position. As you might imagine, it was raining. And I mean raining hard. We're not talkin' about a springtime drizzle here folks. We're talkin' the kinda big drops that splash mud all over the sides of your boots and wheels as you sit on the start line. Here in Texas they say it was 'rainin' like a cow pissin' on a

flat rock'. The rain was so heavy that we might as well have been racing at night - the visibility would've been about the same. And to make matters worse, there was no wind to blow this deluge out of the area, or lightning to cause the promoter to cancel the event. So I sat there on the startline, water draining off my face, pooling up in the folds of my jacket, and covering the entire starting area so thoroughly, that we all appeared to be riding in a lake.

And there we sat, waiting for our minute. In my case, minute number four. First the Pros start, mercilessly leaving the next three rows covered in roost. A minute later the Open Experts do the same, 60 seconds after that the 250 Experts, then us, the Vet Experts, and so on until all 300 of us are out on the (in this case) 15 mile course.

Oh sure, the umbrella girls do their best to shield you from the bombardment of rain and goop, but it only takes a moment or two of flying roost for these dainty little flowers to start running for their lives, with a 10-kilo mud-covered umbrella in tow. This of course leaves the racers with no protection other than to shield our goggles by putting our heads down on top of the handlebars, so that after a row takes off a small cone-shaped mountain of debris remains on top of your helmet... like a little muddy volcano. At that point everyone looks exactly the same... 40 riders indistinguishable from one another, all black, on black bikes, with black number plates, and each with a small volcano on his helmet.

Now it's in between these 60 second start cycles that things get interesting. Ya see, as the preceding group of racers rounds the first turn, the pit crews, wives, and friends of the next row of riders have about 30 seconds to run out and make last-minute adjustments to bike or rider, shout words of encouragement, and wipe number plates and so on.

And so it was that on my minute, through my now partially fogged and muddied goggles, I could see a group of pretty shapes' running quickly from the sidelines. And sure enough one of the forms bounced over and stopped in front of me. It was Mrs Patman... *I think*. I remember wondering at that moment how they could keep track of their rider, as we all looked like a bunch of blackened cone-heads. Anyway, in a matter of seconds I felt Mount Vesuvius being swiped from the top of my helmet, and at the same time my bike shook from side to side in response to the vigorous wiping of my front number-plate.

During this exercise my part is simple, keep the bike revved up, slip it into second or third gear and pull one 'tear-off' from the goggle lens

in preparation for the green flag. But before I could reach the 'tear-off' my goggles were wrenched from my face, and in an instant I saw a hand with fresh goggles coming at the visor port of my Arai. Instinctively I blinked my eyes, and when I opened them again, the world had gone black! I blinked again. But the darkness remained. What tha hell? She had given me dirty goggles! During the moment of wide-eyed astonishment that followed, I felt two quick slaps on the top of the helmet, and heard a merry little voice yell out 'Good luck Honey'. And she was gone. The only thing was... I'm not sure it was Mrs Patman's voice!

Sensing that I had only seconds until the green flag dropped, my hand flew towards my face and groped for the tear-off, but there was none. In an instant I found a 'roll-off' string and pulled hard twice, but still my vision remained impaired! What tha hell? Oh no! I had just been victimised by some bouncy and cheerful goggle terrorist! What had she done with Mrs Patman? And more importantly, where were my goggles?

I desperately tried to wipe the darkened lens with a wet glove, only to come to the sudden and horrible realisation that the mud was on the *inside!* Apparently as a result of the Mount Vesuvius manoeuvre gone terribly wrong.

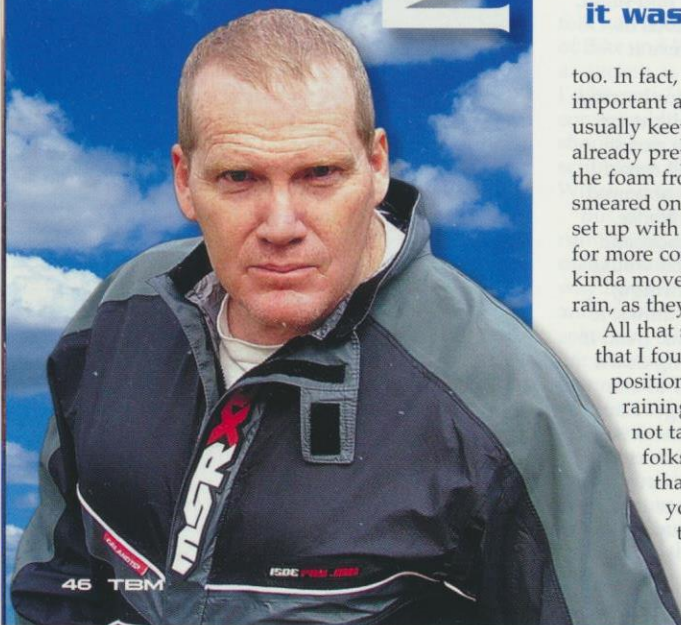
In the moment or two that it took me to grasp what had just happened to me, I also discovered that there was some light coming through the bottom left corner of the lens in front of me, at that same moment I also realised that a green swatch of cloth had passed through it. The Flag!!

With no time to lose, I tilted my head back and to the right, focusing the small window of light on the first turn. I slammed second gear, and dumped the clutch. Fast enough in fact to find myself in the lead for the first turn, even with my inhibited vision.

In the heat of that heroic moment, my hope was to blast the first half-mile or so until I had put some distance on my competitors, and could find a spot smooth enough to remove and toss the offending eye protection and then grab a new set at the first pit stop. But that's not what happened.

Oh, I put some distance on them alright, about three miles. At which point I realised that the only exhaust note I could hear was my own. Great. I had either smoked the entire field or along with everything else, my degraded vision was now responsible for some poor course navigation as well.

So I found myself alone, in a deep, narrow (and of course muddy), ravine with no way out, and no way to turn around. I killed the 450 and listened intently, but the only sounds were of





THE PATMAN

rain hitting my helmet, and motorcycles way off in the distance.

Surely you can imagine my irritation at this time, and as I pulled the goggle strap over my head, my only thought was to throw them as far into the woods as possible, and maybe run over and stomp on them for good measure. But then it occurred to me that as these were obviously not my usual brand, they

served as my only evidence of the trickery I suffered on the starting line, and were the alibi for my current situation.

Without the internally muddied goggles I was able to see a deep rain run just ahead and to my right, that might get me out of this mini canyon. So I leaned the YZF against the wall of the ravine and trudged up the rain rut to clear some brush before my attempt at it. While I was

there, I figured I'd hang the offensive eyewear on a tree branch at the top of the ravine, and I'd just grab 'em on the way out.

And yes, with just a little bit of pushing and clutch burning, I was able to make it back to the course and finish one lap - for last place points. But not before accidentally knocking the goggles from the tree limb on the way out of the ravine, running over them, and roosting them all the way over the ravine to the other side. There went my alibi.

Back at the camp, as I put my bike on the stand and pulled my helmet off, Mrs Patman trotted up and said, 'Where were you honey, we were startin' to get worried?'

Before I had a chance to answer, my best friend Mike who had been sitting next to me on the startline, stuck his head under the canopy proudly displaying his first place trophy, and said, 'Hey, look at this guys. I won!'

Then he looked past me at my wife and added, 'Oh and Mrs Patman, thanks for the help on the starting line...'

TBM

LONG-SLEEVED TEE-SHIRTS

FEATURING THE NEW TBM LOGO ON THE FRONT WITH THE WORDS "DIRT JUNKIE" ON THE REVERSE PRINTED ON "BEST IN TOWN" TEE-SHIRTS LONG SLEEVED COTTON/LYCRA MIX

£15.00 inc p&p

3 COLOURWAYS AVAILABLE:
BLACK-OVER-CHARCOAL,
CHARCOAL-OVER-GREY MARL,
DARK BLUE-OVER-LIGHT BLUE

SIZES: MEDIUM TO XXL (THEY COME UP LARGE)

ORDER ON TBM HOTLINE: 020 7903 3993
OR YOU CAN ORDER ONLINE AT www.trailbikemag.com

RPM MOTORCYCLES

128 Milton Road Gravesend Kent DA12 2PG
Tel: 01474 532967

Husqvarna

Stockists of:

... and much more!!!

www.rpmotorcycles.co.uk

Got a DIRTY habit?

BIKES

	Gas Gas FSE400, 2003, FMF system, vgc£2495	
	Honda CR80, 1997, good condition for year£795	
	Kawasaki KX125, 1997, great condition£395	
	Kawasaki KX65, 2002, in yellow, great bike£1195	
	Suzuki RM125K5, 2005, excellent condition£2695	
	Yamaha YZF450, 2005, load of extras£2800	
	Yamaha YZ125, 2002, great bike£1795	

QUADS

Suzuki LT80, new tyres, ready to go£650

Multiple pictures of all these bikes are on our website

LOADS OF SPARES IN STOCK, TOILETS & CAFE ON SITE WITH FREE PARKING

OPEN: MON-SAT 09.30-18.00

MAIL ORDER SPECIALISTS

BikeFrenzy.com, Waylands Farm, Approach Rd, Tatsfield, Kent/Surrey TN16 2JT • Tel: 01959 573737 • Email: sales@bikefrenzy.com

www.bikefrenzy.com

Riders Motorcycles

****NEW** Yamaha XT250 Serow £3650 o.t.r.**
****NEW** Honda XR230 £2995 o.t.r.**

XT225 Serow 1997£1985 XT225 Serow 2002£2495
XT250 Serow 2005£3350 XT250 Serow 2005£3450
XR250 2004£2750

Spares supplied by mail order
Japanese imports our speciality

Riders Yeovil Ltd, 26 Oxford Road, Pen Mill Trading Estate, Yeovil
Tel: 01935 421681 Email: sales@ridersmotorcycles.co.uk

YOU'RE NICKED!

LEGAL LIGHTING KITS FOR

CRF 250-450	CALL NOW FOR LEGAL LIGHTS OR GO DIRECTLY TO JAIL!
CR 250-500	
YZF 250-400-426-450	
YZ 125-250	
RM 250-450	
RM 250	
KXF 250	
KX 250-500	
KTM SX 450-525 SX-F 250	
HUSKY TC 570-610	
ENDURO BIKES	
DRZ 400	
KLX 200-220-250-300	
XR 650	
CRF 250X/450X	
WRP 250-426-450	

RING FOR FLASHER KITS/SPARES

Tel: 01788 510300

PRO RACING

Talon

HUBS DISCS AND SPROCKETS

-Motocross/Enduro wheels -
-70 000 off-road sprockets in stock -
-UK importer for BRAKING -
-Stockist of RK chains -

Talon Engineering Ltd
44 Lynx Trading Estate
Yeovil
Somerset
BA20 2NZ

Tel: 01935 471508

DAVE COOPER TRAILERS

CLIP-ON ADJUSTABLE BIKE RACKS

Car Racks **£55.95** inc P&P Van/Motorhome Racks **£65.95** inc P&P
4x4 Racks **£79.95** inc P&P
Junior Racks 50cc-80cc, Senior Racks 100cc-600cc

Fits any vehicle with British Standard towbar, and you can still tow with the bike rack in use! Made from 4mm British Steel tubing and mig welded. Finished in protective enamel or zinc plated. Lightboards, tie down straps also available.

PRICE INCLUDES LIGHTBOARD AND RAMP

TRAILERS

Single Bike	£229
Double Bike	£279
Treble Bike	£329
Quad Trailers	£345

DELIVERY AVAILABLE

DAVE COOPER TRAILERS
Dept TBM, Unit 7, Pettings Court Farm, Hodsoll Street, Wrotham, Kent TN15 7LH
TEL/FAX: 01732 820082 & 07860 702112 (MOBILE)

ARD RACING COMPONENTS

CLARKES TANKS

STEADY FLYWHEEL WEIGHTS

BOLT-ON SIDE STANDS

MAIL ORDER

The UK's No1 Parts Supplier for Yamaha Off-Road
www.ardracingcomponents.co.uk
spares@ardracingcomponents.co.uk

TEL/FAX: 01543 452057

11 High Street, Walsall Wood, Walsall, W.Midlands WS9 9WR

GET RESULTS

To advertise here call Natalie Watson

TBM

020 8840 4760

SUPER

KTM's new 950 Super Enduro R
is a real muscle machine...

CHARRGER



STORY: BO BARNI DUKE; PICS: REDEYE/HERWIG PEUKER/MANFRED HALWAX



'Yee-hah' came the cry as the big orange beast hit the bank of the dried-out riverbed. A cloud of dust flew from the undercarriage as it launched across the ravine before landing nose first on the other side. It was a phenomenal leap, especially for such a large machine...

God, I loved 'The Dukes of Hazzard'. As a child, nothing short of a tornado could prise me away from the telly when the familiar country 'n' western theme music rang out and Daisy Duke's denims wiggled into view. But as a car-crazy kid, what captured the imagination was that big orange '69 Charger powersliding down the dirt roads of Hazzard County, allowing the Dukes to evade the clutches of the bumbling Sheriff Rosco P Coltrane.

KTM's new 950 Super Enduro R could be the

dirtbike equivalent of the Duke boys' General Lee - big, powerful and very orange! But rather than launch their new bike in Hicksville, USA, KTM instead chose somewhere with far more off-road provenance - Erzberg in Austria, home of the Erzberg Rodeo dirtbike festival.

Rubbing shoulders with lush green mountainsides, Erzberg (meaning Ore Mountain) has given up its slopes to open-cast mining and every year tens of thousands of tonnes of rock disappear from its core while tens of thousands of bikers descend on the site for the famous four day event. Towering over the small town of Eisenerz, the tiered side of the mountain sees racers charge up the climb along wide and winding dirt roads in the qualifying 'Prologue', before the altogether more extreme Hare Scramble traverses the more rocky bits in between. And

SUPER CHARGER

It's big but is it beautiful?
KTM's Super R has been built to take on the HP2...



all in a country where off-road riding is, for the most part, prohibited! Riding there felt as illicit as running moonshine in Hazzard County...

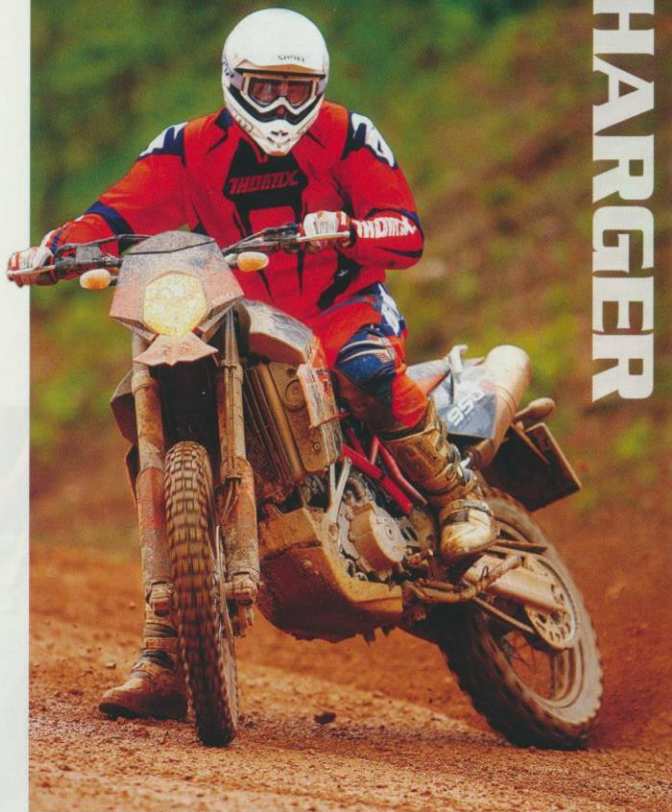
Super-Comp

The Super Enduro is the fourth bike to use KTM's LC8 V-twin engine. First came the Adventure, then the Super Duke and the 950SM. Both the Super Duke and now the Adventure, use a 999cc fuel injected version of the 75-degree motor, though the Super Enduro runs the original 942cc carburetted mill as this lump is 'off-road proven' and gives more control low down, with better throttle response than the injected engine. At least you can't fault the Austrians' honesty!

[Interestingly the dry-sumped engine is lubricated from a specially reshaped oil tank



SUPER CHARGER



rear fender, though to carry a pillion requires a replacement seat and the fitment of rear pegs. Black DID rims and a suitably snazzy graphics kit look neat - though a large '01' on the flanks and a confederate flag would've finished things off nicely I reckon.

But why did KTM feel the need to build a monster enduro bike in the first place? Well, they claim it was just a natural progression for their LC8 motor, and with their dirtbiking heritage and a blinding big trailie in the form of the 950/990 Adventure you have to believe them... in part at least.

'Cos the recent launch of BMW's own twin cylinder beast, the HP2, might just have had something to do with it! With aspirations to be Europe's biggest bike builder, there must have been a dark cloud hanging over the Mattighofen factory when BMW (who are Europe's biggest motorcycle manufacturer) launched the HP2 last year. KTM obviously would like to steal some of that thunder...

Super-Size

From the lower slopes of the mountain you really don't get a sense of its scale. Each dirt road looks little more than a single-track and the summit doesn't seem too far away. Aboard the bike, and heading up the hill, that soon changed. The majority of the tracks were 'dual carriageway' wide and the KTM race transporter parked below soon became a tiny orange spec. First impressions of the Super Enduro? Big, fast, and, like the Erzberg, deceptively tall.

The brochure may report the seat height as 965mm, yet parked next to a regular EXC model (920mm perch) there doesn't seem to be much between them at all. But whereas I could easily get both feet flat on the floor on the enduro bike, the Super Enduro had me balancing on the balls of my feet thanks to a wider and flatter-profiled seat. The 14.5L fuel tank rising up towards the braceless Magura bars simply emphasises the height. Those bars did need rotating round in the clamps to bring them up to a decent height, especially when standing, though I did find a comfortable setting. Bar risers will no doubt be

sitting at the front of the motor (protected by an alloy bashplate) and the large single radiator wears a plastic guard to prevent damage to the fins and lessen the build up of mud.]

The 'corporate orange' lattice work of the chro-moly trellis frame contrasts with the sleek aluminium swingarm, holding a WP link-less shock. At the sharp end, fully adjustable 48mm WP forks will be immediately recognised by KTM owners, though they're obviously set-up to cope with 260-odd kilos of bike and rider, and the single floating front disc measures in at a sizeable 300mm.

The overall look isn't too dissimilar to that of the 950SM - a real wolf in wolf's clothing. Short, sharp panels jut out from the 14.5L tank and firm two-tone seat, whilst the jagged front fender (with its cut-away section to aid cooling) and chiselled headlamp thrust forward like Concorde's beak. At the rear the twin, cat-equipped, stainless pipes point skywards and the smooth alloy grab handles snake over the

All KTM models in stock

4 Groes Road, Colwyn Bay LL29

Tel: 01492 535959
Fax: 01492 535969
colwynbaymotorcycles@hotmail.com
www.colwynbaymotorcycles.co.uk

27064

mac moto

SUPERMOTO ENDURO MX PARTS ACCESSORIES IN HAMPSHIRE
www.macmoto.com
info@macmoto.com
01425 626035

Black plastics arriving shortly for the XR650R available only from macmoto
FOR ALL THE LATEST VIEW OUR WEBSITE www.macmoto.com
All the parts you need for the Honda XR and CRF Supermoto and Enduro

SRC BRAKING DOMA SUPERMOTO TALKING

Unit 18 Kingsfarm Industrial Estate, Hordle, SO41 0HD

Bikester.co.uk

JAPANESE IMPORTS
High Street, Northchurch
Berkhamsted HP4 3QH
Tel. 01442 862277

(03) WR 450, e/start, mint	£2995
(01) WR 426, very clean	£2250
(99) RM 125	£1395
(90) XLR 250 BAJA	£1295
(89) XLR 250 R, choice	£1195
(90) Serow, very clean	£1195
(90) TS 125 R, blue	£995

MORE ARRIVING DURING MAY
Many others see website or call for latest information

NEW TRY B4UBUY
4 hour trail ride £100 all inclusive and refunded if you buy a bike - see our website for full details

WE BUY AND PART EXCHANGE
We now stock FERODO pads plus HIFLO oil and air filters for KTM, GAS GAS, HUSQVARNA, HONDA, YAMAHA, SUZUKI and KAWASAKI
See our website or visit our online EBay shop EBikester for tyres, oil, tools, used parts, and much more

Silkolene FERODO arashi
Adults & Kids helmets from £45

Open 9am - 6pm weekdays, Saturdays 10am - 1pm
Visit our website to view current stock
www.bikester.co.uk

BAVINS OF DISS
ESTABLISHED 1960

KAWASAKI YAMAHA

2006 WR250/450 now available

WR 250F 05
£poa

All 06 YZ/KX 2 strokes & 4 strokes in stock now

View all second hand bikes on our website

MAIL ORDER SPECIALISTS - OR BUY ON-LINE
101 Victoria Road, Diss, Norfolk IP22 3JG
Tel/Fax: 01379 642631
Email: bavins@yamaha.eclipse.co.uk
www.bavinsmotorcycles.com

INSTANT SHELTERS
www.surfturf.co.uk

Available in 3 Grades, 5 Sizes and 15 Colours

Suppliers of Instant Shelters and Logo Mats to the Event, Exhibition, Motorsport and Leisure Industry

www.surfturf.co.uk
0161 776 9923

SUPER CHARGER



The 950R is a remarkably competent dirt bike. And with the right set of tyres should be able to go more or less anywhere an EXC can take you...

available from the 'Power Parts' catalogue.

On the wide, sweeping dirt roads the seat height isn't so much of an issue as, say, keeping the power in check. With around 90hp at the rear wheel the 950R was always gonna light-up on the way out of turns and the dual purpose Metzeler Karoos simply couldn't cope with a twitchy throttle hand. Hairpin after hairpin, the rear wheel would slide sideways on the damp surface before swinging back the other way, the back-end gently fishtailing its way down the next straight. Things never really got out of hand though, albeit a more aggressive tyre would do wonders for the level of traction - an area where the slightly longer wheelbased HP2 scores very highly.

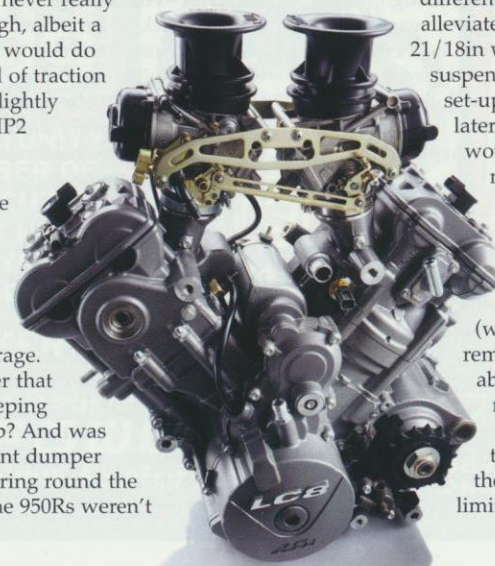
With both wheels pointing forwards the Super Enduro could be caned all the way up through the six-speed 'box, until the point where you ran out of road... or courage. 'Is there a corner after that crest? Does that sweeping turn suddenly nip up? And was that the back of a giant dumper truck I saw disappearing round the edge of that cliff?' The 950Rs weren't

the only monster machines out on the mountain that day...

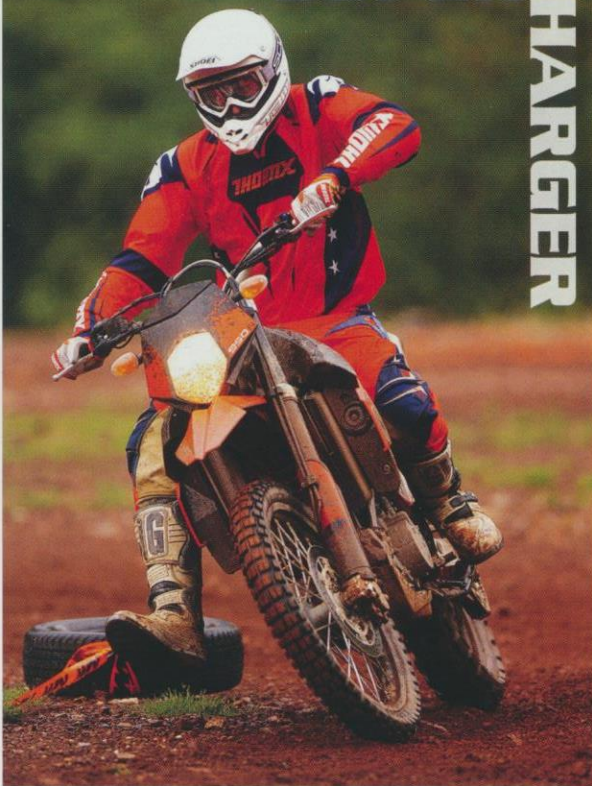
That nagging doubt about what was out of sight tempered the speed slightly, though we were still just shy of three-figure speeds. And at such a velocity the big KTM felt pretty good. Unlike most single cylinder KTMs the front-end doesn't flap around and unsettle the rest of the bike. It's not rock solid, feeling just a smidgen nervous on the hard terrain, though I never really had cause to fully back-off. Again, some

different tyres would probably alleviate this (easily sorted with 21/18in wheels), and the WP suspension was both box-fresh and set-up quite firm (more on which later). Slightly softer settings would no doubt give a touch more traction and a bit more security on the hard surface.

The 950 motor is an absolute joy on fast going. There may be a slight snatchiness at lower revs (which is known and easily remedied) but keep it spinning above around 3000rpm (there's no rev counter fitted) and the power is wonderfully linear, the bike surging forward all the way until it hits the rev limiter. It's amazingly easy to



SUPER CHARGER



as planted as you'd like (especially in the wet with dual sport tyres!). So on the sharper, flat turns I resorted to squaring off the corner: backing the bike in, brake sliding it around, or simply getting the rear-end to step out on the gas - which seemed to work just fine.

The small jump was less of an issue. Where an HP2's forks would bottom-out all too readily, the Beemer landing with all the grace of a 60s muscle car being dropped from a great height, the KTM's WP set-up was far firmer, and the bike touched down without fuss. Likewise on a rough, whooped-out section of the course the 950 could be bounced off the face of the humps without the forks clanging on their bump-stops. Allow for the fact that you're chucking around a 200kg motorcycle and it was possible to attack most obstacles relatively hard and fast.

Erzberg features some serious hillclimbs and whilst I didn't really like the look of some of the monster ascents, the shorter climbs were dealt with simply by tweaking the throttle and hanging on tight. The combination of big power and big weight meant the back-end dug down and hauled the KTM to the top, though the really loose, deep

sandy climbs needed plenty of momentum to prevent the bike digging in and stopping dead.

ride in 'hot pursuit' mode, just keep things smooth and plan well ahead!

That big floating front disc and twin-pot caliper aren't massively powerful, though I think it's fair to say that the last thing you want when travelling at over a ton on the dirt is overly sharp brakes. What you do want, however, is to know exactly what's going on with the stoppers and the lever pressure is *far* better than on the EXC models. The rear brake is also just about spot-on.

Super Special

On a small plateau KTM had taped out a short special test with a variety of corners, surface changes and a small jump. It wasn't ideal 950 territory, and muscling the SE around took some effort. But it sure was fun...

Sliding forward on the seat, you can't get quite as far forward as you'd really like without really hauling yourself up towards the head-stock. Stick a foot out and the tank splays your leg outwards, when you want to get it forwards, meaning the front-end doesn't always feel *quite*

Super-Heated

Coming back down the steep hills required plenty of care. A tall first gear meant that there was little point employing engine braking to keep the speed in check, and the loose wet rocks were constantly shifting under the wheels. Likewise, on more gentle slopes, slick with mud, there was a slight tendency for the bike to try to get away from you. A lower idle speed (and knobblier tyres) would've helped keep things in check. Apart from this, the 950R could be trickled along quite happily, assuming you allowed for the slight lack of steering lock and - when you needed to take a dab - the height.

Topple off the 950R, as I did a couple of times turning it around in the loose sand, and the ally grab handles make picking it up a relatively easy process. I would watch those cans though, as the catalytic converters mean that they get obscenely hot. Unfortunately I managed to find out the hard way..!

Look it up for yourself
EXC'S
in the
colin collins
dictionary

EXC 400 Only £4795

EXC 450 Only £4895

EXC 525 Only £4995

EXC 525 XC Only £4995

ALSO LC4, SUPERMOTO,
V-TWIN & ADVENTURE
MODELS AVAILABLE

excel *vt* to surpass. * *vt* to be preeminent.
excellent *adj* of high quality; choice, excellent value only from colin collins.
except *vt* to omit; to exclude. * *vt* to object. * *prep* without.
exceptional *adj* unusual; rare; superior.
exceptional prices on all EXC's from colin collins.
excerpt *n* an extract. * *vt* to extract from a book, etc.
exchange *vt* to give and take (one thing in return for another). * *n* the conversion of money from one currency to another; a place where things and services are exchanged, esp. a marketplace for securities; a centre or device in which telephone lines are interconnected, top prices paid for your part exchange.

excitable *vt* easily agitated.
excite *vt* to arouse the feelings of, esp. to generate feelings of pleasurable anticipation; to cause to experience strong emotion; to rouse activity; to stimulate a response, eg. in bodily organ.
excitement *n* strong pleasurable emotion; agitation; commotion.
exclamation *n* a loud outcry; an emotional utterance; an interjection.
exclusive *adj* excluding all else; reserved for particular persons; snobbishly aloof; fashionable; high-class, unobtainable or unavailable elsewhere; sole, undivided.
excursion *n* a pleasure trip.



colin collins

Harrow, 90-108 Pinner Road, Middlesex, HA1 4JD T:020 8861 1666

www.colincollins.co.uk

HONDA

CRF250X5



£3299

GREAT OPPORTUNITY
LIMITED NUMBER OF
EX HONDA MACHINES
WITH BRAND NEW
PLASTICS, TYRES,
CHAIN & SPROCKETS!

'06 REGISTERED

YAMAHA

WR250 ('06 REG)



£3399*

JUST IN!
'05 WR450 ('06 REG)

£4199*

KTM

400/450/525



THE BEST DEAL?

END OF MODEL YEAR

CLEARANCE

PHONE 4 PRICE



2-12 Bath Rd, Bristol, BS4 3DR
FOWLERS
www.fowlers.co.uk

0117 915 15 02

07917 869 488 (out of hours)
rodv@fowlers.co.uk



Pictures for illustration purpose only. Prices are subject to change without notification. While stocks last. *Plus 1st Reg (£38) Plus RFL (£45), RFL = Road Fund Licence. Prices include admin charge. Marked prices are for payment by cash, cheque or debit card. Finance and insurance subject to status. Written details available on request. Terms and conditions apply.

Are you brave enough
to want to pilot a 950cc
dirt bike off-road...?



SUPERMOTO CHARGER

Super-Saver

In my eyes, the only real let down with the SE was the slightly bulky seat/tank arrangement. Give the seat a narrower profile (to make it easier to get your feet down) and slim down that tank a touch and the bike will be easier to ride hard, especially through slower corners. Conversely, I can see why KTM went for a comfortable perch as, either off-road or on tarmac, you'd expect a certain degree of mile-munching capability with a litre bike. But a bit of foam out of the sides wouldn't compromise things too much.

In all other respects the 950R was as much a hoot as I'd hoped. The engine's beautiful, the suspension copes with the hardest of hits, and on the faster going it's awesome.

Now we get to that crucial area, the price. If you fancy one of the 50 Super Enduros KTM will be bringing into the UK this year it'll set you back £8045 on-the-road (from LC8 authorised dealers only). Or put another way, roughly two-thirds the price of an HP2!

So who's going to be buying one? Well, probably the exact same people who'd buy an HP2 - big bike lovers, UK rally racers, and high street poseurs - only the KTM's gonna be more tempting thanks to the *considerably* lower price tag. Despite its pared down appearance, there's provision for fitting optional (at a cost) luggage, and with that wide seat the 950R could prove a hugely versatile dual sport machine.

Is the Super Enduro a better dirtbike than the HP2? Hmmm, it's close. I think the KTM will edge it on the suspension, whereas the Beemer

holds its weight maybe a touch lower. They both make serious power and they're sufficiently different to make it a tough call. Really, it'll take a head-to-head shootout to split 'em.

Which is just what we'll do as soon as we can graft a set of Dixie airhorns onto a Katosh and fit flashing red 'n' blue lights and a police siren to the BMW. Yee-hah...!

Huge thanks to: Shaun Sisterson at KTM UK and Eva Priewasser, Thomas Kuttruf, and Joachim Sauer from KTM Sportmotorcycles.

KTM 950 SUPER ENDURO R

Engine:	Liquid-cooled, DOHC, 75° V-twin
Displacement:	942cc
Bore & stroke:	100 x 60mm
Comp ratio:	11.5:1
Transmission:	6-speed
Front susp:	WP 48mm USD forks, fully adjustable
Rear susp:	WP PDS shock, fully adjustable
Brakes:	Brembo 2-piston caliper, floating 300mm disc/240mm rear
Seat height:	965mm
Ground clear:	330mm
Wheelbase:	1577mm
Fuel capacity:	14.5L
Weight:	190kg (no fuel, claimed)
Contact:	KTM UK, 01280 709500 / ktm.co.uk

30928



10 year guarantee

£55

PHOTO: Redhead



Kriega

Hydro 3

3-litre hydration pack : *"...the undisputed Daddy of hydration."*
 Unique harness system - No arm restriction. Easy click in/out (no readjustment needed)
 5 or 10 litre add-on options - DryPack 100% waterproof



£75



Hydro-3 + US-5 add-on pack Save £5

01829 741223 www.kriega.com

30958

FOR ALL MAKES + MODELS OF ENDURO - MOTO-X - TRAIL NEEDS + MORE

GAS GAS

Beta

Husqvarna

Hebo clothing stockists

BIKE TECH

Asterisk knee guards

HOTLINE 01225 765765

GAS GAS



Husqvarna



Unbeatable opportunity to buy 06 stock

VAST CHOICE OF SECONDHAND BIKES/CLOTHING/ACCESSORIES

SPECIAL PERFORMANCE ITEMS

Power Box Cover - Exhausts - Flywheel Weights - Engine Porting/Tuning - Rebuilds & Modifications

UK's Leading Gas Gas Enduro Specialists & Stockist

ALL UK MODELS - BEST PRICES INC. SPARES PACKAGE + FULL SPARES & WORKSHOP BACK UP. FULL WORKSHOP FACILITIES - SERVICE & REPAIRS FOR ALL BIKES

Find us at Unit 9a, Dunkirk Business Park, Frome Road, Southwick, nr Trowbridge BA14 8NL



MAIL ORDER AVAILABLE



Shop around and you'll find specialist tools which are compact and light enough to carry in your tool pack. The tub contains a universal cable repair kit...



Some riders go to great lengths to create their own special tools. This is a spanner which has been cut and shaped into a plug wrench and tyre lever...

weight - sawing the ends off spanners for instance, and welding the spanner head to another tool, while specialist enduro-tool manufacturers such as Fredette sell tools which double up as a plug spanner and wheel nut remover. And KTM make a similar tool for their bikes. Other weight-saving measures include carrying a multi-tool or Swiss-Army Knife. Also you can buy little Y-shaped socket-headed spanners which come with 8, 10 & 12mm heads on them. There are plenty of MTB multi-tools out there, but be wary of tools which aren't man enough for the job.

One thing you should be aware of is safety. Don't be tempted to carry sharp or items like long screwdrivers or knives which could (in the event of a crash) poke through the bumbag and cause an injury. Likewise when you're choosing

Ride on air and you'll need some way of fixing it...



UNZIPPED: What's in your bumbag?

find yourself out on the trail trying to undo an 8mm nut with a piddly spanner when you originally did it up with a three foot-long breaker-bar. Personally I don't side with this argument, because if you tighten up all your bike's bolts with your puny little bumbag spanners, then you're far more likely to have them come loose in the first place. So make sure that your bike is well prepared beforehand, and hopefully you'll only have to resort to using your bumbag occasionally...

Track & Trail

The sort of riding you do will influence the type of tools you need to carry and as with all these things it's a matter of prioritising. For instance if you're riding a timecard enduro then your priority will be to carry the bare minimum number of tools to ensure a finish, whereas if you're out for a weekend's trail riding in a remote area, you'll care less about the weight you're lugging around and more about getting home.

In both cases you'll need a bumbag, but the contents are likely to be slightly different.

Dealing with punctures (and the tools you need to fix them) we'll come to later, but first off let's deal with the essentials - the sort of kit you *always* need carry no matter where or when you're riding. This includes the following: plug spanner and new spark plug, pliers with side-cutters, screwdrivers, Allen keys, compact 8mm, 10mm & 12mm spanners (or 13mm depending upon your bike), small adjustable spanner, metal-putty, chain-breaker spare split-links, a few zip-ties of varying size, a piece of rag and a condom! (Before you ask it's for carrying water). Stock your bumbag with these items and you should be able to get out of most problems.

Okay, next we come to the non-essential but still important things such as a spoke key, spring-puller, duct-tape, small canister of nuts and bolts, a length of radiator hose, tow-rope, spare levers, small length of lockwire, a small folding saw etc. Finally we have the items which you'd find in any well-stocked tool bag but which aren't actually tools - items such as a mobile phone, money, lighter, cereal bars, first aid kit and any medication you require such as antihistamines, or inhaler etc.

Weights & Measures

Some riders go to extraordinary lengths to save



Win Yourself a Cruz Tools Rally Kit DMX1 from Venhill

Too lazy to organise your own bumbag? No worries, we've taken all the hassle out of it by teaming up with Venhill engineering to offer three lucky readers the chance to win themselves a ready-stocked bumbag absolutely **FREE!** American company Cruz Tools have been adding a dash of Californian cool to their well-planned toolkits since 1996, and now they've taken the next logical step and equipped a bumbag with their top-grade hardware.

The kit comprises a super-tough 5040 Denier nylon bumbag equipped with the following: a 200mm adjustable spanner, 10mm and 12mm combination spanners, mole grips, three-way T-bar, needle-nose pliers, plug spanner, feeler gauge, Allen keys, mini four-in-one flat and cross-head screwdrivers, tyre pressure gauge, a mini torch, a pair of tyre levers, a roll of insulation tape, a length of lockwire, cable ties, a sachet of WD40 and a rag. The full kit (available from Venhill on 10306 885111) weighs just 2kg and is worth £44.99, and three lucky readers are going to get one absolutely **Free**. All you have to do is drop us a line to letters@trailbikemag.com with your best bumbag bodge story, and the best three will win themselves the goodies. Couldn't be simpler...

UNZIPPED: What's in your bumbag?

A small selection of nuts, bolts and washers in an old film canister will always come in handy. Wrap the thing in loads of gaffer tape and you'll have enough for a repair to your seat, riding pants etc. Don't forget a handy piece of rag...

Another multi-tool, this time containing screwdriver blades and a whole bunch of Allen keys.

A replacement folding-tipped gear lever while not essential, is a useful spare to carry.

Zip-ties are an essential component of any tool bag. If you leave all your tools behind, then tuck a few of these into your bike's bar-pad.

Metal putty can be used to repair a busted case or radiator - or even to plug a hole in a fuel tank.

a bumbag, don't just buy on price, but go for one which looks tough enough to survive a few scrapes, because bumbags have a hard life.

Punctures & Tyre Changing

Now we come to the thorny issue of punctures. Okay the easiest way to avoid having to carry tyre changing tools is to not get punctures in the first place. Remember prevention's better than cure, so fitting mousers or tyre balls means never having to worry about carrying tyre levers. Alternatively if you do ride on tubes then using a puncture preventative such as tyre-slime or ultra-seal will guard against all but the very worst of blowouts.

Some riders rely on a can of sealant/inflator instead of carrying tyre irons, but these are never

fail-safe. If you do ride on tubes then the only sure-fire way of covering yourself is to carry sufficient tyre levers to enable you to remove and replace a tyre, together with a spare tube (a 21in front tube will fit both wheels) and some way of re-inflating the tube - either with a small hand-pump or a set of carbon-dioxide canisters. Occasionally I've seen riders save on space by ditching the spare tube and carrying a small puncture repair kit

your bike. Lots of riders don't bother wearing them for short races like hare and hounds...

But then again, you just know that the one time you forget your bumbag is guaranteed to be the time that you forgot to tighten up your bike's engine mounts.

You have been warned...



Tested: Kriega R8 waistpack

The R8 is the latest waistpack from British 'bike bag' company Kriega, and unlike the R3 and R11 before it, this one's been designed with a definite off-road bias. Total capacity is eight litres (two litres in the removable, waterproof 'side-pod' and six in the main pack), with a handy removable tool roll.

Like all Kriega products the standard of build has to be seen to be believed. We like the sealed zips, main compartment with top and side access, multi pockets, comfy fit with plenty of padding, and quick adjusters. But most of all we like the design and the fact that it's been built to last using seriously tough materials.

The R8 retails for £50 and comes with a ten year materials/manufacture guarantee. You can order online at kriega.com or by phoning 01829 741223. **Recommended**

(with self-seal patches). Fine as long as you don't get a ripped tube, but slightly slower to effect the repair. Remember you'll also need to carry spanners to allow you to remove either wheel and work out some sort of centre-stand arrangement in order to replace them afterwards.

Bag to Front!

Most riders carry their bumbag round the back of their waist, but if you look at some of the pros you'll see they wear them around their front. Why? Well the reasons they give are that it centralises mass, places less strain on the lower back and is less vulnerable in a crash. Our advice is try it and see what's comfortable for you. Finally, you don't have to wear your bumbag every time you go out for a ride on

I'd never be without...

'...Gaffer tape and zip-ties (essential for repairing things), a length of ally tubing for connecting two bits of radiator hose, and jubilee clips to secure it. A Beemer strap [a lockable webbing strap originally supplied to tie-down BMWs in their crates - has a multitude of uses including towing], boiled sweets (for energy, and bribing little African kids to help you), and toilet paper for, er... obvious reasons!' **Patsy Quick**

'...A gear lever, a spring puller, a spare split-link (in case your chain guide gets bent on a rock and starts to wear the soft-link), a 17mm spanner or whatever tool is needed to drain the carb on your bike and a plastic bag. The plastic bag not only lets you transfer water or fuel if necessary, but also allows you to strip an item like the carburettor by the side of the track without losing all the tiny screws...'
Ady Smith

'A sprocket circlip.' **Jonty Edmunds**

'Snus. A Scandinavian brand of Chewing tobacco!' **Samuli Aro**

CHEAPISH

TERRIBLES



Gas Gas have just introduced a no-frills budget-version of their terrific little EC200 model. Priced at nearly a grand less than the standard race bike and with only a handful of cost-cutting measures, the EC200 Hobby has been designed as an entry-level trail/enduro machine. To test out its cut-price credentials we compared it with the nearest thing to dirtbike royalty - Honda's regal CRM250R, the prince of trails - and then just for good measure, took it racing. This is what we found...

Great! A no-frills Gas Gas. It's a bit like finding your local Asda supermarket has just been taken over by Lidl. That Elizabeth Duke is now selling Ratners jewellery. Or that Ikea is, well... you get the picture! Never mind, here at TBM Towers we love the Gas Gas EC200. In fact we reckon it's one of the best dirtbikes available. And we've said as such on numerous occasions in the past. Why? Well because when you combine a great handling chassis with a mellow two-stroke engine in a fuelled-up package of just 116kg, you have a recipe for a confidence-boosting bike which just about anyone with a degree of off-road ability can ride hard. So an affordable Gasser 200 has got to be a good idea - especially now money's tight. Agreed?

It may look just like a red EC200...but it's a whole lot cheaper!



But just how affordable is it? Well not as cheap as we'd like. To be honest we'd hoped to see the new Hobby screaming out of showrooms at around the £3300 mark - cos at that price it'd be great value for money. And right now with every dirt-bike dealer awash with unsold product, you've got to offer serious bargains to get the business.

To be fair to Gas Gas they're well aware of this fact - and actually sought our advice as to the pricing of their new model. Originally they told us it was due to be sold at £3859. We laughed. A lot... They thought again. We batted it

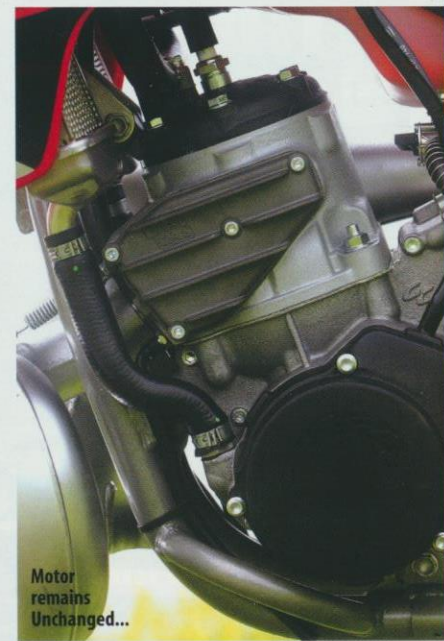
back and forth between us. And eventually they settled on a more realistic figure of £3500 - well £3531.80 + OTR to be precise. At that price they're not giving 'em away, but they're trying to be as competitive as possible and still stay in



CHEAPISH THRILLS



Sachs rear shock replaces the multi-adjustable Ohlins unit on the stock EC200...



Motor remains Unchanged...



Savings have been made on the brakes which are Spanish AJP's

business. They acknowledged that dealers still have a little room for manoeuvre so you might find someone prepared to knock 'em out around the £3400 mark - which is basically a grand cheaper than a stock EC200. Bargain.

Cutting Costs

So where have they saved a grand on the sticker price of the stocker? Well for starters the bike's suspension: the front forks are still Marzocchi Shivers but now without any adjustment (and no Ti-nitriding either), while the multi-adjustable rear Ohlins shock has been replaced by a non-adjustable Sachs unit (though you *can* adjust preload). The result of these suspension changes means that the whole bike now sits 20mm lower.

The brakes have been cheapened as well: unbranded Spanish AJP's replace the superb Japanese Nissins of the original. Elsewhere

there's a few other minor amendments all designed to cut costs. The old chromed steel side-stand makes an unwelcome return, the front brake and clutch levers are cheap cast items and there's no handguards, frameguards or front fender brace - nor any graphics on the front or rear fenders. There's BF Goodrich Crossengo tyres instead of Michelin, a non-O-ring chain, a grey frame (instead of black), braced alloy bars (rather than the braceless items on the EC), and the yellow plastics have been replaced by nice bright red ones. With a slightly tighter dealer margin and a bit less VAT, well there you have it.

So does the Hobby feel like a budget bike to ride? To be honest, no. My biggest worry was the suspension - if they'd got that wrong there'd be no way of putting it right without expensive remedial work. And that would've negated the whole idea of buying a budget bike in the first

CHEAPISH THRILLS

Go girl! Mel gets the Hobby working hard...



place. Fortunately you can always rely on Gas Gas to come up with a well-suspended bike and the Hobby is right outta' the same mould. The forks and shock both work fine - the front is a little harder than you might be used to with a Gasser (though it was still bedding in) and the rear end felt just about perfect for my 90kgs.

Likewise the brakes worked absolutely fine. Perhaps there wasn't quite the level of feel that you get with a Nissin set-up, but the anchors never gave any cause for concern in terms of performance - though the cast alloy lever lacked span-adjustment and looked a little fragile, but survived numerous crashes without bending!

As for the other little details, well personally I could live without frameguards and a front fender brace etc if I was saving more than a quarter of the purchase price on my new bike. And details like the missing handguards and cheaper tyres - well they could be replaced as and when funds allowed (not that there was much wrong with the excellent Crossengos). In fact the only thing I would change immediately would be the non-O-ring chain which stretched like a TBM deadline during our two-day test - and frankly I wouldn't trust it.

Other than that the whole bike felt just fine to me. And why shouldn't it? It's basically a

standard EC200 underneath. Motor, frame and geometry (aside from the altered seat height) remain completely unchanged and you wouldn't want to change them anyway. I would've preferred a 50 or 51T sprocket on the rear rather than the 48T one fitted because the 200's not blessed with endless amounts of torque, and taller gearing merely exposes its limited ability to pull higher gears. But on the other hand the 48T sprocket is arguably better for the dual-purpose nature of this bike and almost certainly better on the road.

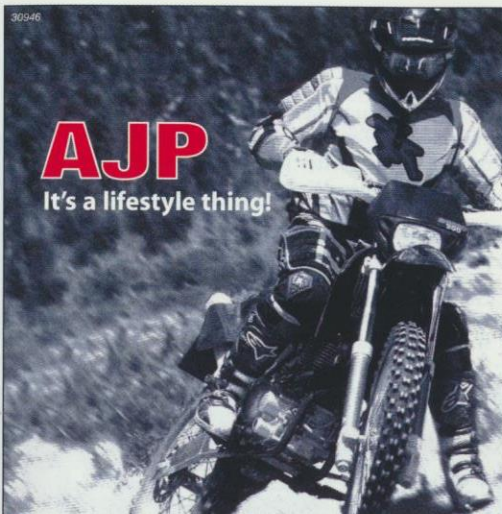
So over to sunny Hertfordshire for the first part of our test for a spot of play riding on some private land and to take in a few of our favourite RuPPs, sorry Byways.

The first thing you notice about the Gasser is how small and narrow it feels. Initially the seat feels rock-solid (though it began to soften up over time), and like all Gassers the controls feel incredibly light and easy to use. The Hobby starts easily with a single prod of the kicker and once aboard you immediately feel right at home. I know it may sound like a bit of a cliché, but you can really feel Gas Gas's trials heritage shining through. This is a bike on which you can stop and balance on full lock, before moving off without ever having to put your foot down.

30946

AJP

It's a lifestyle thing!



125 and 200cc Supermotard and Enduro bikes with Morad rims, Michelin Comp III Enduro tyres, Paloli suspension, AJP brakes and Reikon bars from only £2495. Quality speaks for itself!

Try before you buy. The AJP EXPERIENCE offers a days trail riding in Wiltshire on a 200cc PR4 Enduro for only £130. What's more we'll give you your money back if you buy any new AJP bike during the next year* Call us on 01225 777093 for 2006 dates.

*conditions may apply

AJP is distributed in the UK by MCDA Automotive 01225 777093. Dealers required in some areas



01604 589 555

Waterproof breathable
enduro clothing from

SINISALO




Jacket	£129.95
Pants	£114.95
Gloves	£29.95



APPLY ONLINE FOR YOUR FREE LOYALTY CARD

www.roostracing.co.uk

30961

S&R motorcycles
01208 831774
CORNWALL

GAS GAS

The only authorised GAS GAS dealer in the South West:
The Bikes, The Parts, The Accessories
Unbeatable deals on new GAS GAS range



'06 **GAS GAS EC300**
£3995



'06 **GAS GAS EC250**
£3995



'06 **GAS GAS EC200**
£3845

Don't be fooled by imports. All our bikes are full UK spec and include VAT, warranty, set up and PDI'd by factory trained staff

We stock full GAS GAS parts, clothes, helmets and after market parts for all makes and models

All credit cards welcome • Finance available
Full workshop facilities and next day delivery

TRETOIL WORKS, BODMIN, CORNWALL
TEL: 01208 831774 Mobile: 07876 343663
www.snrmotorcycles.com

CRF450 / CRF250
YZF450 / YZF250



TITANIUM FRONT PIPES
£79.95

INCLUDING NEXT DAY DELIVERY

DELKEVIC

WWW.DELKEVIC.CO.UK

TEL: 01782 338701

As a play bike the Hobby is ideal, though don't assume from that statement that it isn't serious enough to race. It is! It's just that the 200cc displacement is so unimposing and easy to use that really only absolute novices would find anything to complain about in terms of power delivery.

But twist the throttle and there's plenty of zip available from the little Spanish flyer. Once it comes on pipe (which is fairly swiftly) it'll easily pick up the front wheel and keep it hovering a foot-or-three above the dirt until you give it the next cog. And of course being a Gas Gas the gearchange is as stiff as a matador's moustache at first, but gets better over time.

For absolute performance a 250 stroker is obviously quicker, but then it won't feel as light nor as easy to handle as the 200 Hobby - even if the scales suggest otherwise. But while the Hobby can play around on the dirt could it match an old master like the Honda CRM250R out on the lanes. We wanted to find out...

Hobby V CRM250R

Is it a fair test pitting a nine year old trailbike against a brand spankers new model? Well you can no longer buy a new Honda CRM anymore, so it's pretty academic really. What we do know is that the CRM remains one of the UK's most popular trailies and the best two-stroke trailbike

Farmer's Weekly

My first CRM was a bright red Mark 1 model which I bought in early '97 off His Editorship. Before I got it, the bike was regularly featured in TBM. The magazine was a rather different organ in those days, much of it printed in black and white on what looked like reconstituted paper. Dimly discernable in many of those dark pictures (most of which seemed to have been taken at 4pm on a February afternoon down some dank Hampshire trail) was my new bike. The accompanying prose was invariably enthusiastic and it could conceivably be argued that CRMs helped to launch TBM, and TBM played a part in making them one of the most popular trail bikes of the mid and late 90s. Amusingly Honda UK refused to import them, citing all sorts of strange reasons why they were of no relevance to the UK market. This despite the fact that they were clearly outselling many of the dirt bikes that the Chiswick empire did deign to bring in. And it was left to the grey importers to clean up.

I rode that Mark 1 for a year which included extensive trail riding and taking part in my first ever enduro. Easy to ride and bomb-proof reliable it was a great bike. I remember riding it in one of columnist Chris Evan's Sport Adventure tours in France. After a few drinks the old curmudgeon launched into an anti-CRM tirade and pronounced them 'utterly horrible' (though he subsequently went on to buy one himself). As far as I can remember the only concrete piece of evidence offered

The Daily Express: Farmer Richard Bott's CRM250R is not only a fun-bike but also a daily workhorse...



was that they were boring. Frankly I wasn't bothered. Unlike some of the other exotica that we were riding with, the CRM finished the Tour de Morvan in unruffled style and could have done it again many times over.

I sold the Honda for what I'd paid for it and bought an RMX Suzuki and then a Honda CRE250 enduro bike. I did not sell either of those bike for what I had paid for them - it was a salutary lesson. Too tight to suffer the trauma of paying £600 a year in depreciation (and in the wonderful world of dirt bikes if you choose badly you will pay a lot more than that) I returned to CRMs with, first a Mark 2, and then a couple of Mark 3s. I have never been let down once. Boring they may be, but what else can you buy for £1500 that you can trail ride, thrash in enduros, commute on, rally, and finally go farming on weekdays. And then sell two years later for pretty well what you paid for it? The VW Beetle of dirt bikes, there really is nothing else quite like it... **Richard Bott**

JAM Sport

www.jamsport.co.uk

TRIALS : ENDURO : TRAIL : MOTO-X

- Full Workshop Facilities • MoT's
- New/Used Machines
- Full Range Clothing/Accessories
- Mail Order • Finance Available

43 The Street, Wrecclesham, Farnham, Surrey GU10 4QS
Tel: 01252 718606 Fax: 01252 711617
email: ian@jamsport.co.uk

KAIS PERFORMANCE
THE UK'S NO.1 PERFORMANCE CENTRE

SUZUKI SUZUKI - RIDE THE WINGS OF CHANGE SUZUKI

RMZ 450 K6 Enduro Fully road legal and ready to race

Call us today for a quote to make you happy!

Phone: 01942 898386 Fax: 01942 886311
email: andy@kais-performance.co.uk • jonathan@kais-performance.co.uk • rick@kais-performance.co.uk
www.kais-ohlins.co.uk • www.kais-performance.co.uk
PUNCHBOWL GARAGE, ATHERTON, NR MANCHESTER M46 0LT

SHOCK REPAIRS FOR ALL BIKES

- Enduro • Motocross
- Trials • Quads

THREE MONTHS GUARANTEE

Tel: 1.00pm till 6.00pm Mon-Fri, 9.00am till 2.00pm Sat

01929 554 545

FALCON SHOCK ABSORBERS LTD
Ryan Bus Park Sandford Lane Wareham Dorset BH20 4DY
email: falconshockabsorbers@speed-mail.co.uk

Bransons 25 yrs with HONDA

HONDA TRAIL & ENDURO

XR400 £3495
XR650 £3995

Last few UK models inc tax & 55 plate

Check out our used stock on:
www.bransonsmotorcycles.co.uk

Yeovil tel: 01935 474998
Gloucester tel: 01452 313131



Princess Works | Birds Royd Lane
Brighouse | e: info@rassport.com
w: rassport.com

Call us: 01484 711720

Current 2006 model



Gas Gas EC250

GAS GAS



Putoline Oil

SMOT

ONEAL

VEMAR

Astarish

West Yorkshire's Leading Motorcycle Centre

MOTO MERLIN
www.motomerlin.co.uk

TOP DEALS ON 2006

GAS GAS

EC ENDURO - PRO TRIALS - PAMPERA TRAIL
NEW RAGA REPLICA £3899 • EC 200 HOBBY £3499

Beta

RR ENDURO - REV 3 TRIALS - ALP TRAIL
ALSO DRZ 400, VR450/250, CRF 450/250 - £CALL

NEW TRIALS & MOTO-X DVDS

MOTOCROSS SKILLS WITH RYAN HUGHES£19.99
BALANCING ACT 4 EXTREME TRIALS ACTION£19.99
TRIALS TRAINING TECHNIQUES WITH RYAN YOUNG£33.99
TRIALS TRAINING WITH TOMMI AHVALA£16.99

GAS GAS & BETA SPARES SERVICE & WORKSHOP FACILITIES
SUPERMOTO WHEELS + BRAKES SUPPLIED

PHONE or CHECK WEBSITE FOR LATEST DETAILS
NEW BIKES E&OE

MERLIN MOTORCYCLES • PHONE/FAX: 01403 257 626

Totton Trailbikes

81 Rumbridge Street, Totton, Hants
02380 871777 (shop hours) 07989 703553 (other times)

Used Japanese trail bikes
always in stock. New consignment
just arrived

See website for more information and photos,
also model guides and parts application chart:

www.tottontrailbikes.co.uk

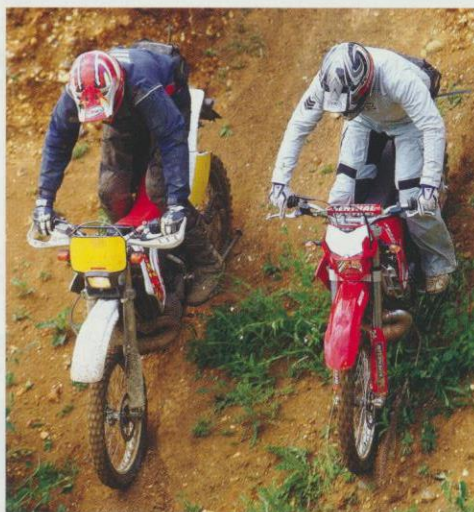
Please phone before visiting as not all stock is kept on site.

BIKES & SKATEBOARD SPARES ALSO SOLD



CHEAPISH THRILLS

The Hobby took to the race-track for the second round of the East Anglian two-man championship...



we've ridden. Even a well-used £1500-1700 example like this one still feels damn good to ride. Putting aside ten years of bike development, and the knowledge that the Gasser is essentially a lightweight competition machine modified for the trail, as well as the fact that this particular CRM gets next to no routine maintenance bar the occasional tightening of

its chain - we were blown away with how well the CRM performed.

First of all the Gasser's small displacement lump is simply no match for the Honda's larger torque-laden, auto-lubed, electronic-powervalve-equipped 250. The CRM is simply much more powerful. It will clamber up climbs on a steady throttle where the Gasser has to be revved hard to achieve the same result. The Honda's also smoother, quieter, faster, less thirsty and built to be more reliable in the long run. It'll hit 80mph where the Gasser runs out of puff about 20mph sooner, and you don't have to mix the fuel.

Where the Gasser fights back is in terms of weight and handling. There's simply no getting away from the fact that the CRM weighs 17kg more than the Gasser (133kg compared with 116kg), and that weight advantage helps make the Hobby easier to chuck around, quicker to respond and much more dynamic. It also has more modern suspension and brakes, much more up to date digital dials and slightly better styling. And it feels more modern to ride.

Nevertheless, ride 'em back to back and despite the Honda's squidgy seat, softer suspension and old-fashioned ergos you soon discover it's actually a much better trail bike than the Hobby. Perhaps it's not quite as agile, but it's far more versatile. The Honda is a tourer, commuter,

Wild Wales
Freedom to Ride
THE LION ROYAL HOTEL
Rhayader, Radnorshire

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

Keep your partner happy
Horse power on four legs!
HORSETREKKING FROM OUR
BHS APPROVED CENTRE

Tel: Mary Collard 01597 810202
Fax: 01597 810751

PEAK DISTRICT DIRT BIKE TOURS

- * SUZUKI DRZ400 HIRE BIKES, WITH KIT & INSURANCE, FROM £170 PER DAY, OR BRING YOUR OWN....
- * 1:2:1 NOVICE, THROUGH TO ADVANCED GROUPS
- * PURPOSE BUILT BUNKHOUSE WITH JET WASH & PARKING
- * 2000 MILE DESERT ODYSSEY TOUR & OVERLAND TRAINING

OPERATING 7 DAYS A WEEK JUST CALL TO BOOK
01625 668966

OTT OVERLANDER TRAIL TOURS

www.overlandertrailtours.co.uk

30893

June/July bookings still available

GREEN MOUNTAIN

Fully-Guided Off Road Tours in Limousin Rural France

2 or 3 Day Breaks from £150 per day
All Accom/Food/Drink/Kit & Bikes incl.
You fly out - we look after the rest!
Tours led by English/French Speaking Guides on lush green, deserted trails!
Flights available from various UK airports to Limoges where we collect you

Tel: 01785 713699 (UK)
or 0033 555 784926 (Fr)
info@greenmountain.org.uk
www.greenmountain.org.uk

GET RESULTS

To advertise here call
Natalie Watson

TBM

020 8840 6848

Trailblazers-Spain

Offroad motorcycle holidays in the beautiful mountains of Southern Spain

31244

Our family business with customer service second to none

Call Graham or Liz on 00 34 952030179 mob 07787 521621
www.trailblazers-spain.com enquiry@trailblazers-spain.com

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

TrailbikeTours

Trailbiking at it's best!!

30874

Andorra - Spain

Europe's **NO. 1** offroad touring company just got better...

New fleet of **KTM 450EXC & 525EXC**

Superb trails - Perfect biking weather
Forget the Costas - See traditional Spain

120 - 280 km / day

Check out our recently updated website
- 2000 photos!! -

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

67% client return rate

2001 - 2006

COTSWOLD TRAILRIDES

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

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

www.cotswoldtrailrides.co.uk

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

MOTOFIESTA.com

Guided Off Road Tours in Valencia, Spain

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



CHEAPIST THRILLS

trailbike, rally-racer, occasional enduro-tool and all-rounder par excellence. Factor in its cheaper (secondhand) purchase price and rock-solid residuals and the case for the CRM is clear. But as we've already stated you can't buy a new CRM (more's the pity), and if you could it would probably be near enough five grand.

So that brings us back to the Hobby. No it's not as good at shooting the trail as a CRM, but it's still good. It's lighter, better suspended and dynamically superior. Yes it vibes a touch more, requires more maintenance and a diet of pre-mix, but it'll do the job and that's what counts.

Hobby V Racetrack

So with the first part of the Hobby's test behind us it was time to head to an enduro to try and discover whether the budget brakes and truncated travel could cope with the rigours of a race-track. Now obviously you can race a bike like this - hell it began life as a race bike, but what we really wanted to know was how good it would feel? Would you miss the adjustability of the stocker's supple suspension or the bite of its brilliant brakes.

To find out we entered it in the expert class of the Woodbridge Club's Iken Two-Man Enduro. The East Anglian club had plotted a great course across open farmland, which ducked in and out

of the woods and included a number of long, quick straights, loamy bermed corners, and a scarily fast (and incredibly slippery) grassy sweeper which on the Gasser was taken flat in fourth gear.

The format for these two-man enduros is a 30mins-on, 30mins-off session (you share a time-card with your team-mate who rides when you don't) and this cycle is repeated four times over.

Although you're only actually riding for two hours in total, the sprint-nature of each half-hour session and the design of the courses means that you tend to push hard and average speeds are generally much higher than in a typical three-hour enduro. Added to that is the fact that East Anglia is incredibly flat and for the most part covered in a sandy power-sapping loam. So not exactly the ideal proving ground for a small-engined dirt bike then.

Nevertheless the Hobby proved itself to be a useful tool. Much more nimble through the woods than some of the thumpers, the Hobby's taller gearing let it run with the quicker two-strokes down the fast straights and - providing you were merciless with the clutch and throttle - the Gasser would nail the loamy berms.

But inevitably with a bike like this there were one or two minor compromises you had to live with. The taller gearing meant that the gap

between gears could leave you in no-man's land if you let the revs drop, and this was most acutely felt when paddling through a couple of deep ruts which emerged during the afternoon sessions. It's also worth mentioning that the pointy side-stand was less-than-useless at supporting the bike - which can be annoying when you're hopping on and off the thing all day. And the span to the front brake lever meant that you couldn't always keep a finger on it.

But the fact that the bike sat slightly lower didn't seem to be any sort of disadvantage (in fact it was probably better in the ruts) and to be honest the budget suspension and brakes just weren't really an issue. Okay, perhaps the suspension wasn't *quite* as supple as an Ohlins/Marzocchi set-up. And maybe the Hobby's ride was a touch more choppy over braking bumps - it's difficult to say.

There was one section of the course where the track lead over a series of progressively larger bumps into woods, and a couple of times the last bump really caught me out - sending the bike bucking wildly to one side. But I've no way of knowing whether the same would've happened on any bike. For sure the ability to tweak your suspension to suit an individual track or the conditions might be an advantage.

But remember, the sort of people at whom the Hobby is aimed aren't all that likely to be adjusting their suspension before every ride. What they want to know is, can the bike handle the bumps okay? And the answer to that is a resounding yes.

Despite a reasonable pounding, and a number of crashes, nothing broke or gave up the ghost on our Hobby and aside from a badly stretched chain it looked just as good as it had at the start.

Should you buy one?

There's one reason - and one reason only - why anybody would consider buying a Hobby and that's purely on the basis of price. Because the fact is that what you're buying is a Gas Gas - and a budget one at that.

For similar money to what Gasser are asking for the Hobby you could equip yourself with a brand new (albeit 2004 spec) Yamaha WR250F which does more or less the same job, and has the benefit of higher quality componentry and a better reputation for build quality. On the other hand the Hobby is street-ready (and street-legal), cheaper and easier to maintain, and feels considerably lighter to ride. And let's not forget it's a bit different to the hordes of WR-Fs out there.

And of course, some people just prefer the way two-strokes ride. Because there's no doubt that the EC200 Hobby feels considerably lighter on

its toes than even the smallest and nimblest thumper. And thanks to the extra costs involved in rebuilding a four-stroke, two-bangers are enjoying a bit of a resurgence right now which is being reflected in their resale values.

Personally I really liked the Hobby. Perhaps not in the same way that I love the EC200 as a clubman race-tool, but then it's not actually aimed directly at racers - it's really aimed at the sort of person who wants a relatively inexpensive all-rounder - and wants to buy new.

Anyway, the Hobby does virtually everything that the fully-equipped EC does but at a considerable discount; and for those people looking for a new dual-sport bike the Hobby is arguably a better prospect than a regular EC200.

Let's face it a brand new dirt bike for three and a half big ones represents pretty good value for money, and we know from the experience of bikes like the Pampera that Gas Gas have a reputation for seeking out unusual niches and filling them very nicely thank you.

I'm going to stick my neck out here and say that with the Hobby, Gas Gas have got another hit on their hands. Yes it's a budget bike but the savings they've had to make in order to get the price down have been found at the cost of the bike's specification rather than its build quality, reliability, power, performance or durability.

If the Hobby was a couple of hundred quid cheaper I reckon people would be beating a path to their dealer's door. As it stands it still represents a great buy - especially so when compared with a full-price EC200 at over £4400...

Thanks: Woodbridge & DMCC, Richard Bott & John Shirt...

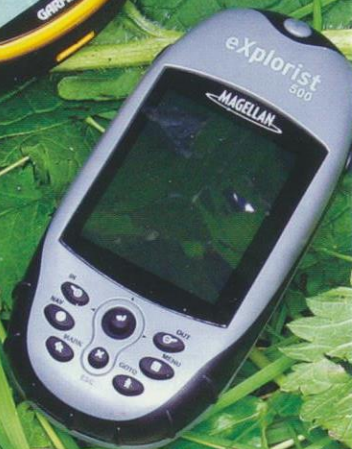
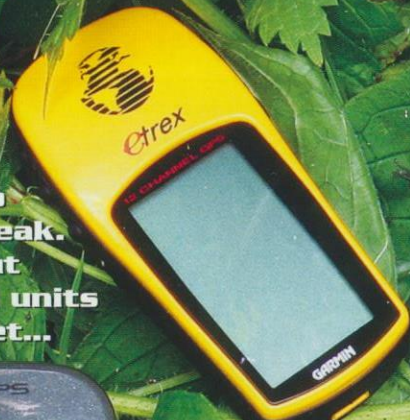
GAS GAS EC200 HOBBY

Price:	£3531.80 + OTR
Engine:	Liquid-cooled two-stroke with power-valve
Displacement:	199.4cc
Bore & stroke:	62.5 x 65mm
Carburettor:	Keihin PWK38
Transmission:	6-speed
Frame:	Steel Deltabox
F susp (travel):	45mm USD Marzocchi Shiver (285mm)
R susp (travel):	Sachs unit with linkage (295mm)
F brake (disc):	AJP twin-pot sliding caliper (260mm)
R brake (disc):	AJP single-pot sliding caliper (220mm)
Seat height:	920mm (claimed)
Fuel cap:	9.5L
Wheelbase:	1476mm
Weight:	116kg (measured)

So, now you're armed with an encyclopaedic knowledge of GPS (courtesy of Part One last issue), it's time to get toolled up so to speak. Mel Falconer checks out the best GPS handheld units currently on the market...

Buying into any new technology can be somewhat daunting, unless you're a total gadget freak of course. And GPS is possibly the Daddy of such toys right now.

The golden rule when looking to invest in a unit is to spend as much as you can reasonably afford, and stay true to your actual needs - in other words don't get bamboozled into buying one with a bazillion trick features which you'll never use or drive yourself mad trying to work out how to use them. With this in mind, the units we have selected range from the basic 'breadcrumb' route capable ones to the all-singing, all-dancing unlimited map-memory jobbies, so there should hopefully be one here to suit all tastes and budgets.



THE ROAD TO KNOW WHERE

Part 2

THE ROAD TO KNOW WHERE (Part 2)

I Use One...

Arguably the best time to use a GPS is when you're riding trails not just in an unfamiliar area in the UK but in a different country altogether...

GPS really worked for me when I ended up in Baja a while back. I had a Garmin GPS 2+, a pretty basic machine that I bought second-hand about four years ago. It has no road maps, only major towns are shown on the display and before Baja, it was used as a bit of a toy for trail riding.

Rather than spend the time inputting loads of waypoints and planning a route I use the GPS to confirm my position when exploring new routes. Its best feature for this kind of thing is the 'snail trail'. This is where you've spent ages navigating with maps and GPS on the way out and then on the way back you can easily ride the route in reverse as the unit's tracked everything. It's like having your own personal guide out in front - you can just sit back and enjoy the view or blast along with just the occasional check of the GPS.

Out in Baja I was riding with a mate of mine and we were both on late model DR-Z400s - the bikes aren't really important but maps are. But the only ones I could find of Baja were pretty basic and not really geared up for exploring trails. For those of you wanting to ever ride out there you really need the Baja GPS guidebook - BajaGPSGuide - Home Page.

It's an A4 folder with all the routes on laminated sheets. You pump the route into the GPS and read the instruction as you arrive at each waypoint. Each waypoint has a cumulative mileage and basic instruction about what to do next. The DRZ's had the ability to manually set the mileage on the trip meter, allowing us to reset the mileage to match the mileages on the waypoint list,

Garmin Vista Cx

RRP: £350.00

Contact: Garmin on 01794 519944 / garmin.com/uk

Description: Update on the original Vista unit, the Cx now comes with an auto zoom function and greatly improved vibration resistance. Rugged and lightweight, with handy mini USB port for fast map data downloads via a PC.

Pros: Intuitive to use/nice interface. High quality colour screen. Easily expandable memory. Useful extra features (barometric altimeter, compass etc).

Cross-compatibility with external popular mapping software (Memory Map, Anket). Decent battery life

Cons: 'Click stick' four-way navigation button takes getting used to. Boring gunmetal grey/black colour. Own topographical map options a bit on the pricey side

What We Think: A good mid/high end level GPS unit with plenty of relevant features - for instance, the electronic compass works to give you a heading even when stationary. Offers advanced routing capabilities for a reasonable amount of outlay.



Garmin eTrex

RRP: £118.00

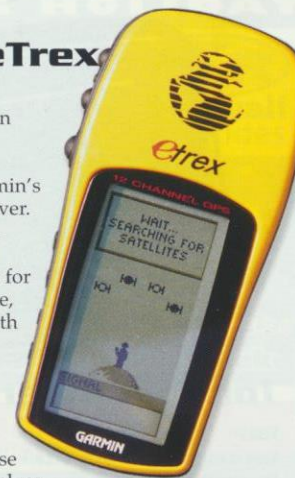
Contact: Garmin on 01794 519944 / garmin.com/uk

Description: Garmin's entry-level GPS receiver. Compact, robust and waterproof. Has just five operator buttons for (almost) foolproof use, decent size screen with amusing animated graphics, sleek design.

Pros: Portable size. Incredibly easy to use. Bright yellow case makes it hard to misplace. One-handed operation (doesn't obstruct view of display whilst in use). Big buttons all on the side (good for gloved hands). Value for money

Cons: Display of information is a little too simplistic at times. No maps. Low-resolution screen.

What We Think: A small wonder. Best budget GPS buy for simple, no-nonsense navigation. Ideal for GPS newbies.



Lowrance iFinder Go

RRP: £89.95

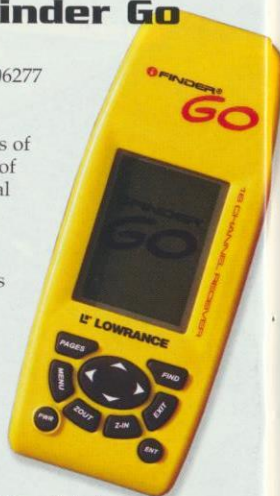
Contact: Silva on 01506 406277 or lowrance.com

Description: Lowrance's base level receiver boasts lots of features and includes 32MB of built-in memory plus internal back-up.

Pros: Impressive 1000 waypoint storage capability (compared to Garmin eTrex's 500). 16 parallel channels instead of conventional 12. Excellent battery life for such a basic unit. Offers PC interface for external waypoint uploads. Cheapest entry-level handheld GPS currently on the market

Cons: Plastic exterior - looks like a Fisher Price toy. Doesn't feel as durable as the rest of the units on test. Small screen. Quite bulky for an entry-level unit. Front button layout quite fiddly to use (with gloved hand).

What We Think: Powerful processing and plethora of features for a basic unit should make the Go a better option than Garmin's eTrex but sadly the inferior case and overkill of buttons let it down. Still a veritable bargain though.



Lowrance iFinder Explorer

RRP: £229.95

Contact: Silva on 01506 406277 or lowrance.com

Description: In the middle of the iFinder range, this unit is really for the GPS enthusiasts, with an awesome array of features and customisable screen.

Pros: Big, easy to read screen. Both WAAS and EGNOS compatible. Comes with free 12V power adaptor. Easy to read white LED 'night time mode' backlighting. Large internal memory storage (can also take SD cards). Antenna port for optional external antenna

Cons: Biggest handheld unit on test. Black/white screen. Metallic green finish makes it highly camouflageable. Interface not the friendliest - a definite 'read the manual' product

What We Think: Even though it only has a b/w screen, it's still a serious contender to the Garmin Vista Cx, and fifty quid cheaper too. Size and restricted 'plug 'n' play' straight out of the box are the sticking points for us, but for the engineers of you out there, time spent genning up on the Explorer will reap dividends.



Magellan eXplorist 210

RRP: £154.00

Contact: Magellan on +33 (0) 228093800 or magellangps.com

Description: Evolved from the popular 200 base model, the 210 is a small, rugged, smart looking handheld, offering GPS mapping capabilities for a decent price. Unique PC-like filing system can take up to 380 files with 500 waypoints on each.

Pros: Most (built-in/standard) saved track memory of units on test. PC file system makes for intuitive storing for maps, data, waypoints. Lovely clear screen with good typeface. Nice compact design. Easy to use straight out of box.

Cons: Tiny fiddly controls (even without gloved hand). USB upload a little slow. Uninspiring beige colour that could be misplaced easily off-road.

What We Think: Very reasonably priced entry-level handheld, and full PC interface capability makes it very attractive. We reckon it's the best geocaching unit out there for the money.



Magellan eXplorist 500

RRP: £349.00

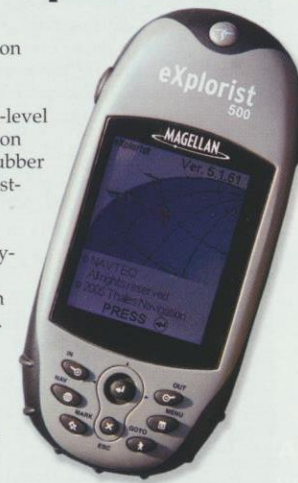
Contact: Magellan on +33 (0) 228093800 or magellangps.com

Description: High-level functionality navigation system. Made from rubber armoured impact resistant plastic and is as rugged as they come.

Pros: Unlimited waypoint/ track/route storage available with appropriate SD cards. High quality colour screen. Two-year warranty. Able to generate vertical profiles of routes and paths. Simple, intuitive menu system

Cons: Small, hard to use buttons (same as 210). Slow PC data transfer speed. Reliance on Megellan-only maps.

What We Think: It can walk the walk and can almost do the talk...A touch overpriced but if you can get on with the buttons (a redesign wouldn't go amiss, especially at this level) then it's a pretty good overall package.



THE ROAD TO KNOW WHERE (Part 2)

which is great if you got slightly lost and had to backtrack.

Without the GPS and the book it would be next to impossible for a first timer to navigate in Baja. The route also included the location of fuel and hotels. For this type of navigation I usually had the GPS in compass mode - the large arrow on the display points towards the next waypoint.

Navigating my way through some pretty unfamiliar terrain with very basic maps really brought the whole GPS thing to life for me. Imagine you're in the middle of nowhere and faced with a track that splits three ways. You've travelled 50 miles off-road and not seen a soul, none of the trails are on the map and it's not a waypoint on the GPS. If you take any one of them and ride, just watch the arrow on the GPS and you will soon find out if you've got the right one. Chances are it's a new route cut to avoid a washed-out section or fallen tree and soon the arrow will swing in your favour and you can relax again.

But it's a sobering thought that you are relying so totally on this little piece of technology to guide you. We arrived in Baja in the middle of a heatwave; all we had was MX shirts, Camelbaks full of water and just enough petrol to make it between fuel locations.

What the GPS didn't tell us, however was that a remote motel we were heading for had long since been abandoned and we spent a cold and hungry night out in the middle of nowhere. On the plus side, that tiny little GPS and that marvellous Baja guide got us up to rocky single tracks at 8,000 feet and along the Pacific coast on the beach; plus it took us along some of the classic Baja 1000 routes.

Over here in the UK I reckon if you have an OS map and basic navigation skills you don't really need a GPS. Saying that, if there was a national database of trails and routes that could be accessed and downloaded onto the GPS then that would be splendid.

However, I think you would still benefit from a set of instructions telling you what to do at each waypoint, as with the type of road network we have in the UK there are going to be a lot of waypoints. All in all, I think GPS is a great little gadget'. **Lyn Jones**



TomTom Rider

RRP: 399.99

Contact: Toad on 0870 160 1747 or tomtom.com

Description: Predominantly a road-based sat nav system that has been developed specifically for bikers. Only one of the units that utilises the SiRF Star III chipset, known for its superior reception.

Pros: Superb screen quality. Complete, comprehensive package (all bits needed included in box including different mounting kits). Amazing signal reception. Easy to use - excellent on-road functionality. Frequent free software updates (if you upload within given timeframe)

Cons: Not totally ideal for off-road use. Difficult to operate using gloves. Can only be used with TomTom software. stiff button to turn it on/off.

What We Think: Great idea, but its size and inability to show the maps required for off-road riding in any great detail prohibit this at the moment to use on its own off-road. Can be used in conjunction with a PDA but this then makes it a pretty bulky proposition. TomTom have told us that a specialised off-road version is currently in development. Great bit of kit for a big trailie though.

Overall Conclusion:

All of the units featured will provide you with excellent navigation capabilities but for the best budget buy, our money's on the Garmin eTrex. It does what it says on the tin with minimum fuss, and for a fantastic price.

Out of the big-hitters the decision's not so straightforward. It's a close call between Garmin's Vista Cx and Lowrance's iFinder Explorer but, despite its bigger size and b/w screen, the Explorer's enhanced features are well worth learning for the extra benefit you'll get out of them.

And if you really lust after a colour screen, then Lowrance do the Expedition C model.

Many thanks to all the GPS manufacturers for kindly supplying us the units for this review.

Top Tip from TBM forum user 'Ginjaian'

'Garmin mapsource-compatible contour maps of the UK are now available entirely free! They're produced by the Scottish Mountaineering club - check out smc.org.uk/books/books_contour_maps.htm' ▶

Come & enjoy a guided trailriding adventure on some of the best green lanes in the country.

Cornwall Trail Rides

OUR LANES ARE STILL OPEN!

Tel: 07802 408083 or 01579 384384
www.cornwalltrailrides.co.uk

Go-Sun-Go
OFF ROAD BIKING IN SPAIN

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

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

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

OFFROAD WORLDWIDE

- THAILAND • PHILIPPINES •
- AUSTRALIA • PERU •
- COSTA RICA •
- MOROCCO • ANDORRA •

Dirt road adventures in Alaska, Canada, Chile, S.Africa, Himalayas & Mongolia

Plus the world's widest choice of road tours and motorcycle hire

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

H-C Travel 16 High Street, Overton, Hants RG26 3HA

IN-4

OFF-ROAD GUIDED TOURS

All routes open and available to ride in WALES - nothing's changed

YOUR OWN PERSONAL GUIDE

Contact us for more details
Tel: 01938 561203 Mob: 07761 544793
www.in-4.co.uk email: info@in-4.co.uk

TRAIL RIDERS TRF
PROTECTING GREEN LANES

FIGHT THE ANTIS & BIGOTS WITH THE TRF

A UNITED APPROACH IS ESSENTIAL TO KEEP LANES OPEN JOIN NOW!

Make a donation or, for membership, send a cheque for £30 with your details to:
Membership Secretary, TRF, PO Box 543, Market Drayton, Shropshire TF9 1WT
www.trf.org.uk

THE ROAD TO KNOW WHERE (PART 2)

One of the most important features of any GPS receiver is its ability to acquire satellite signals quickly. The manufacturers do have their claimed 'cold' and 'warm' times (under optimal, clear 'line of sight' conditions) so we checked them out just to be sure...

Acquisition Times:	Garmin eTrex	Garmin eTrex Vista Cx	TomTom Rider	Magellan Explorist 210	Magellan Explorist 500	Lowrance iFinder Go	Lowrance iFinder Exp
Manufacturer's claimed times (from cold):	Approx 45 seconds	Approx 45 seconds	Less than two minutes	Less than two minutes	Less than two minutes	Less than two minutes	Less than two minutes
Manufacturer's claimed times (from warm):	Approx 15 seconds	Approx 15 seconds	Approx 10 seconds	Less than a minute	Less than a minute	Less than a minute	Less than a minute
TBM tested 'warm' time: Three minutes after previous 'lock-on'	12 seconds	11 seconds	8 seconds	7 seconds	10 seconds	20 seconds	10 seconds
TBM tested 'cold' time: One day after, turned off from previous 'lock-on'	30 seconds	28 seconds	20 seconds	38 seconds	35 seconds	45 seconds	30 seconds

Information:	Garmin eTrex	Garmin eTrex Vista Cx	TomTom Rider	Magellan Explorist 210	Magellan Explorist 500	Lowrance iFinder Go	Lowrance iFinder Exp
Actual weight (including batteries):	149g	168g	311g	166g	151g	161g	259g
Claimed weight (including batteries):	150g	155g	310g	164g	153g	152g	247g
Claimed battery life:	16 hours use, 22 in battery save mode	Up to 33 hours typical use	Up to five hours	Up to 18 hours	Up to 17 hours	Over 50 hours	Up to 12 hours
Batteries used:	2xAA	2xAA	Internal rechargeable Li-Ion	2xAA	Internal rechargeable Li-Ion	2xAA	2xAA
Dimensions HxWxD (mm):	111x51x30	105x54x30	113.4x95x52.4	119x56x33	119x56x33	131x54x31.5	142x65x24
Screen size HxW (mm):	53x27	53x35	55x73	46x36	43x36	45x35	58x44
Screen resolution (pixels):	64x128 black/white	176x220 256-colour, transreflective screen	320x240 Full TFT colour LCD touchscreen	20	220x176 16-colour TFT screen	200x140 greyscale	240x180 greyscale
No of parallel channels:	12	12	20	14	14	16	12
Backlight:	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Claimed waterproofness:	IPX7 - waterproof to 1 metre for 30 minutes	IPX7 - waterproof to 1 metre for 30 minutes	Water resistant	IPX7 - waterproof to 1 metre for 30 minutes	IPX7 - waterproof to 1 metre for 30 minutes	IPX7 - waterproof to 1 metre for 30 minutes	IPX7 - waterproof to 1 metre for 30 minutes
Waypoint storage:	500	500	Multiple	500	500 (unlimited with SD card)	1000	1000
Project new waypoint (at a specified bearing & distance):	Yes	Yes	No	Yes	Yes	Yes	Yes
Maps:	None included, can't process them	Built-in standard base map	In-built UK map	Built-in European base map	8MB built-in European map	Built-in custom 32 MB background map	Built-in custom Lowrance map
Map orientation: north/track up	Yes	Yes	No	Yes	Yes	Yes	Yes
Track storage:	10,000	10,000	No	2000	2000 (unlimited with SD card)	1000	1000
Number of saved tracks:	10	20	n/a	150	5 (unlimited with SD card)	100	100
Track log options/Trackback:	Yes	Yes	No	Yes	Yes	Yes	Yes
Alter method of recording tracks:	Yes	Yes	No	Yes	Yes	Yes	Yes
Route storage (no. of routes/waypoints):	20/125	50/250	No	20/150	20/500 (unlimited with SD card)	100/100	100/100
North options: True/Mag/Grid/User	T/M/G/U	T/M/G/U	No	T/M	T/M	T/M	T/M
Sun/moon: Rise/set times:	Yes	Yes	No	Yes	Yes	Yes	Yes
Elevation:	Yes	Yes plus barometric altimeter	No	Yes	Yes	Yes	Yes plus barometric altimeter
Accessories:							
Computer cable for data transfer:	Opt	Inc	Inc	Inc	Inc	Opt	Opt
Computer software:	Opt	Inc - MapSource Trip & Waypoint Manager. Topo maps available, can use Memory Map/Anquet	Inc - on memory card	Inc - built-in map but optional MapSend Topo includes detailed mapping for all of the UK	Inc - built-in map but optional MapSend Topo includes detailed mapping for all of the UK	Opt (but compatible with external mapping software including Memory Map for waypoint upload)	Inc - built-in map but higher spec options available
Handlebar mount:	Opt	Opt	Inc	Opt	Opt	Opt	Opt
Car mount:	Opt	Opt	Opt	Opt	Opt	Opt	Opt
Cigarette lighter power cord:	Opt	Opt	Inc	Opt	Opt	Opt	Inc
Carry case:	Opt	Opt	Inc	Opt	Opt	Opt	Opt
Memory card:	Opt	Inc -32MB micro SD memory card	Inc -32MB micro SD memory card	Opt	Opt	Opt	Opt
Other items included with unit:	Owners manual/quick start guide, lanyard, battery cover	Owners manual/quick start guide, bike clip, wrist strap	Owner's manual, memory back-up, standard/Bluetooth headsets, home charger with adapters	Owner's manual, quick start guide	Owner's manual, quick start guide, AC wall charger	Lanyard	Lanyard, owner's manual
Extra info:	MapSource for creating waypoints/routes on PC using background map for download, WAAS enabled	Electronic compass, configurable colour modes, calendar, calculator, stopwatch, games, WAAS enabled	SIRF Star III compass mode, hands free calling via Bluetooth, spoken instructions	22MB available memory, WAAS and EGNOS compatible, MapSend software compatible	WAAS and EGNOS compatible, unlimited memory via optional SD card, upgrades	Internal back-up memory, WAAS compatible	Back-up memory, Freedom Maps/Map Create & Memory Map, WAAS/EGNOS compatible.

I Use One...

Dakar veteran Patsy Quick gives her own personal slant on using GPS...

Obviously GPS is a must in the Dakar - we haven't got a choice about whether or not to use it as it's now compulsory. We have to hire the units from the organisers before the race and they come pre-programmed with the route.

Using the GPS while racing has pros and cons. For instance, there's no compass headings on it, yet at times when you're blasting along it seems there is too much other information feeding through to you, and that can be a bit of a distraction.



Patsy Quick: 'On the Dakar it's a case of roadbook first, GPS second...'

To be honest, for pure navigation it's a case of roadbook first, GPS second out in the desert, but where the GPS comes into its own is as a real-time position locator, absolutely vital if you are having problems or need assistance.

But saying that, a race situation is a lot different to just trying to find your way around with no pressure, and I'll most certainly be using GPS when I go down to the Morocco and out in the Western Sahara as 'one freckle past the third sand-dune' isn't much use in working out where the hell you are as a rule!

I haven't really used GPS in this country as of yet as I haven't really had the need to, but I think if I got into the habit of using it regularly I probably would get a lot out of it, especially when trail riding.

On the whole I think GPS is a major step forward in technology, plus it's opened up so many new possibilities in terms of where you can explore off-road, but I also think it's not totally foolproof - back-up (maps etc) are a must as well!

LOIS ON THE LOOSE

When a bright-eyed, pink-haired former BBC researcher decided to swap her desk job in London for a road-trip of a lifetime - riding her secondhand Serow all the way from Alaska to Chile - she knew she was in for a big adventure. But nothing could have prepared her for what lay ahead...

In May 2003 I found myself in the cargo terminal of Alaska's Anchorage airport with a few worldly possessions and a crate crammed full of my dismantled Serow. The plan was simple: reassemble the bike, turn right out of the airport and keep heading south for about 20,000 miles until I reached the tip of South America. It had seemed like a grand scheme back in the confines of my tedious office job in London, but now, as I looked out over Alaska's huge snow-capped mountain ranges and tried to imagine the vast continent ahead of me, the whole idea seemed vaguely fantastical. It also seemed enormously exciting.

After a few hours of spanning, head-scratching and swearing, the Serow looked like a Serow again and I left Anchorage under a clear sky of glorious northern hemisphere sunshine. I waved farewell to my favourite landmarks: House of Critters (the local pet shop) and The Alaskan Bush Company. The local garden centre? Nope. This was Anchorage's tastefully named downtown strip club! The vast mountains stretched out in every direction, and the thought that I would soon be riding along the famous AlCan Highway towards Canada, and ultimately South America, was enough to have me bouncing around on the pegs in anticipation (or maybe it was to keep warm).

At the city limits, road signs warned of me of suitably Alaskan

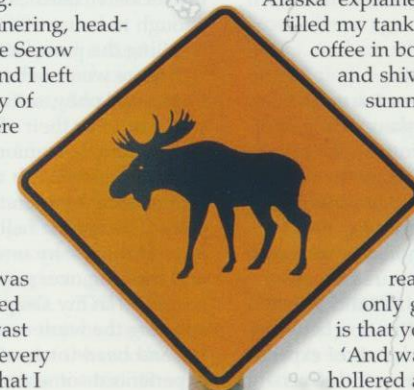
hazards ahead, such as moose on the loose and giant snow drifts, but the good news according to a flashing neon sign, was that May was 'Motorcycle Awareness Month'. God bless the Yanks! What other country would come up with such a notion? What's more, I felt that this state-wide initiative had been implemented solely for my benefit. Well it had to be, surely? Because no other idiot was riding their motorcycle around Alaska at this time of year, freezing their extremities off in the name of fun and adventure, that was for sure.

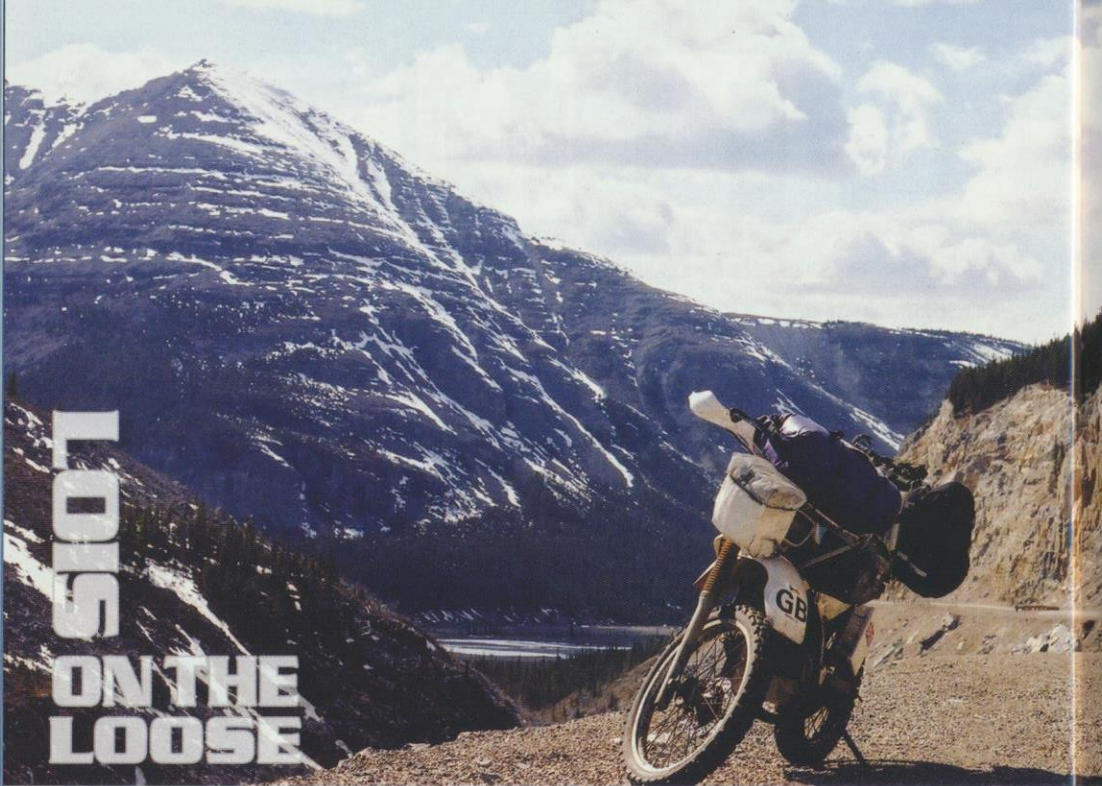
'Oh no, we don't have a Spring here in Alaska' explained the pump attendant as he filled my tank while I gripped my gas station coffee in both hands, stamping my feet and shivering furiously. 'It's either summer, or it's winter'.

'So, what is it now?' I asked, already knowing the answer.

'Oh, May's still winter-time. But it's beautiful! Just wait till you get up in those mountains li'l lady, that's the real thing. Forget Anchorage. The only good thing about Anchorage is that you can see Alaska from there'. 'And watch out for the bears' he hollered after me as my tyres crunched across the gravel forecourt, back out on to the deserted, frostbitten highway.

He was right about the mountains. I wound my way through scenery so astonishing that I occasionally found myself drifting into the middle of the road as I gaped at the enormity of it all, my head swivelling like the Exorcist girl. So much wilderness, so





LOTS ON THE LOOSE

much space, just left to its own devices. The vastness was crushing; I felt like a tiny insect, beetling along in a land of giants. After all the months of planning and preparation, at last, I was on the road!

Home on the Range...

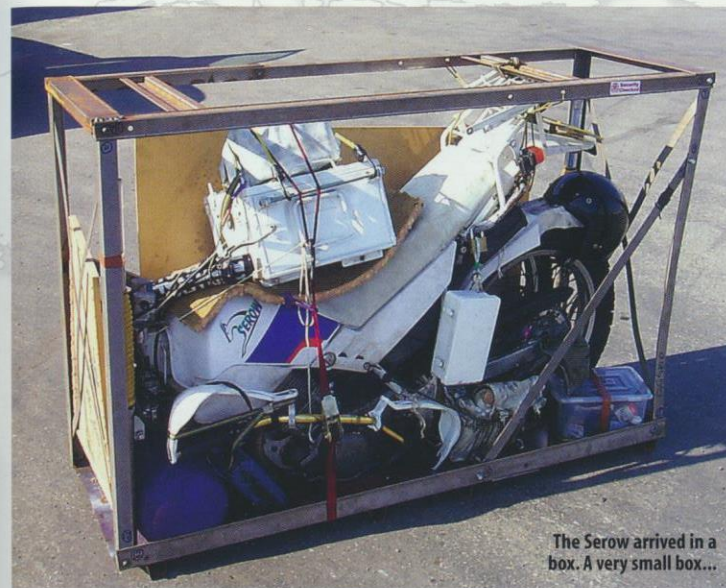
But this magical motorcycling was too good to last, and soon a stinging icy Alaskan winter rain kicked in, like riding slap bang into a wall of needles. I was high up in the peaks of the Alaska Range now, almost at the tree line, fumbling for my waterproofs under a steely grey sky that grew darker and heavier as each minute passed. The next town was still several hours ride away and the weather ahead looked black and threatening. I checked the map for civilisation between here and there. Nothing. Well, what did I expect? I reminded myself that the purpose of this venture was to 'get away from it all', so I could hardly spend one minute admiring the lonesome wild beauty and then complain about the lack of Holiday Inns. Anyway, I had my very own Inn right here on my bike - my trusty tent. I decided to cut my losses, have an early night and get going first thing tomorrow morning.

I peeled off the highway, looking for a secluded camping spot. A rocky path led me

deep into the woods where I stumbled upon a disused campground perched on the edge of a magnificent ravine. It seemed remote enough for my reclusive needs, but hopefully not reclusive enough to house a family of bears, I thought, recalling the pump attendant's parting words.

If there were such a thing as the Anti-Camping Lobby, setting up a tent in the pouring rain would be their ultimate campaign material. Surely there is no more dispiriting activity known to man. With the fading light and plummeting temperature, there were a few cries of 'What the hell am I doing?' as I stumbled around the slushy undergrowth, banging in pegs and tripping over guy ropes. By the time I was cocooned in my sleeping bag, fully clothed and sporting the winter camper's millinery of woolly hat and head-torch, all my possessions had experienced some degree of saturation, ranging from slightly moist through to fully waterlogged. But wracked with first night paranoia, I had painstakingly unloaded the bike with the intention of storing my entire luggage next to me inside the tent. So I found myself kipping down alongside my soggy bags, boots, tools, crash helmet, a pile of damp leathers and a gallon of petrol.

I lay there in the inky blackness, adjusting my



The Serow arrived in a box. A very small box...

city-bred ears to the total silence. Nobody knows where I am, it dawned on me. Nobody in the world. I hadn't felt so alone since the time I got stuck on the outskirts of Melton Mowbray for seven hours while hitchhiking from Bristol to Great Yarmouth.

Scary Movie

It was about 3am that I first heard the noise. It woke me up, and I lay there frozen with fear. Then I heard it again: THWOD.

Something between a thwack and a thud. Whatever it was, it was just a few inches from where I lay, right outside the tent. And then again. THWOD.

This time behind the tent. A few seconds later, again. THWOD. Oh Jesus, it was in front of my tent now. My heart raced, thumping audibly beneath my layers of clothing. The sounds kept coming, with an agonisingly slow regularity. Like heavy, plodding footfalls, pacing a circle around me. THWOD... THWOD... THWOD. What could it be? Was it a bear that had sniffed me out? Or had some wildman of the woods spotted my motorcycle and come to steal it?

THWOD... THWOD... it kept going, pacing round the tent. Sometimes it went quiet for a few minutes and I prayed that whatever it was had gone away. But no. It would start over again. THWOD... THWOD... THWOD... always circling the tent in excruciating slow motion. I hardly dared breathe. My mouth was dry, my stomach knotted with terror, every muscle in my body tensed. I must have lain like this for half an

hour or more, my imagination running wild with gory images of my imminent demise. Enough! I couldn't just lie here like this all night, immobilised by fear. There was nothing else for it. I was going to have to investigate.

Trying to be as quiet as possible, I shimmied out of my sleeping bag and found the tent door zip. Another THWOD came from outside, just a few feet away. Oh God! I held my breath, terrified of the spooky outside world that lay beyond the safe confines of my cosy refuge with its comforting aroma of wet leather

and petrol fumes. Slowly, steadily, I opened the zip by inch. Icy air shot in like a jet. One more inch. And another, until there was just enough of a gap to peer out and face my tormentor. I gasped in awe at the sight that greeted me in the moonlight: a thick layer of blindingly white, virgin snow had enveloped Alaska.

THWOD.

Oh no. Stiffening instinctively, I hovered in the entrance of the tent, my heart in my mouth. Now silence again. The seconds passed like hours. As I crouched there, poised, all senses on red alert, a pile of snow began to slip down the tent roof. I watched it slide slowly, steadily down the awning in front of me, gathering more snow and more momentum as gravity exerted its force and it finally fell to the ground, landing with a heavy... yep... THWOD.

I burst out laughing and slept like a log for the rest of the night..

Bear Back Rider

A few days later I crossed into Canada, although I didn't see very much of it, as the raging blizzards reduced visibility to a couple of feet, turning everything to a greyish white haze. The only other vehicles on the road were the snowploughs keeping the AlCan Highway open, cutting channels in the foot high drifts that I followed with much gratitude. Even the long distance truckers were taking refuge in the cosy roadside lodges, and you could see why. Their log cabin interiors, blazing fires and hearty menus were pretty enticing when snowstorms



1015 ON THE LOOSE

howled outside the window.

But for some reason, my urge to keep going was stronger than my urge to keep warm and there was something undeniably exciting about motorcycling in these extreme conditions. Even though I yelped out loud with the pain of my frozen hands and the speedo rarely nudged 40mph, due to the thick white fog, loose gravel and random potholes, the whole experience seemed bizarrely appealing. It was about as

different from sitting in a centrally-heated office in West London as I could get.

I reckoned I'd covered nearly all the elements of a classic AICan adventure - whirling snowstorms, ropery road surfaces, a few close calls with wandering wildlife including moose, porcupines and a couple of coyotes. But there was one thing missing. My AICan experience wouldn't be complete until I'd seen at least one bear. All the locals had a bear story, but I was

beginning to wonder if the whole thing was just made up for the benefit of the tourists.

But one day, as if the Canadian Tourist Board had overheard me, there he was, just strolling along the side of the highway. I couldn't believe my eyes! A bear, a bear! A real life bear! I slammed on the brakes, leapt off the bike and whipped out my camera, quickly fitting the zoom lens, after all, I didn't want to get too close. He might look cuddly, but I wasn't keen

to find out exactly how cuddly. Crouching in the long grass, I staked him out, snapping



away, twitching nervously each time he looked in my direction in case he'd sniffed me out. But he just ambled along gently without a care in the world. Wow! I kept exclaiming out loud, once I was safely underway again, I've seen a bear, just wait 'til I tell everyone at home, wait 'til they see the pictures, they won't believe it!

The following day I saw another one, and a few miles down the road I saw a couple more and by the time I'd counted ten in a 50-mile stretch, the novelty started wearing off. Bears? Oh yeah, they're all over the place, cluttering up the highway, nothing but common vermin...

I finally entered Beautiful British Columbia, and a day spent twisting through the Rocky Mountains was indeed awesome. A steep, twisty dirt road took me over the mountains to the famous Sea to Sky Highway into Vancouver, and gradually trees and grizzlies gave way to skyscrapers and traffic jams, and the orange glow of urban lights beckoned me into the city. I was weaving my way across town when a police checkpoint flagged me down, waving laser speed guns at me. I wasn't particularly worried; after all, the Serow had many uses, but breaking speed limits wasn't one of them.

A burly, middle-aged cop motioned for me to park my bike on the sidewalk. I obliged. He looked angry.

'NO!' he barked, 'over there!' pointing to a spot about six inches from where I had parked.

Crikey, I thought. I've got a right one here. Keep smiling. It'll be fine.

'Can I see your driving licence?' requested Angry Cop.

I fished out my UK card style licence.

'WHAT IS THIS???' he fumed.

'It's a British driving licence' I replied in my plummest English tones, resisting the temptation to preface it with 'What ho, old boy!'

Angry Cop peered at the licence for some time, turning it over and over as if it was some rare and ancient document he'd unearthed.

'How do I even know you are permitted to ride a motorcycle?' he demanded snidely.

I pointed patiently to the picture of a motorcycle on the licence.

'But it's got pictures of everything on here' he said, sounding both angry and confused, a lethal combination in an authority figure.

Oh no, I groaned inwardly at the thought of explaining the intricacies of the British driving test to a Canadian Mountie. But he soon bored of my detailed account and paced towards the back of the bike. I knew what was coming next.

'WHAT IS THIS?' he yelled in disgust upon spotting my homemade number plate.

'It's a British licence plate' I lied unimaginationally.

'But... but... but...' he spluttered, barely containing his rage, 'it's a piece of plastic with letters on it.'

'Uh, yes it is'. I responded.

We hadn't really got much of a repartee going at this point.

I started telling him how I had flown the bike into Alaska, that I was riding to Argentina. His eyes glazed over...

He snatched the keys out of the ignition and his knuckles turned white as he gripped them and my driving licence in his ape-like hands. He glared at me menacingly and uttered the dreaded words.

'I need to see proof of ownership of this vehicle and your insurance'.

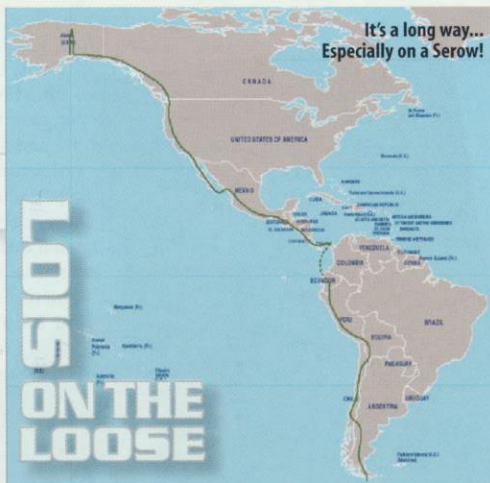
Aah... slight problem.

'I'm afraid I don't have my documents on me but I can bring them into a police station tomorrow' I offered.

'YOU MUST CARRY YOUR PAPERS AT ALL TIMES' he yelled. Blimey! Did I take the wrong road out of Alaska, I wondered. Am I actually in Russia?

'Anyway, how do I even know this motorcycle is yours?' he demanded.

'Well... let's think' I proposed, just about keeping the sarcasm out of my voice, 'I'm English and this is an English registered bike, and we're both



in Canada. Working on probability alone, it seems pretty likely that this is my bike'.

He thought about this for a while and finally seemed to see my point.

'Have you got insurance?' This was the sticky one.

'Yes' I lied.

'What kind?'

'Oh y'know, um, the usual kind' I waffled hopefully.

'I DON'T BELIEVE YOU HAVE INSURANCE' he shouted.

I'd hoped to get

away with it, but I hadn't banked on a run-in with the Mounties.

He radioed into HQ with his victorious tale of catching an evil villain on a motorcycle, and then, still fuming, began to bark short sentences at me in the style of a telegram.

'YOU CANNOT RIDE THIS BIKE. stop. IT IS ILLEGAL TO BE ON THE HIGHWAY. stop. YOU CANNOT TOUCH THIS BIKE. stop. YOU CANNOT PUSH THIS BIKE. stop. YOUR BIKE WILL BE TOWED AWAY. stop. DO YOU UNDERSTAND? stop.'

I understood only too well.

With a flourish, he whipped out a large form and started taking down my details. Name, address, date of birth - the usual stuff. Then it got personal. He peered into my eyes.

'Blue' he muttered, scribbling furiously, 'how tall?'

'Five feet four'.

'And what's your REAL hair colour?'

Cheeky devil!

'I don't know' I replied truthfully, 'I haven't seen it since I was twelve'.

He stepped back and eyed me up and down as if I was a horse he was considering buying.

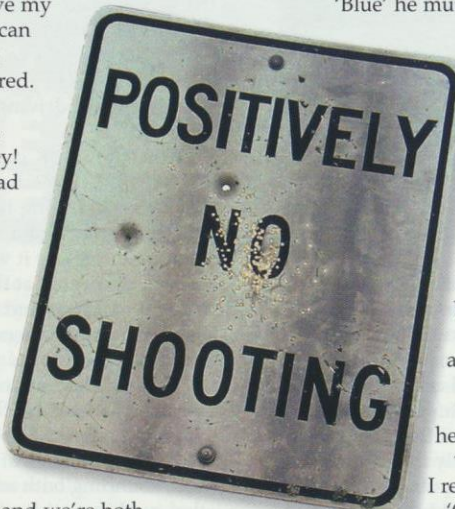
'Hundred and ten?' he asked.

'What?'

'HUNDRED AND TEN???' he bellowed impatiently.

'I'm sorry, I don't understand' I replied, confused.

'Oh Jeez, it's STONES with you



Includes bike, gear, food + accom, guides/mechanics and back-up jeep. 10 years in business.

MOTO AVENTURES
MOTORBIKE TOURS

2006 will be the last year we offer the **Trans Spain Tour - 6 places left**

Morocco Autumn offroad and onroad tour dates now on the website

Contact Su on 00376 32 50 99
info@motoaventures.com
www.motoaventures.com

Book your dream holiday now!

NEW KTM BIKES

Check out our roadbike tours and hire - now available in Morocco

ENDURO republic

Trail riding in undiscovered rural Portugal - home to the opening stage of the Dakar Rally. Miles of deserted trails for all abilities in unique unspoilt location

Get off the beaten track!

Contact David or Dawn
00351 245 634 007 / 00351 96 350 1401
email: info@endurorepublic.com
www.endurorepublic.com

UMBRIA TRAIL TOURS ITALY

- ROUTES FOR ALL LEVELS OF ABILITY
- EXCELLENT ENDURO PRACTICE
- FOR THOSE WHO WANT MORE THAN GREEN LANES

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

CAMBODIA EXPEDITIONS

DIRT BIKE & ADVENTURE TOURS CAMBODIA
CAMBODIAEXPEDITIONS.COM

Kiwi dirt biking at its best!

PURE DIRT TOURS

www.puredirttours.co.nz - The only tour provider at the 06 ISDE

Yorkshire Dales Trail Rides

07875 280 888
kevanwaters450@aol.com
www.yorkshiredalestrailrides.co.uk

ADVENTUROMANIA

Offroad riding in the Carpathian Mountains, Romania on thousands of trails with breathtaking scenery. We offer guided tours suitable for novice to expert riders from April to October on KDX 220s, CRF 230s and DRZs - or bring your own bike. There's full support and back-up, excellent food and accommodation, and transfers from the airport.

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

Algarve Offroad

get your motor runnin'

www.algarve-offroad.com
powered by **KTM**

Bikes of Brighton

30 PRESTON ROAD (A23) BRIGHTON
01273 607635

ENDURO - MX - SUPERMOTO

- NEW MODELS IN STOCK
- HUGE RANGE OF PARTS
- CLOTHING AND ACCESSORIES
- MAIL ORDER
- ALL PARTS FOR KTM & JAP MODELS

AXO • SIDI • LAZER • ARAI • NO FEAR • SINSALO • ALPINESTAR • RENTHAL
DIADORA • FLY • G-FORCE • PRO-GRIP • HEBE • OAKLEY • ACERBIS

GET RESULTS

To advertise here call
Natalie Watson

TBM

020 8840 6848

tm and Beta Main Dealers
Parts and accessories for Moto X, Enduro, Trail and Trials.

in chains
OFF ROAD MOTORCYCLE SPECIALISTS

Visit our online shop at
www.inchains.co.uk

Tel: 01425 474800
Fax: 01425 461962
Email: mail@inchains.co.uk
Unit 9 Hightown Industrial Estate,
Crow Arch Lane, Ringwood, BH24 1NZ
Late night Thursdays and Sunday opening in December only

LOIS ON THE LOOSE



people isn't it' he said wearily.

'Oh my God! He wants to know how much I weigh!

'Nine and a half STONES' I said through gritted teeth.

He smirked. 'That'll be hundred and THIRTY then'.

Bastard! (Mental note: must cut back on the pancakes for breakfast).

He proceeded to write me out a ticket for 575 dollars, but I think he knew he was on to a loser.

'I am fining you for riding without documents, but I guess you won't be around to pay it will you?' he said, resignedly.

I decided to reserve my right to silence on this particular point.

I heard a vehicle pulling up behind me. The tow truck had arrived. A roguish young man in greasy overalls jumped out of the cab and surveyed the Serow with an interested eye.

'Great! A dirt bike' he proclaimed. 'Any gas in this thing? I haven't ridden one of these in ages!'

I forced a grim smile and realising this was my final chance, launched into a desperate, ditch attempt to rescue my bike from the clutches of the steel claws that swung above my head like a hangman's noose. But it was too late. A mechanical whirring and clanking from the truck drowned out my plea and before I knew it, my

trusty motorcycle was dangling forlornly in mid-air. Destination: the local vehicle pound.

Angry Cop stuffed a wad of paperwork into my hand and sped off without a word in a self-important display of flashing lights and screaming sirens.

The tow truck trundled off in the opposite direction, and as for me... well, I just stood there, all helmet and no wheels. My head was spinning, it had happened so fast, I'd hardly had time to think and now here I was, just two weeks into my Pan-American motorcycle trip, with no motorcycle.

Is there a sorrier sight than the rider without a ride, I wondered miserably, as I trudged through the empty suburban streets in the darkening evening gloom, helmet in hand, wondering what on earth I was going to do next...

Can Lois get her bike back and continue her epic journey south? Or will she have more run-ins with the law and fall at the first hurdle? And what is the real colour of her hair? All, some or none of these questions will be answered in the next gripping instalment of Lois on the Loose...

P 1

p1autotech.com

bajadesigns

Baja Designs — rear fuels tanks to fit KTMs and Yamahas, skid plates for most bikes, kick stands, lighting systems.



SCOTT'S
performance

Scott's Performance steering dampers, race proven the world over.



ICO Racing — full range of trip computers and speedos



IMS Products — large fuel tanks, foot pegs and levers



28975

tel: 0845 838 0706
email: sales@p1autotech.com
web: www.p1autotech.com

free... laid up fire & theft insurance*

with **bikers home insurance** from mce.



The only home insurance policy that also covers your **bikes, riding gear and helmets.**



0870 420 75 20

Call us now to find out more about the benefits of **bikers home insurance**



*Cover subject to status.



GET DOWN

Struggling to touch the floor on your dirtbike? Then you need to lower it! And one way of going about it is to fit a lowering link to your rear suspension. This Kouba link fits Honda's CRF-R machines (both 250 and 450) and the CRF250X, and'll drop the rear-end by 1.7in, though you can also get a 1.3in drop (and a dedicated CRF450X part). The linkages are anodised gold and come with bearings, seals and grease nipples fitted. Not only are they available for Honda enduro bikes, but all manner of Kawasakis, Yamahas, KTMs, Suzukis, and BMWs, from schoolboy MXers to big trailies. Prices vary depending on machine - the £113 CRF part here is at the upper end of the range - and you can get 'em from XR Stuff. You'll find a full model listing on xrstuff.co.uk, or alternatively you can call them on 07732 944110.



BAG OF TRICKS

Big is most definitely beautiful when it comes to kit bags and this one from Kenny is no exception. It's well-designed with a host of features, including a roomy main compartment that can be subdivided, a side-opening that helps separate dirty riding clobber from clean stuff, a padded 'goggle' pocket and a separate boot bag.

Our only criticism is that the 'rollerblade-style' wheels are a bit on the narrow side (so it does have a propensity to tip over when full), but to be fair that's the case with most drag bags. At £79.99 that's a lot of bag for your money - call MotoGear on 01536 526460 to get hold of one.



PEGGED OUT

Powerpegz are the latest pivoting footpegs to hit the dirtbike aftermarket and the idea behind them's simple: the rotating mounting allows you to keep your feet flat on the pegs in virtually any riding position, giving increased control and comfort.

Okay, so pivoting pegs are nothing new but these can also be repositioned to run 0.5in lower than standard to give long-legged riders a bit more room and the level of resistance in the pivot can also be easily adjusted.

The pegs themselves are cast stainless steel, whilst the mounts are CNC machined, though the trade-off for the chunky build is an increase in weight over stock. Powerpegz cater for most European and Japanese dirtbikes as well as BMW GSs, a pair costs £89.95 from Dirt Bike Store. Check out dirtbikestore.com or phone 01278 424979.

DIRTY MOVIES

Do your mates have a hard time believing your tales of dirtbike derring-do? Well then prove what you've been up by videoing your exploits with your camcorder and this high resolution off-road specific helmet camera from Stateside company Twenty20.

The waterproof aluminium housing mounts to your helmet with HD velcro and runs off a single 9v battery, giving a claimed running time of up to 20 hours. The cable plugs directly into your video camera, and with seven feet of wire and locking connectors you won't accidentally unplug the thing. The microphone also features an extra long cord and a crocodile clip so that you can attach it to your jersey and record your own commentary... or expletives!

The Twenty20 helmet camera retails for £199.99 (you obviously have to have a camcorder to plug it into) and should be available now. For your nearest stockist click onto ultimatepursuits.co.uk.



FAST CLIP

Scott have just introduced a couple of accessories for their excellent new Model 89Xi trail/enduro goggles. The Riser clips onto the top of your goggles and is simply a plastic spacer designed to maximise the amount of air getting to the top vent - by preventing the helmet's padding from suffocating the upper foam of the goggles. While the Beak is a clip-on nose-guard made from a two-piece moulding featuring soft rubber around the nose (to prevent injury in case of contact). Both items are nicely constructed and 'click' into place in seconds. In fact our only issue is with the price: the black-only Beak costs £5.95 while the Riser will set you back £4.95 - which seems a lot to pay for plastic goggle accessories. Alternatively you could wait until Scott release their forthcoming NoSweat Xi model which comes with both items already attached. As usual all Scott products are available from a range of dealers, call BHR on 01582 491076 to find your nearest retailer.



PLAIN & SIMPLE



STEVE PLAIN IS BOTH AN EX-CHAMPIONSHIP CLASS ENDURO RIDER AND EX-WEC MECHANIC, HAVING SPANNED FOR FOUR-TIME WORLD CHAMPION PAUL EDMONDSON AMONGST OTHERS. NOW RETIRED FROM TOP-LEVEL COMPETITION, HE RUNS STEVE PLAIN MOTORCYCLES (01597 825817) IN LLANDRINDOD WELLS AND IS A RESPECTED AUTHORITY ON DIRTBIKE MAINTENANCE.

Pulling Power

Dear Steve

I'm thinking of using my 1999 DT125R for enduros. I have derestricted it in every way I can think of - DEP system, changing the switch behind the clocks etc - and the powervalve actuator is fully working. I've even tried disconnecting the cables and leaving the powervalve fully open. But the bike doesn't have much bottom-end and will not pull in the top two gears. I've also gone down one tooth on the front sprocket, though it still wouldn't pull the tall gears.



Yamaha's DT125 - needs more poke for racing?

Please help, I need some more poke...

Andy
Via website

Leaving the powervalve fully open will hinder the bottom-end pull Andy, and to be honest you've taken the DT-R about as far as it'll go without major work. If possible, now's the time to trade up to a bigger bike. Something like a Yamaha WR200 would probably suit your needs and you should be able to pick up a tidy example for around a grand. To help you with

your racing have a pair of BF Goodrich Crossengo tyres on us...

River deep, mountin' costs?

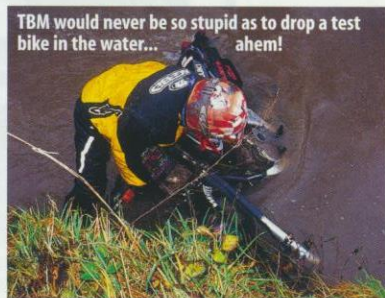
Dear Steve

I was riding my 2001 EC250 through a stream with the water just up to my feet and the next thing I knew the water was up to my chest. To cut a long story short, the engine filled with water, but after about two hours trying to get the water out and cleaning the carb I managed to get it going again. I let it run for about ten minutes to try and dry it out further. I've since dropped the gearbox oil, flushed it and refilled it, had the carb off and cleaned it again, and it seems to be running okay. There's a bit of a rattle from the piston but that was there before.

I've been speaking to a lad at my local dealer who reckons the best thing to do would be to sell it as he reckons I'm probably storing up a load of problems for the future. What do you think?

Lee
Via website

Lee, the engine should be okay assuming it was 'drained' and run up to operating temperature immediately after the incident - you didn't trailer it home and let it sit in the shed for a week - otherwise the main and big-end bearings could rust and deteriorate rapidly. You did the right thing by cleaning the carb and flushing the oil, though stitching someone up if you know there's likely to be a problem could come back to haunt you..! Oh, and get that top-end sorted...



TBM would never be so stupid as to drop a test bike in the water... ahem!

STEVE PLAIN

HAVING A SPOT OF TECHNICAL TROUBLE WITH YOUR DIRTBIKE? WELL MAYBE TBM CAN HELP. OUR RESIDENT TECHNICAL GURU, STEVE PLAIN, IS ON HAND TO HELP WITH YOUR MECHANICAL MALADIES. SIMPLY SEND IN YOUR QUERY TO US VIA: tech@trailbikemag.com ALTERNATIVELY, YOU CAN SUBMIT A QUESTION VIA OUR WEBSITE, TRAILBIKEMAG.COM. ENCLOSE YOUR FULL NAME AND ADDRESS AND THE BEST SUBMISSION WINS A PAIR OF BF GOODRICH CROSSENGO ROAD-LEGAL MX TYRES..!

Damp Start

Dear Steve

My DR350 conks out in wet going, but will restart if left to stand for ten minutes. Water is obviously getting into the electrics, and seems to dry out with the heat of the engine. But what is being affected, and how can I cure it?

Mike Darke
Via website

Mike, you need to dry out all of your bike's electrical connections and waterproof them with di-electric grease and insulating tape. Check that the connections on the coil are tight and fit a waterproof plug cap. That should sort it...

Tanked Up

Dear Steve

Is it possible to get a standard size plastic fuel tank to fit a DR-ZS? The E-model part doesn't fit.

John Ward
Via website

Sorry John, I can't think of anyone who does one. You don't say why you want a standard-sized plastic tank, though if you're worried about scratching the painted finish of your tank then you could always pick up a pre-scuffed one from a breakers for when you're heading off-road. That way, you'll keep the original in good nick for when you sell the bike.

Side Splitting

Dear Steve

I have discovered a small split in the engine case on my 2002 KTM 200EXC GS. It's where the sump plug is on the right-hand side of the bike. Obviously the previous owner was unaware of this fault... or I bought a lemon!

Is repairing this a major job that I should let a motorcycle mechanic take care of, or do you think I could handle this task myself? There's the waterpump seals, kickstart etc to contend with.

Steve Roper
Via website

Phone a KTM dealer, Steve, and get a price on a new side casing - it's not really a big job to replace them. If a new casing is too expensive then get the bike down to your local dealer to see if it can be welded.



KTM's 200EXC... Cases are easily replaceable...

Forking Out

Dear Steve

The USD forks on my son's 1994 Suzuki TS200R are in a bad way, with rust erupting on the stanchions and alloy corrosion beginning to break through on one of the fork uppers. I've tried sourcing a used pair through the breakers but to no avail. Could you please tell me if forks from a more common bike would fit. Could you also point me in the right direction for replacement plastics, and indeed any spares, as all of the dealers that I've spoken to give me the impression that I'm getting what I deserve for buying my son a grey import in the first place.

Richard
Via website

Richard, you need to find a sympathetic Suzuki dealer as although your bike's a grey import they should still be able to source parts if they're still available. Having the part number will certainly help matters, though the dealer might not have a microfiche/parts book for the TS. If you can source one yourself (try a 'wanted' ad in the classifieds or even ebay) it'd be handy. In the meantime, try the guys at DK Motorcycles for forks and replacement plastics. They're on 01782 861100.

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

STAFF BIKES HUSQVARNA TE250



Well, the good news this month is that the Husky is fixed, while the bad news is... I'm not.

But let's start with the temperamental TE. After the last time I rode it I was wondering whether it was simply being wilful or genuinely suffering from a touch of Attention Deficit Disorder (something I'm sure the rest of the TBM crew wonder about me from time to time...)

So off the 250 went back to the UK Husky importers to sort out its mysterious behaviour. If you recall, the bike wasn't starting when hot, either on the leccy boot or kickstart, and also coughing at the most inopportune moments even when on the power.

The diagnosis was that it was probably caused by an overly rich set-up, so initially the TE was 'leaned off' and the idle speed cranked up in a bid to prevent stalling. The electric button was also diagnosed as faulty and was replaced with a new mechanism. And at the same time some rather sexy aftermarket Pro-Taper bars from Vesty UK were fitted to replace the braced ones.

Picking up the TE the day before its next race, things seemed fine as far as I could make out, but the only way to see if the hot-start issues had been resolved was to race it. Unfortunately, halfway round my first lap of a two-man enduro I discovered that the Husky was back to its

attention seeking ways. After stalling (my fault) the button didn't respond and it took five minutes of frantic kicking to get going again. Limping back to the pits, I then left it running (to try and charge up the battery a bit) and went back out again.

I managed to ride it till the end of the race but still the spluttering problems persisted, prompting one rider behind me in the woods to pass comment, so at least I knew I wasn't going mad.

Back at TBM Towers, a brand new battery was fitted and the Husky was whisked away to HM Racing to check the fuelling/carburetion on their dyno, the result being that the bike was now found to be too lean. HM upped the main jet from a 175 to a 185, turned the idle speed back down and pronounced the bike good to go.

And, I'm delighted to say they were right. The TE is back to normal, starting easily when hot and its mysterious cough has vanished. Just to prove it, we raced the Husky the following weekend and it was good as gold - never stalling once - and back to its fantastic former self. As for me, well maybe a shot of Ritalin might achieve the same results... **Mel**

Many thanks to Husky Sport (01962 771122), Richard at Solo M/Cs (01628 664433), HM Racing (01689 856595), and Vesty UK (0870 7779201).

30440

XR-Stuff

XR400 electric start kits
XR650 electric start kits
Mikuni performance carburettor kits for XR400, XR600 and XR650 (adds up to 3 BHP with instant throttle response)
Down in price £225

Vortex Digital performance ignitions for your Honda, Yamaha, KTM and Suzuki (Adds up to 3 BHP and is programmable)
Honda HRC racing kits for XR400, XR600 and XR650
Alopp seat and tank kits for XR250 XR400 and XR600
Big Bore kits for Honda Yamaha, KTM and Suzuki
White Brothers Power up kits XR250, XR400, XR600 and XR650
FMF, CRD, DEP Exhausts for Honda Yamaha, KTM and Suzuki
Large Tanks Acerbis/MS for Honda, Yamaha, KTM and Suzuki
Acerbis products
Apico products
Bash plates, Hand guards and frame guards
Trailers Computers
Extreme Pro Wear
Hotcams, Hotrods and Wisco pistons for Honda Yamaha, KTM and Suzuki

Talon products
Used parts for XR400's Frame, engine, shocks, brakes, cylinder heads and Crankshafts
Supernote Talon/Excel wheels and tires, rims and brakes - see the website
K and N filters XR250/400/600/650L/R, DRZ400, WR400/426
Upgraded 200w Stators, replacement CDI's and Regulators for Honda, Suzuki, Yamaha and KTM

New lowering links for the following bikes most links come with bearings and lower the bike from 25mm to 75mm
Honda: CRF150/230, CR125/250, CRF250R/450R, XR250/400, XR600, XR650L/XR650R
KTM: All LC's and 400,620,625,640 Adventure
Suzuki: DR250/350, DRZ400
Kawasaki: KDX200/250 KLR250/650
Yamaha: TTR250
BMW: F650CS, F650GS/Dakar

Phone 07732 944110 • Web www.xrstuff.co.uk • Email sales@xrstuff.co.uk

MX GRAPHICS.co.uk
www.mxgraphics.co.uk
Plastics & Graphics
GAS GAS PLASTIC KITS NOW IN STOCK
2005-06 RED, YELL, BLUE £69.95
OTHER PLASTIC KITS AND GRAPHICS IN STOCK
DRZ400 00-06 HUSQVARNA
CRF450X 05-06 00-06 CR,WR,TC,TE
CRF250X 04-06 GAS GAS
XR250/400 96-05 KDX 90-05
XR600 88-99 KLX400 03-06
XR650 00-06 KTM EXC 00-06
MON-FRI 9am-9pm SAT 9am-3pm www.mxgraphics.co.uk
MAIL ORDER TELEPHONE 01934-429171

Shock Repairs
All Shocks and Forks Serviced or Repaired
Import Bikes No Problem Trail Bikes
Enduro, Motox, Road
Prices from £35.00 + VAT
24 hour turnaround
K&S Racing
25-29 Milton Road, Sittingbourne, Kent ME10 3EX
Phone: 01795 431 700
Fax: 01795 438 664

Best Prices in UK?
Pirelli Motocross MT32/320, MT 18 From £55 Pair
80/100 - 21 £31.00 £29.00
100/90 - 19 £36.00 £34.00
110/90 - 19 £37.00 £35.00
110/100 - 18 £37.00 £35.00
Pirelli Scorpion Enduro FIM - As Fitted to KTM (Hard to believe that they are Road Legal)
90/90 - 21 £38.95
120/90 - 18 £42.95 Pair F/R £76.00
140/80 - 18 £45.95 Pair F/R £79.00
MT43 Trials 2.75 - 21 £32.00
MT43 Trials 4.00 - 18 £42.00
Mail Order Tel: 01792 795144

DOCTOR GAS GAS
AUTHORISED SERVICE AGENT
NOW OPERATING IN OXFORDSHIRE!
* LATEST DIAGNOSTIC TESTS *
* MECHANICAL & ELECTRICAL REPAIRS *
* SERVICING & MAINTENANCE *
* COLLECTION/DELIVERY SERVICE *
FOR APPOINTMENTS RING TREV.
Tel: 01993-891539 or Mobile 07880-862244
STONESFIELD, N. WOODSTOCK, OXON.

SPORTAX
• Rotax Specialists MT350/450, Armstrong/CCM
• 4-stroke engine spares
• Cycle parts - new and used
ENQUIRIES WELCOME
Tel/Fax: 01822 834839
www.sportaxmotorcycles.co.uk

IG Racing
Unit 4 • Pontrilas Business Park
Pontrilas • Herefordshire • HR2 0BA
tel 01981 240555
fax 01981 240999
email sales@ig-racing.fsnet.co.uk

AIROH STEALT TOWNLEY KNIGHT £199.99
SIDI Cross fire £249.95
SCOTT Enduro Glove also in Grey £29.95
ALPINE STAR Tech 4 Enduro Glove £140.00
MSR Front Fender Bag £19.95
SCOTT HYDRO BAG 2 litres £42.95
LED Rear Light £25.95
EVS VISION Knee Brace £179.95
Enduro Turbo Flow £29.95
661 BOMBER Impact Short £34.95
ACERBIS UNIKO Hand guards £21.95
ACERBIS RALLY PRO Brush guards £39.95
TrailTech £59.99
Bum Bags Six Day £39.95, Race Day £38.95, Enduro £29.95, £29.95
PIRELLI Mousse £74.50 140 - 18, 120 - 18, 110 - 19, 21
MICHELIN Enduro Tyres 120 - 90 - 18 ... £51.95, 140 - 80 - 18 ... £54.95, 120 - 80 - 19 ... £51.95, 90 - 90 - 21 ... £46.95, Ultra HD Tube £16.00
BF Goodrich Front £39.99, Rear £49.99, F&R £85.00, Road Legal MX Tyres

STAFF BIKES KTM 125EXC



Yes, Yes, YES! It was the opening round of the East Anglian Two-Man championship and I was finally starting to get the hang of riding my EXC125 at a half decent clip. Well, fast enough to outpace my team-mate Clive 'Zippy' Town anyway. And also fast enough to nail five laps of the three-mile Bury St Edmunds course in my allotted 30min session (with two minutes to spare). The choice of Zippy as team-mate was no co-incidence. The anonymous half of the British Desert Rose team who made it all the way to Lac Rose in Dakar this year, Zippy's the sort of bloke you can always rely on to turn in a spirited performance when the chips are down. And anyway... I'd tried everyone else, and no-one could make it..!

I've known Zippy for years and - much as I hate to admit this, especially in print - he's always been that bit quicker than me on a dirt-bike. But not today he wasn't. Because today I was on fire! The KTM 125 was sensational through the woods, brilliant on the bumps and easy to ride everywhere. And I know I say this every time, but it doesn't soak up all your ener-

gy like a bigger bike does - which in turn allows you to ride faster for longer. I was ballistic.

So imagine my surprise when I got the results back only to discover that we'd come twelfth in the Expert class... Out of 12! Hey ho, well I can't blame the bike for a lack of talent, but I can report that at least it made me feel like I was going fast. And that's half the fun in this game. Must've been Zippy's fault!

Back home again I gave the little Katosh a quick once over with the spanners - nothing had broken, and nothing had fallen off. Not even me that day. Then I drained and replaced the gear-box oil and stuck the thing in the garage. It was barely even dirty and thanks to a hose-pipe ban round here, we can't even wash our bikes down.

The next time I get it out I'm promising myself that I'm going to ride it even faster. I'll need to because Zippy's not all that happy that I was lapping quicker than his 250 two-stroke and now he's got a point to prove. KTM 125EXC: brilliant bike. It won't turn a clubman into an expert, but it may just help you beat your mates once in a while... **SI**

HAVEN
TRIALSPORT
Tel: 01469 532600 • Fax: 01469 531743
WEST MARSH LANE, BARROW HAVEN, Lincs DN19 7HA
www.trialsbike.co.uk

Importers of Honda CRF 230 -
the ultimate greenlaning machine

CRF 230
Parts Stockist
- mail order
available

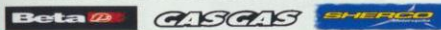
£2895 o.t.r.



Coming soon! Rear disc conversions for CRF230s

ON/OFF

COMPETITION CLOTHING DISTRIBUTORS



2005 Gas Gas EC250	£3250	2004 Honda XR250	£2250
1996 Suzuki TS125R	£1195	1996 Husqvarna FE600	£1295
2002 Kawasaki KX65	£1150	2003 Yamaha YZ8SSW	£1295

TYRES for ENDURO • TRAIL • TRIAL • ROAD



SPECIAL OFFERS

All sizes & brands available.
Michelin mousse & heavy duty tubes stocked.
Phone for advice & competitive prices.

Michelin Comp III & IV front & rear*
£100



*F.I.M. approved

Bridgestone ED668-663 FIM & road legal Front & Rear
£89

Two rear & one front Michelin AC10 (Road Legal)
£125



WATLING TYRES

Countrywide Mail Order Service
01474 321455
www.watlingtyres.co.uk
enquiries@watlingtyres.co.uk

27317

MOTO-WARD

Worldwide mail order
YAMAHA

SPARE PARTS SERVICE - ALL MODELS
TOP BRAND NAME OFF-ROAD GEAR
ANSWER • ALPINE STARS • SBS • NO
ARAI • ACERBIS • NO FEAR • RENTHAL.
REIKON • MSR • ROCKOIL • IZUMI • YOKO
Victoria House, Church Street RUDGWICK,
West Sussex RH12 3HJ

TEL: 01403 823222 FAX: 01403 824222

e-mail: motoward@aol.com

Specialist supplier of enduro & overland equipment

www.motoward.co.uk



ADVENTURE in store....

STOP

NEW 2006

Race Spec
Mail Order
Catalogue
(244 pages)



FREE to existing Race Spec customers
New customers please allow £3.75 postage - refundable on first order over £50
NOW WITH ADDED FOX



Don't shop until you've seen the NEW Race Spec 06 catalogue.

RS.06.2309.99
© 2005 Race Spec. All rights reserved. Printed and bound in the UK. Race Spec is a registered trademark of Race Spec. All other trademarks are the property of their respective owners. Race Spec is not responsible for any damage to property or injury to persons or animals caused by the use of any of the products described in this catalogue. Race Spec is not responsible for any damage to property or injury to persons or animals caused by the use of any of the products described in this catalogue.



+44 (0)1531 631700 www.racespec.co.uk

Little London Enduro Park

Where: Inkberrow, near Redditch, West Midlands

What's It Like? The two-mile main track is laid out over 60 acres of fields and woodland and includes a couple of jumps plus small tabletop, some whoops, berms, water splashes, and various natural obstacles such as felled trees.

It's very fast and flowing in the dry, with a few quick top-gear straights (with some sharp turns into hedgerow at the end), although there are still a few wet surprises lurking in

certain places even in the height of summer!

The wooded sections (two are normally used) are pretty tight, and there are four or five different routes used which are changed according to the weather.

In the wet the track changes personality completely; it becomes quite technical and the going can get heavy - we experienced this when we used the track for our 250 mini-thumper shootout back in the February 2006 issue.

Alternative routes are always offered around the water splashes as these tend to get quite deep after heavy rainfall and can be daunting for novice riders.

The track is also run both clockwise and anticlockwise, again depending on the weather and conditions.

What It Isn't: An out and out racetrack.

The track is aimed at new/novice riders and more seasoned riders wanting to practice.

Intimidation of slower riders by more experienced pilots will be taken very seriously.

Extra Info: The track is rolled/graded before each meeting and ruts on the tight lines in the woods are filled and repaired.

Noisy bikes won't be tolerated - please ensure your bike is below the 94dBA enduro noise limit otherwise you won't be allowed to ride.

For children/beginners there is an intermediate track available, which is a big oval a third of a mile long and includes a couple of hairpins and some small 'ups and downs'. For really young riders there is a small peanut shaped track as well.

Facilities: The usual burger van is in attendance and there is camping onsite the night before at £5.00 per person (tent or caravan). A toilet is available too. There are around 20 marshals, with four of those traveling at any one time, but their chosen positioning and track layout makes it easy to see if anybody gets into

difficulties. There are also four trained first-aiders there.

Opening Times: Once a month for 'track days'. Check on the website for dates. Entry is now by pre-booking only due to rising demand and there's a 75 adult/30 children limit.

Cost: Main track: £20 adults, £10 kids

Directions: From junction 15 of the M40 take the A46 towards Stratford. Keep on following the A46 towards Worcester and Redditch then at the fifth roundabout take the third exit towards Birmingham (signposted A435).

At the next roundabout (Arrow) take the first exit onto the A422 (signposted Worcester). After about quarter of a mile turn left onto the Evesham Road (A441) then immediately turn right back onto the A422.

After about three miles turn right onto Stonepit Lane then bear left onto Broadclose Lane and you're there.

Contact: Martin - 07770 393983 or check out lep.co.uk Always call to check availability before leaving home.

ACCESS ALL AREAS



Even if you're an off-road racing ace or just starting out, everybody needs somewhere to hone their technique - which is where practice tracks come in. Starting from this issue, TBM will feature a different track each month, which, in



our opinion, offer an enjoyable day's riding on a well-maintained, safe circuit. And who knows, you might just learn a thing or two...



ROUND 2:
GP OF PORTUGAL,
GUIMARAES,
5-7 MAY

'06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

The event...

The GP of Portugal, the first traditional race of the '06 WEC series (the opening round was on studded tyres), proved to be tough. With a commitment from the FIM for more natural extreme tests and tougher events than the previous year, the combination of the two resulted in many tired competitors. For several of the Enduro Junior competitors it was simply too demanding, especially for those who were venturing into world championship competition for the first time.

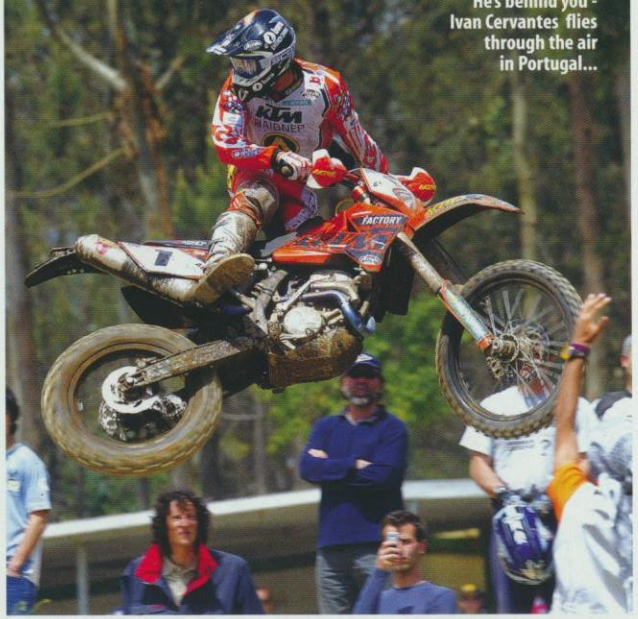
Unlike most WEC events nowadays that inclu-

de the start/finish area as one of the event's service points, the Motor Clube De Guimaraes organised competition had a short 'out' leg, which led riders away from Guimaraes and into the surrounding hills, before riders started the first of three laps.

Each lap was 50km in length, featuring one extreme, one enduro and one motocross special test and two service points, which meant riders found themselves in the saddle for seven hours.

By far the hardest test was the extreme test. Situated in exactly the same place as it was last year, it had been made harder this time around and was rock littered from start to finish. With numerous

tricky descents followed by 180-degree, off-camber turns and challenging uphill, it was more trials bikes territory. As a result, most riders pushed, heaved and bashed their way through the test, and when it came to being timed very few riders completed one run through the test, let alone two or three (as on day two), without any mistakes. Being predominantly one-lined, many riders



...hes behind you - Ivan Cervantes flies through the air in Portugal...



E2 class podium topper Johnny Aubert...

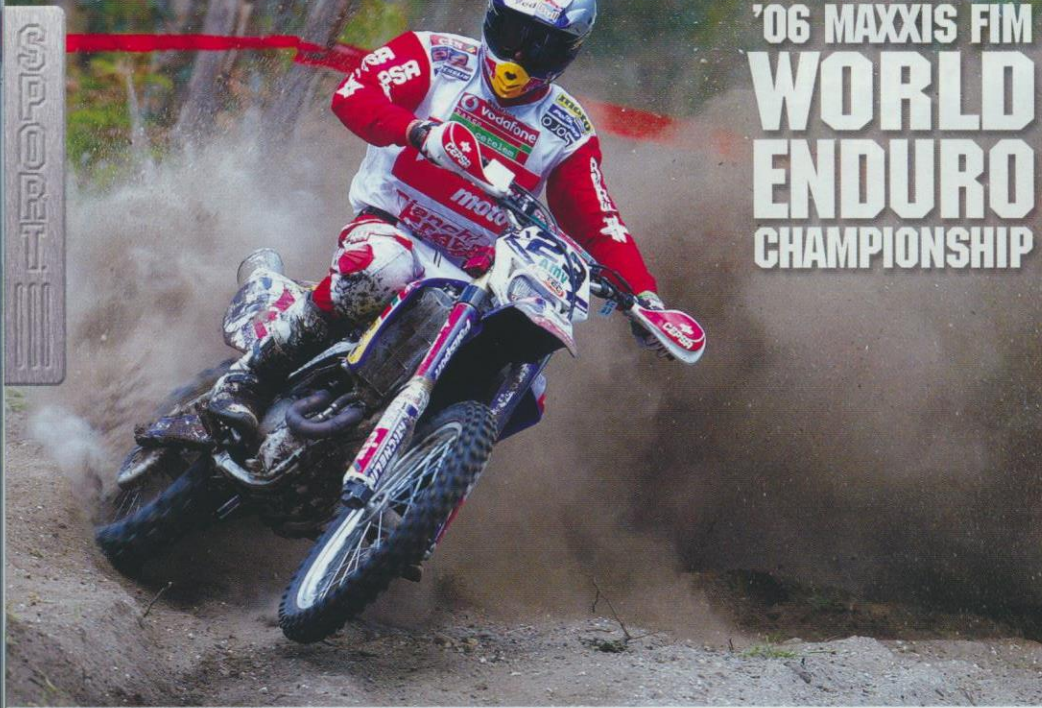
WORDS AND PICS: JONNY EDWARDS

Paddock Pointers

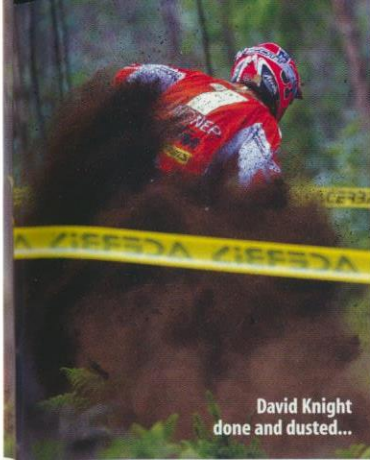
Four different manufacturers claimed victory on day one in Portugal - Honda, Yamaha, KTM and Gas Gas, thanks to Simone Albergoni, Stefan Merriman, David Knight and junior Oriol Mena.

The Portuguese event featured an indoor parc ferme, where the general public were able to wander around the WEC bikes during the evenings

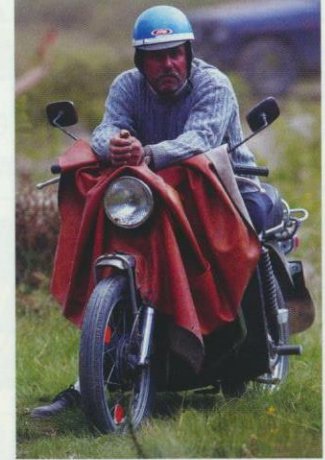
Yamaha mounted Helder Rodrigues showed that a little bit of local knowledge is always a good thing and finished in fourth position in the Enduro 1 class on day one. The best performing Portuguese rider in the WEC for many years, Helder's performance was all the more creditable due to his privateer status



'06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP



David Knight
done and dusted...



Fast Eddy returned to
WEC competition with
a vengeance...



And the winners are...

A two-horse race ensued in the Enduro 1 class on day one between Italian Simone Albergoni and Spain's reigning class champion Ivan Cervantes. With the dry Portuguese conditions very much suiting both riders, just under five seconds separated the pair in Albergoni's favour at the

end of the day.

With little to separate the two riders as they traded test win after test win the fact that Cervantes had his custom-made knee braces and other items of his riding kit stolen prior to the start of the day clearly unsettled him and arguably resulted in him failing to win.

The Brits...

Four British riders travelled to Portugal for the second round of the WEC series, among them Paul Edmondson who skipped the opening round in Sweden to compete in the first few US GNCC races of '06. With his US outings having not gone to plan Eddy returned to the WEC and the competitive Enduro 2 class.

Mounted on a 250cc two-stroke after a frustrating '05 WEC campaign on a 250cc thumper, Paul wasn't able to make a winning return but claimed very respectable fifth and sixth place results. Despite moving backwards one place on the Sunday Paul still managed to beat several factory-backed riders.

Competing alongside Paul in the E2 class was TM mounted Scot Euan McConnell. Disappointingly for Euan day one came to an premature end as on the way back to the end-of-day work area his bike stopped after a piece from inside the carburettor broke off and



Si Wakeley

got sucked through into the engine. Putting him out of the day having 'felt good on the bike' despite a few crashes, on day two Euan finished in 11th position and enjoyed the event.

Hoping that the move from a 125cc two-stroke to a 250cc stroker would enable him to compete on level terms with top Enduro Junior riders (having been a little down on power at times during '05), Si Wakely started his '06 campaign in Portugal having not raced in Sweden.

Riding cautiously on the extreme test and putting in some good times on the enduro test Si found himself a little off the pace on the motocross test, which he found a little strange, coming as he does from a MX background. He eventually placed in ninth on day one.

On day two Si performed much better and having been a little disappointed with his first day's result, upped his pace and finished in sixth, despite still feeling he could've 'let it hang out a bit more'.

Paddock POINTERS

☒ The event's official practice area was set up close to the paddock area in Portugal and was nothing like any of the event's tests. As a result, despite marshals and an ambulance being present many top riders were forced to find their own training area

☒ Factory Husaberg rider Valtteri Salonen, who finished the opening round of the '06 WEC series in fourth and fifth positions in the Enduro 2 class, placed in a lowly 19th and 16th in Portugal. With no bike problems Valtteri explained that he simply had 'an off weekend'. Not wrong there!

☒ Just as two years ago a lack of paddock security resulted in members of the public roaming the start / finish area during the early hours of Saturday morning, Spaniard Ivan Cervantes arrived at the KTM truck on day one to find that his custom made knee braces, and one of his boots, had been stolen by light fingered, late-night spectators

But nothing could be taken away from Albergoni. Determined to win this year and competing on non-factory equipment to that of his factory KTM-mounted rival, Simone earned himself 25 championship points.

Finishing in third position after two disappointing results in Sweden was Cervantes' KTM team-mate Alessandro Belometti. 37 seconds adrift of Ivan, Belo' finished ahead of the best placed privateer - local rider Helder Rodrigues on his Yamaha, with Bartosz Oblucki fifth on his 125.

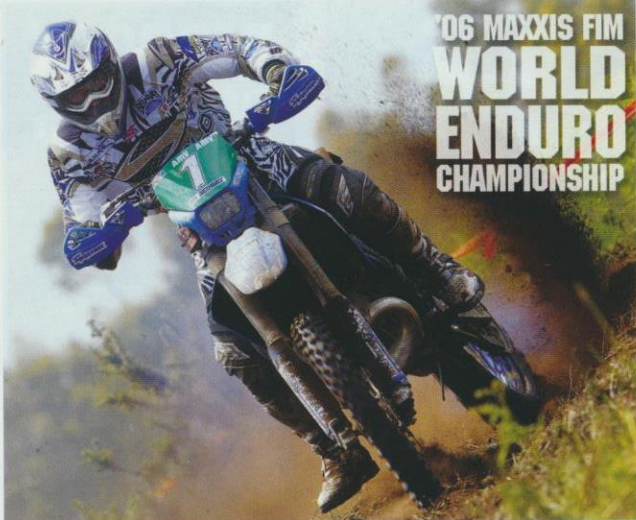
On day two the same three riders claimed the top three finishing spots, albeit in a slightly different order. Failing to win just two special tests Ivan claimed a 30-second advantage over Albergoni by the end of the eight

tests, and despite Simone winning one of the motocross and one of the extreme tests it wasn't enough and he finished second. Third as he was on day one was Alessandro Belometti.

It also became clear on day one in Portugal that winning the '06 Enduro 2 world championship title was going to be anything but easy for any rider. Having somewhat strangely decided not to prepare himself for the opening round of the series in Sweden as he didn't think the winter enduro should be a part of the championship, Stefan Merriman was back to his winning ways in Portugal claiming back the points he lost to Samuli Aro in mid March. Winning just three of the special tests Stefan placed 19 seconds ahead of Mika Ahola.

Having produced a good result in Sweden, after two disappointing and highly frustrating years for both himself and Husqvarna, Mika showed that his round one result in the snow hadn't simply been a case of a hometown advantage, taking runner-up spot in Portugal. Making it Finns on either side of Merriman on the podium, Samuli Aro placed third, finishing 13 seconds behind Ahola.

But what happened on day two in the Enduro 2 class came as a shock to a lot of riders -



**2006 MAXXIS FIM
WORLD
ENDURO
CHAMPIONSHIP**

Frenchman Johnny Aubert, competing in his second ever world championship enduro, topped the E2 podium. He won seven of the day's eight timed special tests to finish 23 seconds clear from second placed Mika Ahola. Pushing Aubert hard, Mika outpaced Stefan Merriman, demoting the Yamaha rider into

third place with Samuli Aro coming in fourth. Over in the E3 category one rider continued to rule the roost - David Knight. Victor on both days in Sweden, David finished as overall fastest rider on day one in Portugal and topped all but one special test to finish one minute, 18 seconds ahead of

teammate Marko Tarkkala, with Husaberg's Bjorne Carlsson managing a spirited third place. On day two David topped the E3 class by almost exactly the same amount as he did on day one, with Tarkkala managing to get exactly one second closer to David, with Bjorne again claiming third spot. The Enduro Junior class saw Gas Gas mounted Spaniard Oriol Mena claim victory on day one, some 26 seconds ahead of round one winner Joakim Ljunggren aboard his Husaberg. With the Spanish youngster having settled down a lot since last season, the 250cc two-stroke rider would have placed tenth in the E2 class. With a sizeable gap between Mena and Ljunggren, Pole Michal Szuster placed third, just seven seconds adrift of the Swede. Placing an unhappy fourth, TM mounted Aussie Jake Stapleton saw his result affected due to getting caught behind slower riders on the extreme test. On day two Ljunggren moved to the top spot ahead of Stapleton while day one winner Mena placed in third.

RESULTS - DAY 1

ENDURO 1 CLASS			
1	SIMONE ALBERGONI	(HONDA)	38:08.00
2	IVAN CERVANTES	(KTM)	38:12.90
3	ALESSANDRO BELOMETTI	(KTM)	38:50.09
4	HELDER RODRIGUES	(YAMAHA)	39:16.78
5	BARTOSZ OBLUCKI	(HUSQVARNA)	39:53.93
ENDURO 2 CLASS			
1	STEFAN MERRIMAN	(YAMAHA)	37:02.49
2	MIKA AHOLA	(HONDA)	37:21.55
3	SAMULI ARO	(KTM)	37:34.67
4	JOHNNY AUBERT	(YAMAHA)	37:47.05
5	PAUL EDMONDSON	(HONDA)	38:10.50
ENDURO 3 CLASS			
1	DAVID KNIGHT	(KTM)	36:58.88
2	MARKO TARKKALA	(KTM)	38:17.87
3	BJORNE CARLSSON	(HUSABERG)	38:59.83
4	SEB GUILLAUME	(GAS GAS)	39:15.23
5	ALESSIO PAOLI	(TM)	40:14.62
ENDURO JUNIOR CLASS			
1	ORIO MENA	(GAS GAS)	39:16.20
2	JOAKIM LJUNGGREN	(HUSABERG)	39:42.81
3	MICHAL SZUSTER	(YAMAHA)	39:50.54
4	JAKE STAPLETON	(TM)	40:25.57
5	LUCAS PUERTO	(KTM)	41:40.45

RESULTS - DAY 2

ENDURO 1 CLASS			
1	IVAN CERVANTES	(KTM)	37:38.21
2	SIMONE ALBERGONI	(HONDA)	38:08.64
3	ALESSANDRO BELOMETTI	(YAMAHA)	38:29.65
4	MAURIZIO MICHELIZ	(YAMAHA)	39:00.61
5	PETRI POHJAMO	(TM)	39:03.15
ENDURO 2 CLASS			
1	JOHNNY AUBERT	(YAMAHA)	36:37.55
2	MIKA AHOLA	(HONDA)	37:00.79
3	STEFAN MERRIMAN	(YAMAHA)	37:31.98
4	SAMULI ARO	(KTM)	37:48.92
5	CRISTOBAL GUERRERO	(GAS GAS)	38:22.91
ENDURO 3 CLASS			
1	DAVID KNIGHT	(KTM)	37:06.68
2	MARKO TARKKALA	(KTM)	38:24.38
3	BJORNE CARLSSON	(HUSABERG)	38:40.43
4	SEB GUILLAUME	(GAS GAS)	38:53.12
5	MARKUS KEHR	(KTM)	39:19.60
ENDURO JUNIOR CLASS			
1	JOAKIM LJUNGGREN	(HUSABERG)	39:17.18
2	JAKE STAPLETON	(TM)	39:37.65
3	ORIO MENA	(GAS GAS)	39:43.09
4	MICHAL SZUSTER	(YAMAHA)	39:47.94
5	MARC BOURGEOIS	(HUSQVARNA)	40:21.44

www.braybrookoffroad.co.uk
distributors of
REP XGTING
tel: 0870 774 2600 fax: 0870 774 2601

www.motomaniaukoffroad.com
tel: 0118 942 2278

DAVE CLARKE RACING
www.daveclarkerracing.com
TEL: 01772 612 118

www.uktrailrides.co.uk
• LARGE WEB ONLY SHOP •
BRAKE PADS £9.50
WHEEL BEARING SETS FROM £5.50
You will be amazed at the prices!

FOR ALL YOUR OFFROAD NEEDS
www.TomsQuadAndBike.co.uk
GET OUT AND RIDE

DIRT BIKE BITZ
ORDER HOTLINE 0870 220 7177

TRAIL
5 Clarke Street, Derby DE1 2BU
www.mototrail.co.uk
01332 366869

www.torcanchors.com
Big Savings on Security Packages
The Torc ground anchor is British made and rotates & folds. Easy DIY fit to concrete floor, brick wall or in your van. Sold Secure gold in all six categories. Also Almax chains, Squire padlocks and Datatag.
01827 286267 or www.torcanchors.com

AMCH
Adventure Motorcycle Holidays
Tel: 01352 742122 Trials, Greenlaning & Quad Trekking

Ribsplitters.com Hilarious!
Videos, Pictures, Jokes, MP3's, Free Email Pranks, Anonymous Postal Pranks, Free Phone Pranks, Text Pranks, Dirt Bikes, Striptease Game and much more.

LUXURY ADVENTURE TOURING IN PORTUGAL
www.motorcycle-holiday.com
Tel: 00 351 235 296452 Email: thrustforth@aol.com

Dirt Bike Den OFFROAD MOTORCYCLE PARTS, ACCESSORIES & SERVICE
For all your dirt bike needs - Enduro, Motocross, Supermoto, Trials
Tel/Fax: 01625 616525 • Email: sales@dirtbikeden.com
www.dirtbikeden.com

www.drshox.co.uk
01206 233444
Enduro / Trail / Rally / Suspension
SHOX **ENDURO TECH** **MARZOCCHI**

HONDA ENDURO SPECIALISTS
WWW.FASTEDDYRACING.COM
TEL: 01543 270600

TBM
020 8840 6848

www.bikestop.co.uk
Tel: 01438 317038

'06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

ROUND 3: GP OF EUSKADI, GERNIKA, SPAIN 13-14 MAY



Everyone's talking about...

The weather and the event's extreme test, or more precisely the effect bad weather would have on the test. That was the hot topic of conversation prior to the start of the third round of the '06 World Enduro Championship - the GP of Euskadi - held in Gernika, northern Spain. With the organising Gernika Offroad Club having laid on a particularly challenging (all natural) extreme test that featured several highly technical climbs, all but a few of the world's best enduro riders had serious concerns about the test being simply too tough.

If it were to rain during the race (which it did with a vengeance on the Thursday night before the event), most feared that the test would likely become unrideable - if not for the world's best, then certainly for the 'hobby' riders and a large percentage of the Enduro Junior class competitors. With the club standing firm and not wanting to alter the test, it was - after much debate - altered

twice. The finished product was a test considerably shorter and less severe than the original, but one that still proved to be very tricky.

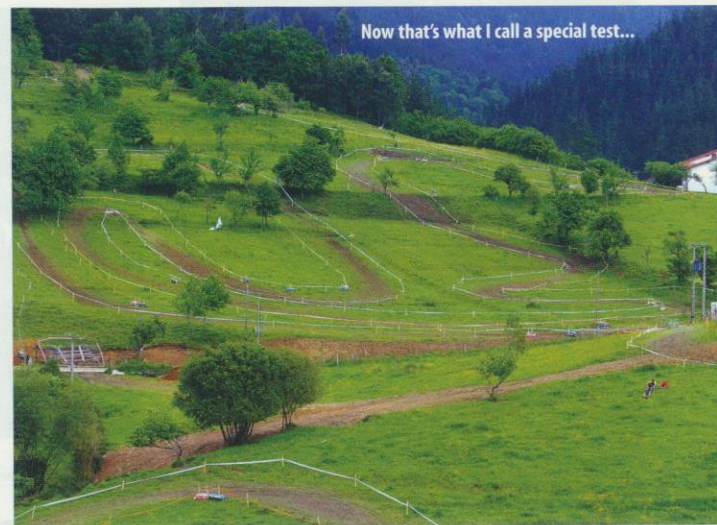
The event...

Having hosted a round of the '05 WEC series, the Gernika Offroad Club chose to start from scratch for this year with a new course and new tests. With three checks per lap and three laps completed on each day, much of the seven-hour days were run over technical slow speed going that even experienced trials riders like Paul Edmondson found demanding.

With an enduro special test which took riders two-and-a-half hours to walk, an MX test which was part supercross track and an extreme test which was VERY extreme, it's no wonder that many top riders felt it was too difficult. The enduro test took around 11 minutes to complete for the fastest riders and featured some tricky and technical climbs and

kilometre after kilometre of forest tracks and trails.

The motocross test started and finished in what seemed to be a small, disused football stadium and featured a series of badly built jumps and even a whoop section. While the extreme test, situated some 15 minute drive from the start, was an all natural affair that cost Honda riders Simone Albergoni and Mika Ahola the E1 and E2 class wins respectively on day one. Littered with slippery climbs, steep descents and numerous tight corners, rutted sections and all the nastiest hazards they could find, it wasn't liked by the majority of riders and played a big part in



Now that's what I call a special test...

deciding the event's results. It did however attract spectators and provided them with plenty of entertainment on day one. In short the GP of Euskadi was tough. Very tough.

And the winners are...

Spaniard Ivan Cervantes competing in front of his home crowd, claimed victory in the Enduro 1 class on both days, but was made to work hard for his 50-point championship haul. With both the special tests and the course being slippery on day one - conditions that would have seen Ivan struggle just a few seasons ago, the reigning E1 world champion battled tooth and nail with Italian Simone Albergoni before taking advantage of a mistake by Albergoni on the extreme test. Claiming the win by 18 seconds, Ivan finished ahead of his KTM team-mate Alessandro Belometti.

With Belometti topping the opening test and then going on to perform consistently and win a further two tests during the course of the day, the Italian played a key role in not only making it a one-two result for KTM but also in helping Ivan to win. Stalling his bike out on the course Ivan struggled to re-start his thumper and needed the assistance of Belometti to get it going again.

Claiming third and showing

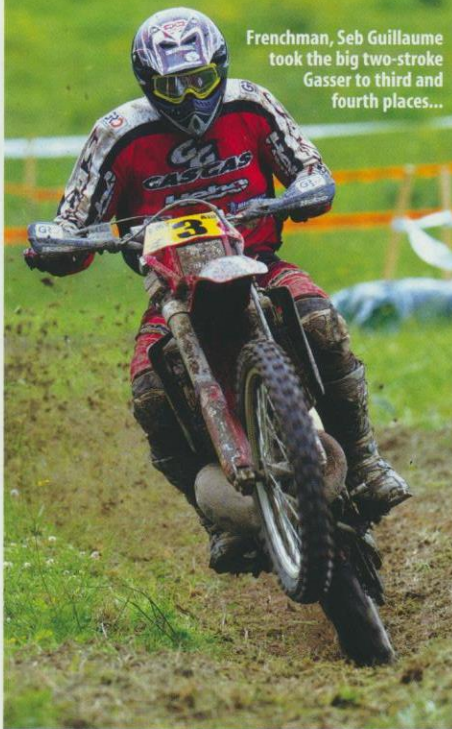
that in wet conditions both he and his 125cc Husqvarna are competitive even against KTM's quarter-litre thumpers, Bartosz Oblucki finished less than one and a half seconds behind Belometti. With both Bello' and Bartosz giving the last few test of day one their all,

Paddock Pointers

Polish rider Bartosz Oblucki did a good job of upholding Husqvarna honours in Spain, placing third and fourth in the E1 class aboard his 125cc two-stroke

French enduro is on the way up with E2 class rider Johnny Aubert and Enduro Junior competitor Marc Bourgeois claiming wins in Gernika.

The closeness of the competition in the Enduro 1 class on both days in Gernika provided thrilling race action. Cervantes showed he's fiercely determined to retain his E1 world title



Frenchman, Seb Guillaume took the big two-stroke Gasser to third and fourth places...



ond. With Albergoni claiming second, Belometti finished third with just seven seconds separating the top three riders.

Yamaha riders Stefan Merriman and

Johnny Aubert stamped their mark on the E2 class in Spain with the pair claiming a day win each. Making things even better for the UFO Corse Yamaha team was the fact that they also finished one-two on each day.

More concerned than any other rider about the extreme test and the tough race ahead of him, Stefan Merriman wasn't the fastest rider on day one despite going on to top the class. The fastest rider was Finn Mika Ahola. Continuing to show that he is back on form, Mika's hopes of a class win came to an end when he crashed on the extreme test on lap two, which dropped him to an eventual finishing position of fourth. Needless to say Mika wasn't at all amused by his mistake.

Failing to win any tests on day one, Merriman nevertheless placed 15 seconds ahead of team-mate Aubert with Samuli Aro - who just as he had in Portugal - saw several small mistakes spoil his

series but things are certainly looking good for the Austrian manufacturer. Behind the might of KTM's factory enduro squad, Yamaha are claiming the second greatest number of podiums thanks to the continued efforts of Merriman and new kid on the block Johnny Aubert.

Meanwhile Husaberg (thanks to EJ class rider Joakim Ljunggren and fellow Swede Bjorne Carlsson in the E3 class), are fourth in the manufacturer's standings ahead of TM, Honda and Gas Gas.

result, finishing third.

In the drier conditions on day two Johnny Aubert comfortably topped the E2 class claiming his second WEC day win in as many races. Not bad for someone riding in his first ever WEC season. Putting a staggering 47 seconds between himself and Merriman, Aubert proved without doubt that he has what it takes to become a great enduro rider and moved to the top of the E2 world championship standings. With Merriman unable to match Aubert's speed he claimed second comfortably ahead of KTM's Samuli Aro.

David Knight produced what could well be his best ever world championship performance in Spain winning each and every test in the Enduro 3 class during the weekend. Looking forward to the challenge of the difficult conditions, Knighter topped day one by 1.5 minutes and then extended that winning margin by a further 60secs on day two. Also placing as the event's fastest overall rider on both days, DK was simply unstoppable but was in fact fortunate to finish day two.

Because on the second day while comfortably outpacing his classmates, Knighter's bike lost

virtually all its coolant after it split a rad hose. But the bike made it to the finish, David won the day, and in doing so extended his advantage at the top of the E3 championship to 18 points.

The Enduro Junior class saw two riders claim a day win each in Spain - Frenchman Marc Bourgeois and Aussie Jake Stapleton. For the majority of the junior class riders the event proved too hard, but for those competing at the head of the class, day one saw just 20 seconds cover the second to fifth placed riders, while Bourgeois cleared off and finished comfortably ahead. With Pole Michal Szuster claiming second and Spaniard Oriol Mena finishing third. But things were very different on day two.

Szuster failed to finish, Stapleton claimed a deserved win, Bourgeois wasn't as fast in the drying conditions as he was in the wet, and championship leader Ljunggren claimed third. Much more spread out, Bourgeois finished 20 seconds behind Jake, Ljunggren a further 40 behind Bourgeois and Mena a further 46 seconds behind Ljunggren.

The battle to top the Enduro Junior class it seems is going to

Paddock Pointers

As they did 12 months ago the large Basque crowd that gathered to see the podium celebrations in Gernika whistled and jeered while the Spanish national anthem was played for E1 class winner Ivan Cervantes

The third round of the WEC series was simply too difficult for many of the Enduro Junior class riders with less than half finishing the event.

Torrential rain on Thursday night before the event flooded the 'B' paddock where many of the riders were camped. Stefan Merriman was among those that awoke to find knee-high water and raw sewage floating around outside his caravan

The Brits...

The Gernika event looked as if it would be perfect for the Brits. Clearly going to be a tough event that would call for riders to dig deep, the fact that it featured a long, mostly wooded, cross-country test, an all natural extreme test and challenging going meant that the Brits were happy campers as they started day one. Especially as it looked like it might rain. For half of them it turned out to be a good weekend for the other half it proved a disappointing one.

With David Knight finishing as the fastest overall competitor on both days it was Paul Edmondson on his 250cc two-stroke Honda that joined the Manxman in having a good weekend. Pleased with the way he'd performed in Portugal a week earlier, Eddy was hoping that it would rain throughout the weekend and in doing so put him at an advantage against his four-stroke mounted competitors. Despite the rain failing to materialise, Paul still managed to claim two top six finishes in the Enduro 2 class. Fifth on the more slippery day one, Edmondson then placed sixth on day two. Strangely a little off the pace on the long enduro test, Paul's results in Gernika, added to those from Portugal were good enough

to lift him inside the top 10 of the E2 class despite not competing at round one in Sweden.

Despite not having the best of weekends, Euan McConnell finished 12th in the E2 class on both days. One of just a handful of riders to tackle and scale the long, near vertical climb that lead to the finish of the extreme test on day one, as well as being the only rider to do it on laps one and two on day two, Euan changed suspension to his bike after the Portuguese round, but the new dampers were a little soft.

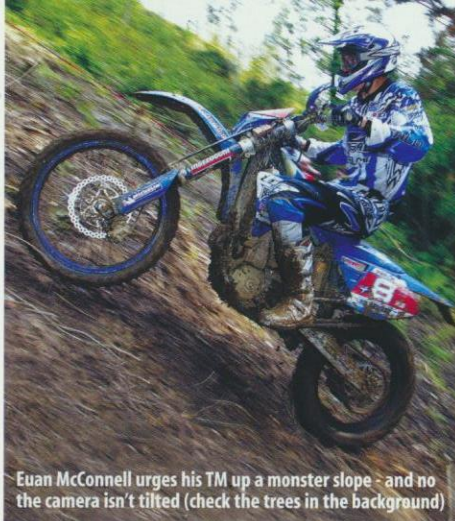
The only Brit in the Enduro Junior class Si Wakely had a bad weekend placing a lowly 12th on day one and not finishing on day two. Unable to produce the form that he has at BEC events, Si struggled to master the conditions on day one and, having managed to remain on time, ran out of fuel on the special test.

Having to push his bike to the finish of the test before managing to get enough fuel to get him to the end-of-day work area, Si lost around 12 minutes which dropped him way down the finishing order. On day two things got worse as on lap two his bike lost power and he got stuck on what was a fairly simple but slippery climb on the motocross test.

The manufacturers' race...

After three rounds of the eight event WEC series KTM's factory team of Ivan Cervantes, Alessandro Belometti, David Knight and Enduro Junior rider Lucas Puerto lead the Enduro World Cup for Team championship ahead of Team UFO Course Yamaha, with KTM's second factory squad in third.

Whether KTM can retain all three world titles they won last year will depend largely on how Aro performs in the remaining round of the



Euan McConnell urges his TM up a monster slope - and no the camera isn't tilted (check the trees in the background)

be every bit as tough as it is to top the E1 and E2 classes.

Surprise, Surprise...

The competitiveness of the Enduro 1, Enduro 2 and Enduro Junior classes has taken onlookers and riders by surprise this season. While last year's E1 and E2 championships were a one horse race as Ivan Cervantes and Samuli Aro respectively cruised to the titles, this season several riders have already shown that they have what it takes to fight for the E1, E2 and EJ top spot.

Despite being favourite to retain his E1 title, Cervantes was pushed by several riders in Spain including Honda's Simone Albergoni, his team-mate Alessandro Belometti and when conditions favoured a 125-mounted Bartosz Oblucki as well.

In the Enduro 2 class the competition was even fiercer. With three riders having already lead the championship this year, Finns Mika Ahola and Samuli Aro and Yamaha team-mates Johnny Aubert and Stefan Merriman all seem to have what it takes to win. With all of them having shown flashes of brilliance the championship chase looks like it's gonna' go down to the wire.

Likewise the Enduro Junior category is also proving to be a close fought title race with riders from six different countries currently holding the top six places in the championship standings..

Better luck next time...

The third round of the WEC series was a disappointing one

118 TBM

for several riders in each class - in particular three of last year's most promising E2 class performers. Fourth in last year's E2 world championship Alessandro Botturi's top-dollar switch from KTM to Aprilia has seen the burly Italian's form drop-off dramatically as he finished 16th and 13th in Spain.

One of Finland's most promising youngsters Valtteri Salonen's '06 season continued to fall apart in Spain placing 20th and 14th. Competing and finishing at the sharp end of the E2 class at the season opener in Sweden, Valtteri has since tumbled backwards down the results in dramatic fashion. Unable to explain his spectacular dip in form, the young Finn barely resembles the dynamic rider he was just six months ago.

The third Enduro 2 class rider to see his results suffer is French rider Fabien Planet. Planet, who had it not been for injury in '05 might have stolen the E2 world championship from under the nose of Samuli Aro, placed in a reasonable but not stunning sixth on day one and then dropped to 15th on day two following troubles on the extreme and enduro test on the final lap of the competition. Now competing on a thumper, Fabien doesn't look nearly as settled as he did on the 250cc two-stroke he rode last year.

It was bad luck which halted Finn Mika Ahola's very real hopes of topping the E2 class in Spain as a mistake on the extreme test near the end of the second day dropped him from class leader to fourth. Determined to make up for his day one disappointments, on the second day's competition Mika's chain came off twice in one special test, which cost him around a minute and resulted in him finishing fifth.

RESULTS - DAY 1

ENDURO 1 CLASS

- 1 IVAN CERVANTES (KTM)
- 2 ALESSANDRO BELOMETTI (KTM)
- 3 BARTOSZ OBLUCKI (HUSQVARNA)
- 4 SIMONE ALBERGONI (HONDA)
- 5 PETRI POHJAMO (TM)

ENDURO 2 CLASS

- 1 STEFAN MERRIMAN (YAMAHA)
- 2 JOHNNY AUBERT (YAMAHA)
- 3 SAMULI ARO (KTM)
- 4 MIKA AHOLA (HONDA)
- 5 PAUL EDMONDSON (HONDA)

ENDURO 3 CLASS

- 1 DAVID KNIGHT (KTM)
- 2 MARKO TARKKALA (KTM)
- 3 SEB GUILLAUME (GAS GAS)
- 4 ALESSIO PAOLI (TM)
- 5 BJORNE CARLSSON (HUSABERG)

ENDURO JUNIOR CLASS

- 1 MARC BOURGEOIS (HUSQVARNA)
- 2 MICHAL SZUSTER (YAMAHA)
- 3 ORIOL MENA (GAS GAS)
- 4 JAKE STAPLETON (TM)
- 5 JOAKIM LJUNGGREN (HUSABERG)

RESULTS - DAY 2

ENDURO 1 CLASS

- 1 IVAN CERVANTES (KTM)
- 2 SIMONE ALBERGONI (HONDA)
- 3 ALESSANDRO BELOMETTI (KTM)
- 4 BARTOSZ OBLUCKI (HUSQVARNA)
- 5 PETRI POHJAMO (TM)

ENDURO 2 CLASS

- 1 JOHNNY AUBERT (YAMAHA)
- 2 STEFAN MERRIMAN (YAMAHA)
- 3 SAMULI ARO (KTM)
- 4 CRISTOBAL GUERRERO (GAS GAS)
- 5 MIKA AHOLA (HONDA)

ENDURO 3 CLASS

- 1 DAVID KNIGHT (KTM)
- 2 MARKO TARKKALA (KTM)
- 3 ALESSIO PAOLI (TM)
- 4 SEB GUILLAUME (GAS GAS)
- 5 BJORNE CARLSSON (HUSABERG)

ENDURO JUNIOR CLASS

- 1 JAKE STAPLETON (TM)
- 2 MARC BOURGEOIS (HUSQVARNA)
- 3 JOAKIM LJUNGGREN (HUSABERG)
- 4 ORIOL MENA (GAS GAS)
- 5 ROBERT KAPAJCIC (YAMAHA)

FINANCE YOUR PASSION

28184

2006 KTM SX & EXC RANGE now available with 0% Finance over 12 months, or 1% over 24 months.



Terms & Conditions apply, please call us now to find out further information and apply - 0845 612 1112.

One11mx offers the full 2006 range of 06 KTM bikes, parts, accessories and clothing.

Check out www.one11mx.com or call the store on 0845 612 1112 for more details.

ONE11MX LTD 332 MANCHESTER ROAD, WEST TIMPERLEY, ALTRINCHAM, CHESHIRE, WA14 5NH
0845 612 1112 WWW.ONE11MX.COM



30959
PRESS N1B FLEXIBLE PLASTIC PRESS M1B
SHOW PLATES
MADE TO ANY SIZE
NOT FOR HIGHWAY USE
£12.50 EACH
INC. P&P
TEL / FAX:
01995 602513
ALL MAJOR CREDIT CARDS ACCEPTED

30958
PRESS N1B
VOYAGER RACING
27248

EVERYTHING FOR THE MOTO-X, TRAIL AND ENDURO RIDER
• SPARES • CLOTHING • ACCESSORIES
• WORKSHOP • PIT BIKES AND MORE
TRACKSIDE STALL AT ESSEX MX
LOCALLY BASED
WWW.VOYAGERRACING.CO.UK
CONTACT BOB ON
07711 998221 / 0208 502 0800
VISIT OUR EBAY SHOP TOO:
<http://stores.ebay.co.uk/VOYAGER-RACING>
OR LOOK AT OUR MOTORCYCLE HOLIDAYS IN TURKEY
WWW.TAURUSTRAILS.COM

30937
SHERCO Motorcycles

Finance available (details on request)

GET RESULTS

To advertise here call Natalie Watson

020 8840 4760

New 06 Sherco 4.5i in stock now!

£5300

Plus 06 Demo - call to book a test)

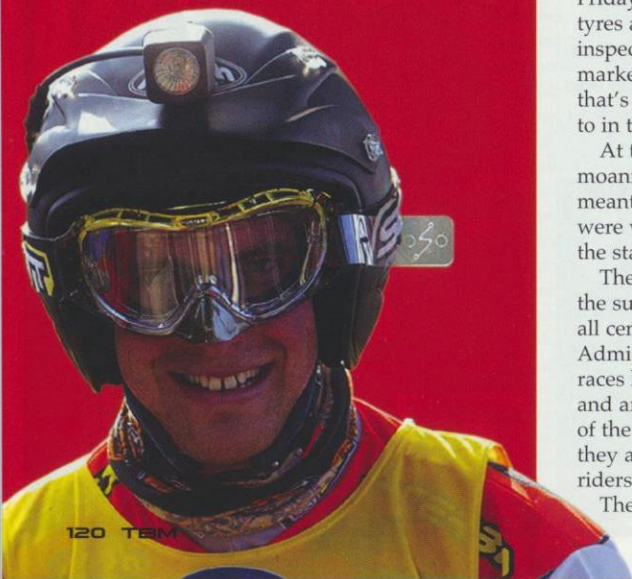
Haines & Co.
est. 1976

Spares - Tel: 01594 822202 or visit
www.ccmspares.com
FOREST OF DEAN
125 High Street, Cinderford, Glos. GL14 2TB
Tel: 01594 822202 - 4 Lines or visit...
www.hainesmc.co.uk

KNIGHT

Knighter sounds off about riders sounding off!

SPEED



There's one thing that is really hacking me off about world championship events at the moment and that's riders moaning about stuff unnecessarily. I'm all too aware that when the pressure is on it's not always easy to appear happy and relaxed, but walking around the WEC paddock with a face like a smacked arse isn't good for anyone. And constantly sounding off and worrying about this, that and the other at every possible opportunity doesn't achieve anything. If I were a team manager there are a few riders that I would be telling to change their attitude or look elsewhere for a job next year.

I say that the moaning isn't good for anyone but there is one person who benefits from it - me. I'll explain why...

A typical WEC event sees most of the top riders arrive on Tuesday or Wednesday and head home on the Monday, depending on where the event is. Wednesday and Thursday are spent walking the special tests, testing the race bike for a bit to make sure everything is as it should be, and generally getting familiar with the location.

'When some of the best and highest paid WEC riders constantly moan, they are forgetting that racing bikes for a living is something most people can only dream of doing?'

Friday is then split between test walking, fitting tyres and getting your bike through technical inspection. Add to that the odd trip to supermarkets, petrol stations and restaurants and that's pretty much what most riders get up to in the interim before an WEC event.

At the last two world championship races the moaning started as early as Wednesday, which meant that some riders (not naming any names) were well and truly down in the dumps come the start of the race.

There seems to be a number of things that are the subject of their rants at the moment and they all centre around the events being too hard. Admittedly the last two world championship races have been tough, very tough in places, and arguably a little too difficult for many of the junior and lesser experienced riders. But they are WORLD championship races - surely riders expect them to be difficult.

The reason that it's good for me when other

riders moan about stuff is because when they do they aren't 100 percent focused on their riding like they should be. Instead of getting themselves mentally prepared for events in a positive way, some of them spend so much time fussing about a section in one of the special tests or the fact that it might rain and what tyres they're going to use that I sometimes wonder why the hell they bother.

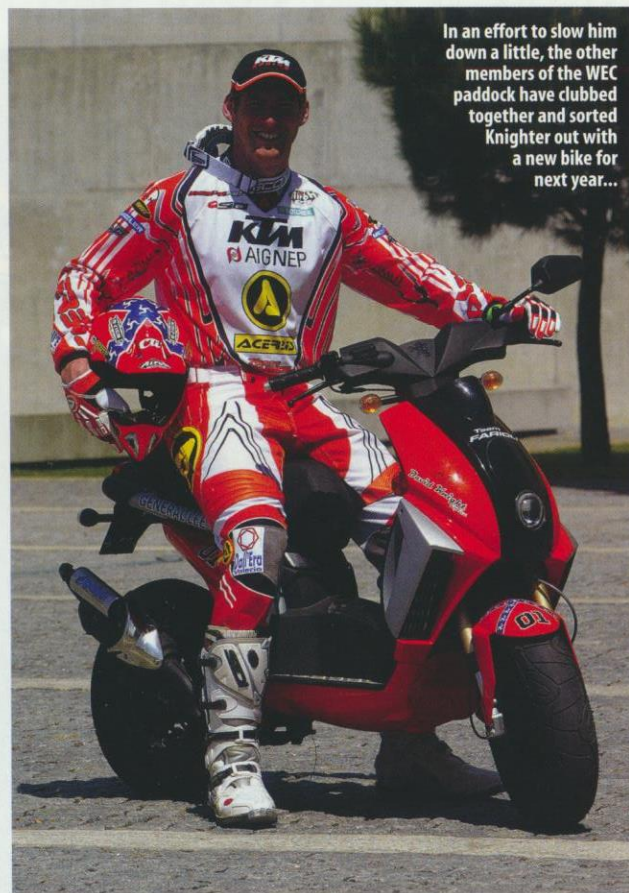
It seems to me that some riders simply have the wrong attitude about the world championship at the moment. I mentioned last month that not every change made to the WEC in recent years has been for the better, or popular with the riders. But nevertheless, they have been made so you just have to get on with things. The only other option is to change what you are doing, which as a professional enduro rider means either racing in the US or quitting.

Another big reason why I get annoyed is when some of the best - and highest paid - WEC riders constantly moan about the state of the sport at the moment, are they forgetting that racing bikes for a living is something most people can only dream of doing? Yes, it is dangerous at times and yes, there comes a point when it does become tiring and frustrating like any other job but like all jobs there also are times when you love what you do.

And there are also times that you have to work a little harder. When your job gets difficult as a professional enduro rider it's often because events are hard, which is when you have to dig deep, get your head down, and do the best you can. Some riders seem to have forgotten that enduros aren't always easy and that historically getting stuck and having to get off your bike and push now and then is all part and parcel of the WEC. Surely they knew that when they first started riding enduros?

To be the best rider you can be you need to know what your weaknesses are and work at them, not ignore them or complain because you find something difficult. If you don't like riding in the mud, extreme tests or whatever, that's exactly what you need to sort out.

The first round of the world championship



In an effort to slow him down a little, the other members of the WEC paddock have clubbed together and sorted Knighter out with a new bike for next year...

in Sweden was a good example of where several riders had the wrong attitude, as many decided that because they didn't think it was right that the WEC was starting with a winter enduro they opted to go to the event unprepared. As some riders are contracted to do little more than the eight WEC races in a season I just don't understand their lack of commitment.

As a result, at WEC events I pretty much operate as an individual and do my own thing much of the time. I have a few people that I spend most of my time with - Julian my mechanic, the other British riders and a few people from inside the team, but that's it. And although the KTM Enduro Factory Team Farioli squad is the biggest team within the WEC paddock I do my team player bit when needed and get my head right for the race alone.

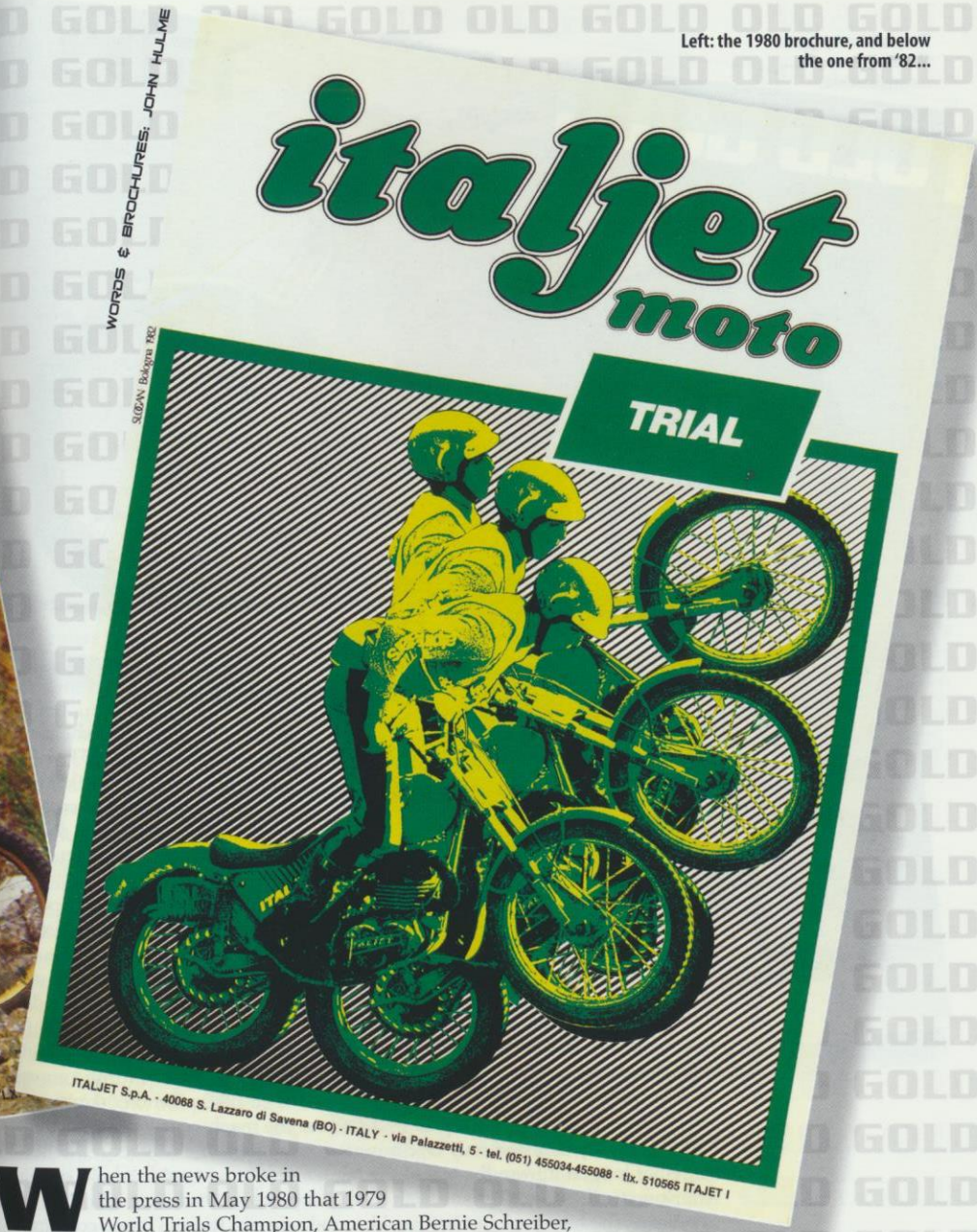
Y'see, winning sure does help maintain a positive attitude and vice versa - so on that score, I just hope the moaners keep right on whinging right until the end of the season...

America's only World Trials Champion - Bernie Schreiber - was drafted in to give the new Italjet range some credibility...



Remember the green Italjet trials bikes of the early Eighties? John Hulme recounts the story behind the green brochures...

Left: the 1980 brochure, and below the one from '82...



WORDS & BROCHURES: JOHN HULME
SUZAN BAGRA 1982

When the news broke in the press in May 1980 that 1979 World Trials Champion, American Bernie Schreiber, was to leave the ailing Spanish Bultaco concern to join Italian bike manufacturer Italjet, many riders expected the debut of a whole new range of trials machines... Sure enough the first of the 'new' bikes debuted at the Swiss world round in June that year, but at first glance it looked exactly like a green Bultaco with both engine and frame covered in a green colourscheme. The frame and swinging-arm actually looked like a Bultaco copy but the motor, apart from the Bultaco-inspired head and barrel, sported totally new crankcases and internals. Though it appeared that the engineers had got their primary gearing

They were very green, the early examples...

OLD GOLD

350 T



too good for Italjet, and public confidence suffered accordingly. After another delay the importers received their first batch of 100 machines in the form of the Bernie Schreiber inspired 350Ts. These were reported to ride very much like the Bultaco Sherpa of the day - no great surprise as the bike was still very much a clone of the Sherpa in places. But with the primary gearing now sorted and the gearbox problems eradicated, the Italjet now had normal sized sprockets while the gearbox featured a clever arrangement whereby the gearshift lever could be easily swapped from one side to another; since more traditional riders still preferred it on the right.

With a very competitive price of £1404.79 including VAT the Italjets were sure-fire winners in the showrooms - though the biggest complaint from the public was that apart from the gold wheel-rims, everything was painted green. Very overpowering if you didn't like green!

On the plus side, the bikes featured a very low seat height of 30in as well as providing a full 12in of ground clearance and weighing in at just 204lbs were very competitive. Yorkshire Italjet works rider Peter Cartwright won the prestigious British Expert's trophy that year - just reward for all Italjet's efforts on the UK trials scene.

However it wasn't enough and Italjet UK ceased trading at the end of 1981 - the importership being taken over by enthusiastic Yorkshire motorcycle dealers Colin Appleyards. With no new machine in early 1982, sales were predictably slow, but with a new bike turning up later in the year featuring white as the more prominent colour (only the frame and forks were now green), things began to look up. Peter Cartwright debuted the new machine in the tough Scott Trial and high expectations were expected on the sales front. The new 350T featured a new barrel giving smoother power delivery, new front and rear Marzocchi suspension, a redesigned kick-start mechanism, and a lightweight alloy gear lever and rear sprocket. At the same time a 250T was added to the range.

Initially the new machines sold very well - Appleyards shifting approximately 200 bikes in a pretty much equal split of 250s and 350s. But with the departure of Schreiber to rival Italian manufacturer SWM, the writing was on the wall for Italjet. The general public lost faith in them, and with the arrival of the mono-shock revolution soon afterwards, the Italjet trials story gently fades away. A new four-stroke trials machine did eventually turn up in 1984, but this was more suited to trail riding and never really took off...

Italjet more

Though later bikes had a green and white colour scheme...

TRIAL T 50/T 100



Motor: monocilindrico 2 tempi, raffreddamento ad aria. **Cilindrata:** 49,7 cc. (74,7 cc.). **Alesaggio/Corsa:** 40,3x39 (46,5x44). **Potenza CV:** 5,8/4,2 Kw a 7500 giri/min. (0,95 Kw a 7500 giri/min.). **Coppia massima:** 0,5 Kg m a 5000 giri/min. (0,95 Kg m a 5000 giri/min.). **Alimentazione:** miscela al 3%. **Carburatore:** Dell'Orto SHA 14-12 B (Dell'Orto PHBG 19 AS). **Avviamento:** kick starter. **Dell'Orto SHA** con ammortizzatori. **Sospensione anteriore:** a forcella telescopica con diazina massima 1250 mm. **Sospensione posteriore:** a forcellone oscillante. **Pneumatico posteriore:** triall 3,50/18". **Dimensioni:** lun-1250 mm, altezza 1120 mm. **Capacità serbatoio:** 4 l. **Peso:** 67 Kg. (69 Kg).

Motor: monocylindre, 2 temps, refroidissement par air. **Cylindrée:** 49,7 cc. (74,7 cc.). **Alesage/Course:** 40,3x39 (46,5x44). **Puissance CV:** 5,8/4,2 Kw a 7500 tours/m. (0,95 Kw a 7500 tours/m.). **Couple max:** 0,5 Kg m a 5000 tours/m. (0,95 Kg m a 5000 tours/m.). **Alimentation:** mélange au 3%. **Carburateur:** Dell'Orto SHA 14-12 B (Dell'Orto PHBG 19 AS). **Démarrage:** kick starter. **Change-avant:** avec amortisseurs hydrauliques. **Suspension avant:** fourche télescopique. **Pneu arrière:** triall 3,50/18". **Dimensions:** longueur max 1250 mm, hauteur max 1120 mm, empattement 1250 mm, hauteur 1120 mm, capacité réservoir 4 l, poids 67 Kg. (69 Kg).

Engine: single cylinder, 2 strokes, air cooling. **Displacement:** 49,7 cc. (74,7 cc.). **Bore and stroke:** 40,3x39 (46,5x44). **Power CV:** 5,8/4,2 Kw at 7500 r.p.m. (0,95 Kw at 7500 r.p.m.). **Max. torque:** 0,5 Kg m at 5000 r.p.m. (0,95 Kg m at 5000 r.p.m.). **Lubrication:** telescopic fork with hydraulic shock absorber. **Front suspension:** swing arm with hydraulic shock absorber. **Rear suspension:** floating width 820 mm, wheel base 1250 mm, height 1120 mm, fuel tank capacity 4 l, weight 67 Kg. (69 Kg).

Motor: luftgekühlter Einzylinder 2 takt. **Hubraum:** 49,7 ccm. (74,7 ccm.). **Bohrung/Hub:** 40,3x39 (46,5x44). **Leistung PS:** 5,8/4,2 Kw bei 7500 U/min. (0,95 Kw bei 7500 U/min.). **Max. Drehmoment:** 0,5 mkg bei 5000 U/min. (0,95 mkg bei 5000 U/min.). **Treibstoff:** Gemisch 3%. **Vergaser:** Dell'Orto SHA 14-12 B (Dell'Orto PHBG 19 AS). **Kick-Start:** Dell'Orto SHA 14-12 B. **Benzen-Reifen vorne:** 6 Gänge Klauen-820 mm, Radstand 1250 mm, Höhe 1120 mm, max. breite 820 mm, Radstand 1250 mm, Höhe 1120 mm, Tankinhalt 4 ltr., gewicht 67 Kg. (69 Kg).

100 T



wrong by the size of the rear sprocket (a massive 55T with a 10T gearbox sprocket). And Schreiber was heard to complain during the event that he didn't know which gear to select for the sections!

The new bike featured Spanish Betor suspension front and rear with Bultaco inspired wheels and hubs. The new tank and seat unit though gave it quite an individual look with a recessed filler cap and smooth side panels. When Schreiber turned up in the UK for the annual televised BBC-promoted kickstart

arena event, many people couldn't wait to see the machine in action for the first time. Sadly, it lasted only five minutes as the machine was retired when Schreiber looped it from the top of the log waterfall and couldn't hold onto it. After two fruitless world rounds, the Italjet top brass breathed a collective sigh of relief as the bike took its first world round win - in Italjet's home country, Italy, in July.

With the production machines promised for late January 1981, the factory was boasting that from prototype to production it had taken only eight months. Which would have been quite an achievement for any bike manufacturer, let alone one the size of Italjet - had it actually happened.

Instead, customer bikes were delayed, and the blame levelled at inadequate supplies of exhaust pipes. Five machines eventually turned up in April and went straight to the UK team's supported riders. These were entered in the SSDT but with two riders retiring with gearbox failure, things did not look

SCOTTISH TRIALS



For trials manufacturers the SST is arguably the most prestigious single event of the year...

Over the years the Scottish Six Day Trial has always attracted strong manufacturer interest. However, between the Seventies and late Nineties there was a belief that the Scottish was an anomaly in the ever-changing world of trials, and the manufacturers didn't really need it. But in recent years all that has changed. Sherco, Montesa, Gas Gas, Scorpa and Beta now acknowledge that the Scottish is a BIG event, and they turn up in all their finery with fully-kitted trucks, big awnings, factory mechanics and spares to keep every one of the 277 bikes in the trial, running for the full six days.

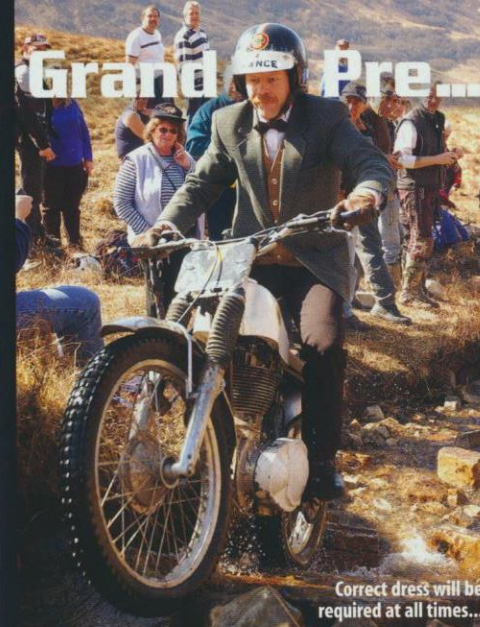
The paddock is based in the West End car park, Fort William, which for the rest of the year is a normal shoppers parking area. But for 10 days it is transformed into the biggest parc ferme, outdoor workshop and trials shopping mall you could imagine. And this year it enjoyed the biggest shake-up ever.

In the past it has been first-come, first-served with the five manufacturers erecting their bases wherever they could find the space. It resulted in some wild and dangerous antics by riders in the car park as they raced in and out of service at the start and end of each day. But this year the five importers got together and implemented a layout which ensured they all had the same amount of space; they created a traffic flow of riders into and out of parc ferme that kept everybody safe and allowed enough room for all the other traders to set up their stalls and allow space for others that wished to use the car park for an hour or so at the two ends of the day to do so. In fact it was a great improvement.

So, if the Scottish is now so important to the trials companies, what do they offer? Whatever bike the entrant rides, they have to sign up with their respective importers. They then get assistance from the importers staff and the factory mechanics, working space, use of tools and compressors and even a limited amount of refreshment at the end of each day. Every importer carries a full compliment of spares, so if the rider arrives at the end of the day with problems, he (or she) can rest assured that the problem can be overcome.

These days, if a rider has a terminal problem he is no longer excluded from the trial. As long as they can get their bike repaired and back into parc ferme before it shuts, they can continue in the trial, but on a no awards basis. It means that the rider who damaged first gear on his Beta this year, enjoyed the privilege of an Italian mechanic stripping the engine out of the bike, splitting it and repairing the gearbox.

It also meant that the Scorpa rider who blew



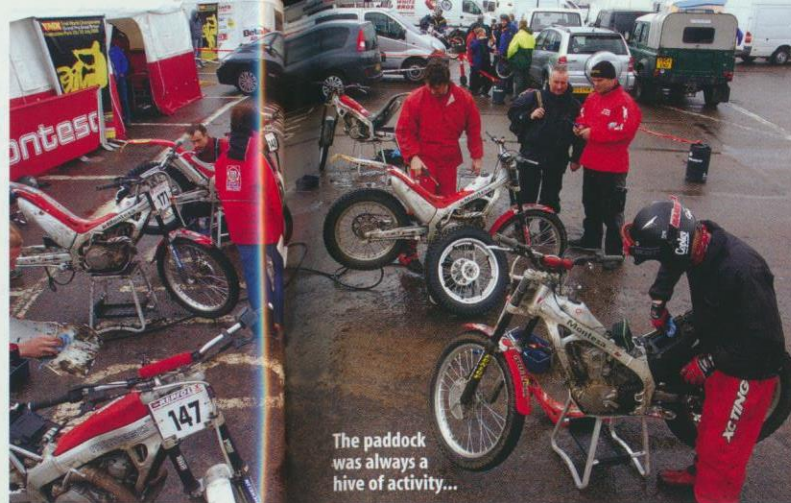
Correct dress will be required at all times...

The Pre 65 Scottish Two Day trial may have begun back in the early Eighties as a way of relieving pressure on some of the sections, but it's turned into an incredibly popular event in its own right...

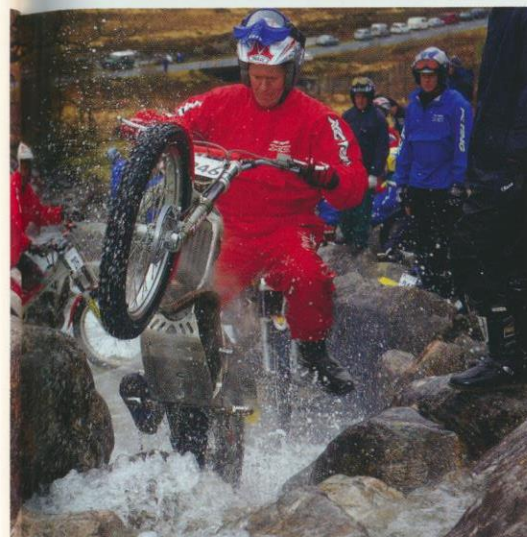
One hundred and eighty riders started this year - though almost twice that number had entered - and although they predominately came from the UK there were also riders from France, Spain, Sweden, Ireland, the Isle of Man, the Channel Islands, Germany, Poland and Austria.

Top names from the past (and present) included ace creator of mini trials bikes Peter Gaunt, former TT lap record holder Mick Grant, former British Enduro Expert Steve Collins, ace Halifax speedway rider Eric Boocock, multi British Sidecar trials champion Colin Dommatt, works CCM factory scrambler Norman Barrow, RAF pilot Jonathan Tye and ex-British Sidecar enduro champion George Greenland, who at 74 years of age was still very capable of providing a decent result.

Each day the entry headed off in different directions (odd numbers one way, even numbers the other) to spread the load for 30 sections in 15 groups on Friday and 16 groups on Saturday. There is nothing included that is way beyond the class of machinery entered, which varied between quality old bikes with thousands invested in them, to less salubrious models that were effective but tatty. However, the brace of 200cc Montesas, a lone



The paddock was always a hive of activity...



previous three years they've also been top dogs with Joan Pons, Jarvis and Sam Connor winning for them. But it took a superhuman effort as Montesa, Beta, Gas Gas and Scorpa were all fielding the big names to try and topple them.

Montesa had former winner and 4RT development ace Amos Bilbao on the thumper. Scorpa gave their new Yamaha-powered four-stroke its world trialling debut with Japanese ace Takumi Narita at the helm, whilst Gas Gas enjoyed the presence

of 1996 World Champion Marc Colomer in Scotland for the first time. And Beta pinned their hopes on the perennial runner up (three times now) Ben Hemingway as well as former European Champion James Dabill.

But at the end of the six days it was the current Master of Scotland Graham Jarvis who held it all together to take victory for the fourth time. He ended up having lost just 14 marks after six days and almost 180 sections, which was ten fewer than Ben Hemingway. The concentration level Jarvis achieved was incredible - at least until day six!

Because as he headed into the final day he had lost only four marks and was 16 better off than Hemingway and James Dabill. It was almost as if something had to give to release the pressure,

the head seal and radiator apart could effect a repair and continue, but of course what the system can't overcome is a bike damaged out on the moor with oil dripping out of a smashed case - unless the rider can get it back and get it repaired in time.

The Scottish is now very much about ensuring the riders get full value for their money. Riding the SSDT is not cheap with entry fees, fuel, accommodation and travelling often costing well over £1500, not to mention the costs of the bike. So all know that should they inadvertently suffer a first day problem, their week is not all over by any means, even if it does mean they go home without any award.

Sherco were the winning manufacturer this year - thanks to Graham Jarvis - and for the

Bultaco and a 160 Ossa, all from Spain, may well have been manufactured before 1965 but were considered by some not to be in the true spirit of the event.

Three riders managed the first day with clean sheets and they were Cub mounted Carles Casas, Ariel mounted Graham Du Feu from the Channel Islands and Royal Enfield Crusader mounted Davy Morewood which proved if nothing else that any bike, small or large could be in with a chance of winning as long as the rider was capable.

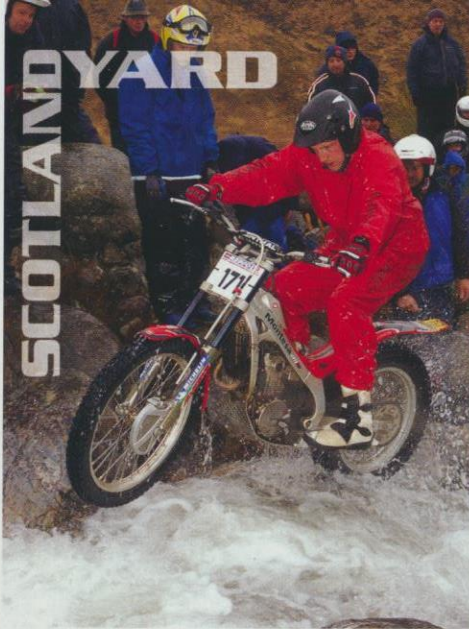
And with some mighty low scores recorded by a large number of riders, there was all to play for. Odd numbers first travelled from the old aluminium works car park in Kinlochleven along the lochside road towards Glen Coe for five groups of sections whilst even numbers travelled up the old Scottish section called Loch Eild Path before heading out over the bleak wastes of Blackwater towards the Blackwater reservoir, then rode across the front of the dam before heading back into Kinlochleven along the old dam road passing the cemetery which is the final resting place for the 19 souls who died building the dam that holds back the water that fed the old ally works. Each group then rode the others sections after a quick refuel of machine and body.

Pre trial favourite Dave Thorpe looked to be out of the immediate reckoning with an uncharacteristic five on the infamous Pipeline hill when he missed the section ends cards whilst 'feet-up'. However, Mick Andrews, last year's winner and the original Monarch of the Glen (as the five times main trial winner is known), never got that far as he was riding a 1949, 350cc, horizontally opposed Douglas twin that was only masquerading as a trials bike. The owner Clive Dopson had offered the bike, never believing that Magical Mick would accept. But he did, and the man that won last year was happy to coax the beast round to accept an honourable 139th place. A true sportsman!

Unlike last year, the weather was magnificent both days and on Saturday, with the sections more loose and variable than they tended to be on Friday, it was Neil Gaunt, the 2004 winner who kept his head together to claim another victory. He lost two marks on Friday and one on Saturday, so on the second day was joint best performer on a 500 Ariel that he had finished building from scratch only a few days earlier. As he said at the presentation afterwards: 'Dad (Peter, who at 70 still claimed a first class award) helped with the ignition and carburation set up, but the rest is my effort and I'm pleased just to get it to the finish. So to win as well is brilliant.'

With an entry of 180 there were stories galore, but perhaps the best of all was the reappearance of the machine that actually won the main trial some 43 years earlier in the hands of the legendary Arthur Lampkin. The 250 BSA, in exactly the same state as it had been back in 1963, was in the hands of the very capable Chris Griffin. 'It was a handful on the rough, but not too bad in the sections' said Griffo who was more than delighted with his eventual 10th place. And it went back to Arthur all in one piece...

SCOTLAND YARD



Bilbao and the incredible Laia Sanz - the world's best female trials rider - retired on Friday. Bilbao smashed his engine on a rock and lost all the oil whilst Laia Sanz had an accident on the road when she hit a car and required 13 stitches.

Gas Gas were barely in with a chance as their best man Marc Colomer was outside the top ten on Friday, though Gas Gas mounted club riders Jordi Pasquet, Dan Thorpe and Shaun Morris were all ahead of Colomer. Colomer made amends by posting Saturday's best performance and Morris took the first timer award, and Gas Gas A the best one make team.

Scorpa didn't really have a likely winner but were happy with Devonian Joe Baker claiming 12th whilst Beta with second, third and fourth were as close to winning as is possible.

But at the end of this year's Scottish it was Jarvis and Sherco. Big news for both man and manufacturer, and now that the Scottish Six Day Trial enjoys such popularity from both riders and factories, you can bet they will be back next year, hoping to post win number five...

Lady Boys!

This year's trial had five ladies taking part, Laia Sanz from Spain, Christy Williams from Canada, Iris Kramer from Germany, and two Yorkshire lasses, Katy Sunter as well as Becky Rennison who was enjoying the trial for the first time.

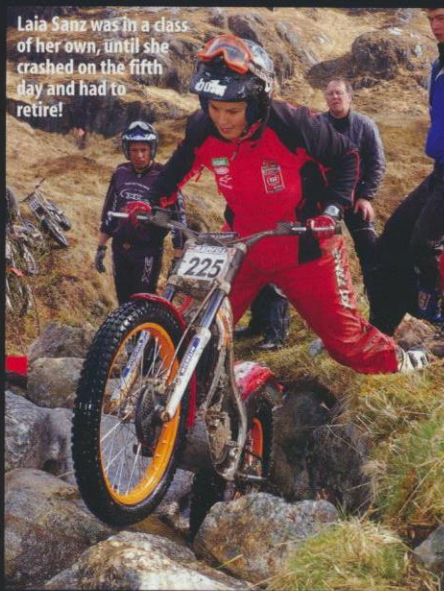
It was Iris who finished highest from Katy and Christy, whilst Becky finished on a no awards basis after suffering mechanical problems with her 200 Beta on the fourth day. However, all four would admit they cannot hold a candle to Laia Sanz, who was best female last year but who crashed out towards the end of the fifth day when she hit a car, suffering cuts and abrasions which necessitated a short visit to hospital.

Laia, the current Ladies World Trials Champion, is a fully sponsored Repsol Montesa factory rider along with Dougie Lampkin and Takahis Fujinami. Last year she had a great result finishing with a Special First Class Award, but this year the 19 year old was really bubbling.

Her crash was a sad end to a fantastic week as at the time, she was in 28th place and - having enjoyed a great ride that day - looking to move up several places. At one point she had been as high as 24th (Tuesday), when only 13 men bettered her performance,

and there was no doubt her performance was the talking point of the week.

Crashing out injured was disappointing for her, as both riders and spectators admired her ability throughout the week. Her return to Scotland is eagerly anticipated as there's no doubt that with her incredible talent, she's able to finish in the top 20...



Laia Sanz was in a class of her own, until she crashed on the fifth day and had to retire!



LONG DISTANCE OFF-ROADING IN FRANCE



REMAINING DATES FOR 2006

- Morvan 6/7/8 Sept
- Morvan 1/2/3 Nov
- Normandie 15/16/17 Nov

Navigated by road book. Price £330: includes half-board accommodation, full back-up, great food and an absolute minimum of road work.

UK agent for the Dakar Rallye

Sport Adventure, 44 rue des Gravilliers, 75003 Paris, France

Tel: (UK mob) 07900 826719

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

GAS GAS

MOTOS LTD

OFFICIAL UK GAS GAS DEALERS

A+B MOTORCYCLES	Merthyr, Tydfil	01685 382100
ALAN SMITH TRIALS/SPORT	Guisborough	01287 819150
ALL SPARES	Ballyvaughan, N. I.	02868 848885
B&B	Royston, Barnsley	01226 725000
BEHIND BARS	Kennilworth	01926 855541
BIKE DEPOT	Worsnop, Notts	01909 482614
BIKE TECH	Twynbridge, Wiltshire	01453 768740
BIRKETTS	Broughton in Furness	01229 716806
BOB SHEERAN	Wicklow, Ireland	00 353 12819981
BORDERBIKES	Berwick upon Tweed	01289 305758
BTM	Stroud, Glouce	01453 768740
CLARKS RACING	Braintree, Essex	01371 850729
GRAHAM CHARLTON	Stockton	01642 730700
COBB & JAGGER	Shipley, Yorkshire	01274 591017
CYCLOGICAL	Mid Glamorgan	01492 218700
DAVID JONES MOTORCYCLES	Newtown, Powys	01686 625010
DMS	Wakefield, Yorkshire	01924 840316
JOHN ELLIOTT	Reading, Berks	01189 745445
ERIC ROSS JONES & CO LTD	Stockport, Cheshire	0161 4234275
FAST EDDY RACING	Burntwood, Staffs	01543 270600
FEET UP TRIALS/SPORT	Seamer, Scarborough	01723 865577
HAVEN TRIALS/SPORT	Barrow Haven, n.lincs	01469 532600
HIGHLAND LEISURE	Invergorston, Ross-Shire	01349 554620
IN MOTION	Egham, Surrey	01784 440033
INTA MOTORCYCLE	Maldstone, Kent	01622 758499
J.A.M SPORT	Farnham, Surrey	01252 725335
JIM BARRIE	Betws-y-Coed	01890 710303
JOHN LEE	Rushden, Northants	01930 782827
JUAN KNIGHT	Isle of Man	01624 898454
KB RACING LTD	Leyland, Lancashire	01772 901320
KEEP BIKING	Brackley, Northants	01280 709100
KELCOAT	Leek, Staffs	01538 383947
LEWISPORT	Caillander	01877 376283
MERLIN MOTORCYCLES	Horsham, W. Sussex	01403 257626
MOTORCYCLE CENTRE	Stockport, Cheshire	0161 4766323
NICK ROBINSON MOTORCYCLES	Basingstoke	01256 800003
PAUL NASH MOTORCYCLES	Southminster	07071 500100
NORMAN WATTS	Co Down, Ireland	02892 638766
NTB RACING	Wigginton, York	01904 750101
RAS SPORT	Brighouse	01484 711720
ROBINSONS	Rochdale	01706 716650
RCM	Redruth, Cornwall	01209 820896
RCL	Kingswinford	01384 271272
RIDGE SPORT	Rodley, Leeds	01132 553836
RPM	Sheffield	01909 567125
R P MOTORSPORT	Grantham	01476 861555
SMC	Middleton, Suffolk	01728 648213
S&R MOTORCYCLES	Bodmin, Cornwall	01208 851774
STEVE GOODE	Welshpool, Powys	01938 880544
STEVE PLAIN	Powys	01597 825817
STEVENS & STEVENS	Bexley, Kent	0208 3014111
THE OFF-ROAD CENTRE	Mansfield, Notts	01623 428777
TOYOTA MOTORCYCLES	Eastleigh, Hants	02380 647322
WYLIE & HOLLAND	Wellington, Shrops	01952 248868
WHITE BROS	Darlington Co. Durham	01325 493121
YORKSHIRE QUADS	Sheffield, South Yorkshire	0845 612 1777



MEGA DEALS ON 2006 BIKES!
Contact your local Gas Gas dealer now for more information.

GAS GAS MOTOS LTD
OFFICIAL UK IMPORTERS OF GAS GAS MOTORCYCLES
Harpur Hill Industrial Estate, Harpur Hill, Buxton, Derbyshire, SK17 9JL, UK
tel 01298 766813
www.gasgasuk.com
fax 01298 766816
www.gasgashop.com
mail@gasgasuk.com

What's the Story?

In the world of sidecar trials the name Morewood is very well known. For Robin Morewood is a four-time winner of the British Sidecar Trials Championship - and with his wife Gill as passenger they are the current British Sidecar Trials Champions. But go back 40 years or so and the name meant just as much back then as it does now. Because Alan Morewood was the holder of the crown, and Alan is Robin's father. The two Morewoods are unique in that they are the only father and son to have ever won the same British Sidecar Championship.

Although sidecar pictures of Alan Morewood (along with his many different passengers of the era) have been published numerous times, what is not quite so well known is that Alan was also a very capable solo rider in his own right. And the picture here is of Alan on the famous Loch Eild Path high above the Highland town of Kinlochleven in the Scottish Six Day Trial of 1964.

'The Scottish is a trial I never like to miss', said Alan when we spoke recently, 'in fact I've only missed three since 1957 so that will give you a good idea of how many times I've been. I rode it 17 times and I'm still involved either as a spectator, or sometimes I help out in the paddock for one of the bike importers.'

Back in 1957, Alan won the Best Newcomer award in that year's Scottish, beating contemporary luminaries as Dave Langstone, Ray Sayer and Peter Fletcher. 'I was very much a solo rider until about 1960' he admits, 'when I had a go at sidecar trials, but I always took a solo for the Scottish and usually the Scott Trial'.

The picture of Alan back in 1964 may not look any different to others of the era, but it is... for Alan was wearing a helmet. 'I always used to wear a helmet as a sidecar driver - it was a lot safer when we tipped up, and I felt happier wearing one on a solo as well - which was very strange back then as

almost nobody wore helmets. Now of course it is very different, but then, it was an unusual sight.'

Alan's three British Championship titles in 1967, 1968 and 1970 came with three different passengers; Andy Barber held the third wheel down in '67, then Phil Granby did the same the following year, whilst in 1970 Gerry Holmes was his passenger. From 1960 until 1965 Alan's wife Merle was his passenger and they won many nationals together but never the overall title. 'Merle was pregnant with [their son] Davy which prevented her from passengering me when we won the first title, and after that she was always a loyal supporter. And of course she was immensely proud when Robin and Gill won the first of their four titles.'

'The Scottish is a trial I never like to miss, in fact I've only missed three since 1957...'

'In fact Robin is also unique in that he has not only won the British Championship as a driver, he was also British Champion as a passenger when Scott Rowland was at his best. Davy [Robin's brother] is no mean rider either, so trials and particularly sidecar trials have

always been important in our family.'

As a long time organiser of the Sheffield and Hallamshire Club's national Peak Trial, Alan was able to ensure that the sidecar boys got an equal crack of the sections along with the solos. 'I was clerk of the course for many years and tried to give the solos and sidecars the best of what there was.'

'But whilst I am probably best remembered as a sidecar driver, the solo scene has never left me and I am as proud of my solo achievements as I am of my sidecar drives. So it's nice to see the Scottish solo picture of me in TBM rather than a sidecar shot' he confesses.

Still deeply involved with the sport and out as often as time will allow, Alan Morewood is very much a well-known face of the trials scene, whether it be the Scottish, Scott or Manx Two Day, he'll be there on his trail bike following the riders as they move between sections. And long may his association with the sport continue...

Alan Morewood

FREE CLASSIFIEDS BIKES

Gilera Nordwest, 1992, K-reg, blue, 31000km, two owners, recent cambelt, Arrow can, bodywork okay, recently re-covered seat, full manual, no T&T but still rides great, old school SM at its best, best offer over a grand secures. Tel 020 8267 8566 (Midxx)

Yamaha WR400F, 1999, T-reg, MoT, exc example, new c+s, well maintained, first time starter, very reliable, very tidy, £2150. Tel 07778 594156 (Wilts)

Honda CRM250 mklIII, 1995, Gnarly pipe, Ego handguards, sump-plate, recent pro engine rebuild, exc green lane bike, £1495 ovno. Tel 01626 835501 (Devon)

Honda XR750 Africa Twin, T-reg but only 5000 miles, T&T, as new, £2600 ono. Tel (mobile) 07834 959116 or 01446 772916 (S Wales)

Yamaha T1250R, 04-reg, 3500 miles, road use only, £2000. Tel 01929 463069 (Dorset)

Honda XR250R3, UK model, taxed, low miles, light use from new, exc original cond, £2650. Tel 01803 812940 (Devon)

Suzuki DR-Z400E, 2004, UK model, under 500 miles, exc original cond throughout, well worth viewing, £2950. Tel 01803 812940 (Devon)

Husqvarna SM610S, 2002, black, T&T, 5000 miles, very good tyres, very nice cond, £2895. Tel 01524 66154 (Lancs)

Honda CRF250X, road reg'd, taxed, little use, standard, spare plastics, £3400 ono. Tel 01527 591484 (Worcs)

KTM 450EXC, 2004, clutch saver, GPR steering damper, hand/sump/exhaust guards, unused for 12 months, some spares, exc cond, £3600 ono. Tel 01785 823743 (Staffs)

Yamaha TY250Z, T&T, used for fun, can email photos, exc cond, as seen in TBM 128, £895. Tel 07859 374047 (Staffs)

Honda XR650, 2002, MoT, very low miles, owned from new, Renthals, new road legal tyres, £2400. Tel 01793 814046 (Wilts)

Suzuki DR-Z400S, 52-reg, only 3600 miles. Also available with FMF Q-pipe and full set of off-road wheels and tyres, £1995 standard or £2295 with wheels/exhaust etc. Tel 07831 440852 (Notts)

Suzuki DR-Z400E, 2001, X-reg, T&T, 5000 miles, new front tyre/c+s, too many bikes, must go, £1750. Tel 01483 233697 (Surrey)

Honda XR650 SM, Sept' 2000, MoT, 3500 miles, supermoto conversion, HM tuned, all receipts, stunning supermoto, real head turner, can email photos. Tel 0151 348 1960 (Cheshire)

KTM 200EXC, 2000, X-reg, orange and black, MoT, 3600km, very little green lane use, exc cond. Tel (mobile) 07900 917163 or 01535 606336 (W Yorcs)

KTM 660 Rallye, 2002, one-and-a-half Dakars, completely rebuilt, no expense spared, ready to rally, spares inc wheels, straight bike, £8500. Tel 01785 823743 (Staffs)

Suzuki DR350ES, 1995, white, T&T, 13000 miles, new rear tyre, vgc, £1095. Tel 01423 711814 (N Yorcs)

Honda XR400R, 2002, 02-reg, T&T, only 1500 miles, one owner, sumpguard, road/green lane use, exc cond, new bike forces sale, £2800 ono. Tel 07973 178091 (Kent)

Suzuki RM-Z250KS, 2005 model, road legal, ten hours' use, green lane use only, exc cond, £3125 ono. Tel (mobile) 07816 665284 or 01823 673054 (Somerset)

Husaberg FE400E, 2003, 04-reg, T&T, hand/sump/water-pump guards, exc cond, £2300 ono. SM wheels also available. Tel 07973 218818 (Shrops)

Husaberg FE400E, 2002, T&T, c/w supermoto wheels, hand/sump/waterpump guards, exc cond, £2200 ono or p/x for XR400. Tel 07973 218818 (Shrops)

Honda XR650, 2001, Y-reg, includes spare Talon/Excel wheels, carbon can, nearly new road tyres, good cond, £2000. Tel 0113 259 0763 (W Yorcs)

Husqvarna TE250, 2004, T&T, approx 30 hours' use, elec start, Renthals, bashplate, extras, new job forces sale, £2950. Tel (mobile) 07810 884921 or 01264 781965 (Hants)

Suzuki TS200R supermoto, 1993, Morad rims, Fresco exhaust system, off-road kit included, immaculate cond, £1250 ono. Tel 07891 134758 (Derbys)

Suzuki DR-Z400E, 2001, T&T, 3500 miles, CRD exhaust, bashplate, frameguards, Renthals, speedo/horn etc, exc cond, £1995 ono. Tel 01443 205874 (S Wales)

Yamaha Serow, 14300km, dual start, glideplate, good reliable trailie, £1000 ono. Tel 01276 683041 (Surrey)

Honda XLR200R, 1998, T&T, 7500km, ideal green laner, low and light, good little bike, £1000 ono. Tel (mobile) 07977 456211 or 01384 359068 (W Mids)

Honda XR400, 2003, low miles, green lane use only, Renthals, handguards, skidplate, regularly serviced, plus all original kit, bargain at £2200. Tel 01793 740409 (Wilts)

Suzuki DR-Z400SK3, 2003, yellow/white, taxed, 8000 mostly road miles, first MoT Sept' 06, vgc, £2150 ono. Tel (mobile) 07795 817839 or 01380 721281 (Wilts)

KTM LC4-E, W-reg, MoT, 14000 miles, fun bike on- or off-road, many new parts, good tyres, garaged, exc cond, genuine reason for sale, first to see will buy, £2400 ono. Tel (mobile) 07795 082716 or 01371 875369 (Essex)

Honda XR600, rare elec start model, MoT, fully rebuilt, eligible for classic insurance, great all-rounder, starts and runs spot on, exc cond, can email pics, £1350 ono. Tel 07752 067590 (Chesh)

Gas Gas EC250, 2002, 02-reg, MoT, FMF exhaust, green lane use last 12 months, vgc, £1950. Tel 01364 653027 (Devon)

Yamaha WR250F, 2001, auto decomp mod, N-Style graphics, Renthals, Ego barkbusters, ACD bashplate, frameguards, loads of extras, £1800. Tel (mobile) 07990 560844 or 01925 725015 (Chesh)

Honda XR600R, 2001, owned from new, T&T, big tank, big disc, £2100. Tel 01604 713728 (Northants)

Yamaha DT175MX, MoT, have owned this bike for 13 years, great cond, call for details, £800. Tel 01604 713728 (Northants)

KTM 640 LC4E, 2003, T&T, 3800 miles, competition carb/exhaust, good all-rounder, vgc, £3450 ono. Tel Nick on 07932 682675 (Suffolk)

Honda XR400R, 4400 miles, T&T, light green lane use only, Renthals, Gadget bashplate, Acerbis disc/frame guards, wider footrests, great bike, vgc, £2000. Tel 07917 326573 (Leics)

Suzuki DR-Z400E, 02-reg, T&T, 5000 miles, hardly used off-road, £2500 no offers. Full supermoto kit £500 extra. Tel (mobile) 07866 499350 or 0114 232 6158 (S Yorcs)

Suzuki DR-Z400S, T&T, green lane/road use, regularly serviced, spare graphics, road kit, sprockets, bashplate, DEP exhaust plus original, very reliable, good cond, £1750. Tel 07786 391552 (Berks)

Gilera Apache, blue, T&T, 11000km, cheap to run/insure/tax, used to and from work, never been in the dirt, DID chain, new exhaust, best quality oil used, offers around £550. Tel 01293 52639 (W Sussex)

Honda XR400, 2003, T&T, 2000 miles, immaculate cond, £2495. Tel (mobile) 07950 987994 or 02380 510558 (Hants)

Husqvarna TE570, 2002, blue/yellow, T&T, kickstart, black SM wheels fitted, not used last six months, nice tidy standard bike, £2200 ono. Tel (mobile) 07757 770610 or 0116 291 4763 (Leics)

Husaberg FE450E, 2004, 54-reg, road reg'd, only 32 hours' use, loads of extras, genuine reason for sale, call for details. Tel (mobile) 07738 306571 or 0191 581 0109 (Co Durham)

Honda XR400, 1998, R-reg, 7200km, good cond, £1300. Tel 01484 866228 (W Yorcs)

Honda SL230, 1998, T&T, ideal beginner bike, low seat height, new enduro tyres, £1250 ono. Tel (mobile) 07811 362997 or 01935 825234 (Somerset)

Suzuki DR-Z400S, 2001, blue, T&T, Renthals, handguards, CRD bashplate, new c+s, well maintained, exc cond, £1750. Tel 07810393795 (Hants)

Honda XR650R, 2002, FMF So Cal graphics, Renthals, otherwise standard, good reliable bike, going abroad forces sale, £2600 ono. Tel (after 7pm) 07952 266429 or 01535 631539 (W Yorcs)

Honda XR400R, 1997, road reg'd, Yoshimura titanium system, two sets of plastics, Trailtech computer, K&N air filter, good cond, £1650 ono. Tel (mobile) 07929 929721 or 01257 261688 (Lancs)

Honda CRM250 mklIII, 1995, T&T, FMF fatboy exhaust, brushguards, no expense spared, good cond, all for £1100 ono. Tel 01749 678890 (Somerset)

KTM 250EXC 4T, 2003, well maintained, CRD sumpguard, clutch saver, handguards, vgc, £2600 ono or p/x trials bike. Tel (mobile) 07986 907960 or 01726 850543 (Cornwall)

Honda XR650R, 54-reg, 1500 miles, supermoto wheels, big discs, sumpguard, many extras, exc cond. Tel (mobile) 07769 636731 or 01255 430560 (Essex)

Honda XR400, 2001, only 4700km, full lighting kit, sump-guard, barkbusters, new clutch cable, spare plastics, good cond, £2200 ono. Tel 07887 510445 (Bucks)

Beta Rev3 trials bike, 2004, exc cond, £1900 or p/x Honda or similar twin-shock trials or trail. Tel (mobile) 07748 997106 or 01892 680728 (Kent)

Yamaha TT600RE, 2004, taxed, 1400 miles, very little use, two spare tyres, exc cond, £1900. Tel 01664 434892 (Leics)

Suzuki DR-Z400E, 2001, road reg'd, currently SORN, only 1100 miles light green laning, full GRD kit, exc cond, £2400. Tel 01283 540353 (Staffs)

Kawasaki KMX125, W-reg, red T&T, derestricted, modified for LD/Is/green laning, regular home servicing, tidy cond, £1450 ono. Tel 01932 848747 (Surrey)

Yamaha WR250F, 2001, 51-reg, trail use only, meticulously maintained, lots of spares/history/aftermarket parts, wants for nothing, exc cond, £2700. Tel 07931 350616 (Manchester)

Gilera Nordwest, 1993, K-reg, blue, T&T, 26000 miles, £1250. Tel 0121 705 1708 (W Mids)

Honda XR600R, 1996, T&T, CRD exhaust, bellypan, brush-guards, well maintained, £1400 ono. Tel (mobile) 07833 548291 or 01460 52723 (Somerset)

Husqvarna TE610E, 2000, W-reg, low miles, good cond, includes air filter cleaning kit, hose purchase forces sale, £2400 ono. Tel (mobile) 07801 536752 or 01452 722233 (Gloucs)

KTM 250EXC Racing, 2005, 500 miles, light 'lane use only, very well maintained, exc cond, genuine reason for sale, £2400 ono. Tel 07976 401269 (Derbys)

Gas Gas Pampera 250, '03 model, many mods, vgc, £2250. Tel (mobile) 07979 593613 or 01784 452225 (Surrey)

Yamaha WR250F, 2005, road reg'd, taxed, low miles, usual extras inc Renthals and Acerbis barkbusters, £2595. Tel 01202 460508 (Dorset)

Two KTM 250MXs, 1986, one complete and running having just been rebuilt, the second is 80 percent complete, missing electrics/brake lever/caliper, UK delivery available, £900 ovno. Tel 07884 333680 (W Wales)

Honda XR440, 1999, 2000 model, red, one owner, 8000 miles, bashplate, hand/frameguards, £1695. Tel 020 8249 2767 (Kent)

KTM 450EXC, 2004, 70 hours' use, one owner, full spares and documents, mint original cond, best KTM around, £3450 ono. Tel (mobile) 07887 950956 or 01452 720531 (Gloucs)

CCM 644 Dual Sport, Nov' 2003, 53-reg, taxed, 2200 miles, service history, base gasket mod done, ready to go, exc cond, best offer accepted. Tel (mobile) 07746 795533 or 020 8255 3277 (Surrey)

Honda CRM250 AR, 1999, T&T, 11000km, DEP exhaust plus original, superb, ready to ride, the ultimate trail bike, £2500. Tel 020 8224 6797 (Surrey)

Honda CRF450R, '02 model, road reg'd, lighting kit, oil changed every four hours, many extras, FMF pipe, much loved, must be seen, £2250. Tel 07981 193016 (Cheshire)

Honda Z50 monkey bike, 1981, original, good honest example, reliable fun, suit all ages, much sought after, £500 no offers. Tel 07981 193016 (Cheshire)

KTM 400EXC, May 2004, road reg'd, taxed, well cared for, unused road kit and spares included, £2795. Tel 07921 141994 (Northants)

Honda XR650 supermoto, 2000, road and trail wheels, loads of trick bits plus originals, must be seen, £3300. Tel (mobile) 07810 114497 or 01954 210209 (Camps)

KTM 200EXC, 2004, taxed, well maintained by mature TRF rider, call for full details. Tel (mobile) 07776 242726 or 01935 476895 (Somerset)

Gas Gas Pampera 250, 2004, T&T, hardly used, still on original good tyres, mature owner, immaculate, £1800. Tel 01786 464830 (Scotland)

Honda XR400R, 52-reg, red, 5000km, handguards, CRD frameguards, Maier sumpguard, lowered, new tyres, easy starter, £2450 ovno. Tel 07869 295515 (Devon)

TM 400 enduro, 2003, T&T, new engine just run-in, mousses, spares, very tidy, as good as they get, must go, £2500 ono. Tel 01865 300717 (Oxon)

Honda XR400R, R-reg, MoT, low miles, new rear tyre, well maintained, vgc, £1650 ono. Tel (mobile) 07974 222626 or 01905 451434 (Worcs)

Yamaha WR400F, 1999, T-reg, not used for nine months, very reliable, first time starter, many new parts, good cond, £1700. Tel 01296 713564 (Bucks)

Suzuki DR-Z400E, 2001, CRD exhaust, lots of extras, hardly

used last two years, well looked after, vgc. Tel (mobile) 07778 015946 or 01535 270508 (W Yorcs)

Honda CRF250X, 2004, road reg'd, road legal, genuine UK bike, hardly used, first to see will buy, £2795 ono. Tel 01600 860779 (Monmouthshire)

Suzuki DR-Z400S, Nov' 2004, 3500 miles green lane use, CRD silencer, Renthals, hand/sumpguards, recent Suzuki service, new c+s, Suzuki warranty 'til November. Tel (mobile) 07801 819161 or 01372 467257 (Surrey)

KTM 450EXC, 2006, ridden once, spares kit inc bashplate/plastics etc, spare wheels with black Excel rims, £5200. Tel (mobile) 07787 522596 or 01462 442108 (Herts)

Suzuki TS250R, 1986, T&T, 14000 miles, UK bike, Renthals, new MT21s, exc original cond, £850 ono. Tel (mobile) 07866 791084 or 0121 602 1224 (W Mids)

Honda XLR250, new piston/rebores, used as field bike, runs okay or good spares. Tel 01236 827714 (Glasgow)

KTM 450EXC, 2004, hand/rad/sump/clutchguards, fan, bar risers, manuals etc, trail use, exc cond, £3400 ono. Tel 07774 700643 (W Mids)

Honda CRM250 mklIII, full rebuild after being stored for five years, new everything inc Renthals/full guards/c+s/tyres/graphics, rebuilt suspension, little use. Tel 01925 724709 (Cheshire)

Honda CRM250 mkII, 20000km, little use since 2003, new T&T with sale, new pads, recent c+s, very good original cond, £1250 ovno. Tel (eves) 01276 32931 (Hants)

Honda XR400, 1997, T&T, 440 big bore kit, recent rebuild, CRD exhaust, Renthals, many extras, vgc, £1750. Tel (mobile) 07919 374178 or 01772 744821 (Lancs)

BMW R80GS Basic, Dec' 96, T&T, Paralever, many extras, superb cond, probably the best around, the enthusiast's choice, £3550 ono. Tel 01708 736155 (Essex)

Honda XR400, 2001, T&T, green lane use, well maintained, some extras, good cond, £1695. Tel 01633 815199 (Gwent)

Honda CRM250 mklIII, 1995, Stan Stephens engine, DEP pipe, Boyesen reeds, bashplate, brushguards, exc cond, £1650. Tel Mark on 01732 780805 (Kent)

Yamaha TY175 twin-shock, great trials bike, good cond, some spares, £650 ono. Tel (mobile) 07843 947580 or 01732 452433

Honda XR400, 2005, only 3000 miles, never used off-road, summer commuter use only, purchased from main dealer, as new, £2850 ono. Tel 01737 550357 (Surrey)

Honda XR250SA, 1979, MoT, rebuilt and repainted, £600. Tel Les on (mobile) 07968 736370 or 01438 880885 (Herts)

KTM 640 Adventure, 2001, 4300 road miles, recent service, immaculate cond, reluctant sale, £3000 ovno. Tel 01253 882489

Honda CRM250 mkII, 1993, white/blue, recent tyres/c+s/rings/wheel bearings, Proskill pipe, very reliable, lack of use forces sale, £1200 ono. Tel 07785 928637 (N Yorcs)

Honda XR250, 1993, 20000km, very good standard cond, old 29in leg forces sale, want Serow, £1150. Tel 01254 878644 (Lancs)

BMW F650GS Dakar, 54-reg, 7000 miles, FBMWSH, heated grips, topbox, BMW warranty remaining, road use only, immaculate cond, £4350 ono. Tel Rob on 02920 693768 (S Wales)

Gas Gas EC250, late 2003, sumpguard, front mousse, suspension serviced, full engine/gearbox rebuild by Biketech with receipts, new graphics, spares, no expense spared, ready to race, £2400 ono. Tel (mobile) 07736 878106 or 01458 259197 (Somerset)

Suzuki DR250 Djebel, 1996, T&T, 10000 miles, recent AC10s, mostly road use, service manual, tidy cond. Tel (mobile) 07740 444514 or 020 8755 2103 (Midxx)

Yamaha WR250F, 2002, Renthals, handguards, FMF pipe plus standard, recent c+s/tyres, Werx graphics, good cond, £1950 ono. Tel (mobile) 07799 391856 or 01362 861074 (Norfolk)

Yamaha TT600RE, 2005, 2200 miles road use only, full service history, still under warranty, exc cond, £2895 ovno. Tel 01772 621522 (Lancs)

KTM 250EXC, '04 model, taxed, Pro Bend handguards, carbon exhaust guard, frameguards, Pro Bleeders, Michelin mousses, clutch saver, spindle puller, vgc, £2850. Tel (mobile) 07966 968483 or 01639 795817 (S Wales)

KTM 450EXC, 2005, 54-reg, taxed, 80 hours' green lane use, new c+s, HD sumpguard, clutch saver, oil/filters changed every other ride, exc cond, £3400 ono. Tel (mobile) 07967 327180 or 0117 979 0023 (Bristol)

Yamaha WR200R, 1994, UK bike, T&T, mint cond, £1200 ono. Tel 01670 522904 (Northumberland)

KTM 1255X, 2003, well maintained, recent engine rebuild, new

FREE CLASSIFIEDS

tyres, mint cond, £1850. Tel (mobile) 07745 382787 or 01787 224804 (Essex)

Honda XR250, 52-reg, red, T&T, 5400km, really nice bike, exc cond, £2100 ono. Tel 01985 212341 (Wilts)

KTM 200EXC(6S), 2001, MoT, autolube, 13L tank, comfort seat, new piston etc, various spares, great green laner or racer, £1995. Tel 01623 628950 (Notts)

KTM 450EXC, '03 model, 52-reg, MoT, 68 hours' use, vgc, £2700. Tel (mobile) 07977 155839 (Warks)

Suzuki DR250S enduro, 1990, T&T, recent full service, runs and looks very well, £995. Tel 01229 777264 (Cumbria)

BMW F650 rallye bike, Schalber/Touratech full Dakar kit, 52L tanks, roadbook, IMO, water carrier, WP forks, little used, £4995. Tel (mobile) 07782 244782 or 01937 831655 (N Yorks)

Honda 250 Motorsport, engine to be put in, exc cond, £400. Also Suzuki RM100, 1979, mint cond, £1200 or p/x 1995/96 KTM 125EXC. Tel 01708 222417 (Essex)

KTM 250EXC 2T, 2004, hand/sumpguards, large tank, mousse, exc cond, rider retiring, £2750 ovno. Tel 07801 248055 (Leics)

Honda XR400, 1998, white, T&T, standard and race exhausts, solid reliable trail bike, £1700 ono. Tel 07771 834069 (W Yorks)

Yamaha WR400F, 2000, X-reg, genuine 4200km, hot-start model, new timing chain/tyres, Ceet graphics, £2100. Tel 01453 757611 (Gloucs)

KTM 200EGS, V-reg, MoT, very little use, only 1500 miles, absolutely immaculate, great trail/enduro, £1875 ovno. Tel (eves only) 01626 873191 (Devon)

Honda XR400, 1998, R-reg, 16000km, unused last three years, CRD pipe, exc runner, very light use, exc cond, £1495 or p/x trials bike. Tel (mobile) 07747 642486 or 01992 462448 (Herts)

Gas Gas EC300, 2000, road reg'd, little use, new plastics /seat/c+s, DEP silencer, £1600 ono. Tel 01268 781113 (Essex)

KTM LC4 SM, 2005, taxed, only 1600 dry miles, Datatag, sump/handguards etc, warranty remaining, like new, £3850 ono. Tel 01268 782669 (Essex)

Honda XR650R, reg'd April 2002, T&T, 3000 miles, exc cond, new tyres, £3000 ono. Tel 07710 834253 (Devon)

Honda XR250R, 2004, UK bike, taxed, 4000km on-road, new c+s, well looked after, vgc, £2250 ono. Tel (mobile) 07855 902546 or 01761 433815 (Avon)

Honda CRM250 AR, P-reg, T&T, 12200 km, DEP pipe, sumpguard, otherwise standard, good road-legal MX tyres, exc cond, pics/details at www.sleddon.com/honda.htm, £1995. Tel (mobile) 07989 571753 or 020 8692 4940 (London)

Gas Gas Pampera mkIII, T&T, very low miles, very well maintained, green lane use only, exc tyres, £1450 ono. Tel 01524 427919 (Lancs)

KTM 400EXC, 2001, T&T, well maintained, green laned only, never raced, exc cond, £2150. Tel (mobile) 07976 565966 or 01325 461236 (Co Durham)

Gas Gas Pampera, 2002, one lady owner, low mileage, all sensible mods, well maintained, green lane use, £1500 ono. Tel (mobile) 07979 771304 or 01284 789588 (Suffolk)

KTM S25EXC, reg'd Dec '02, 2003 model, MoT, road kit, good cond, £2650. Tel 07771 800095 (Northants)

Yamaha XT660X, 54-reg, black/grey, 2200 miles, exc cond, £3000 ono. Tel (mobile) 07929 627009 or 02920 807895 (Mid Glam)

Suzuki DR-Z400E, 2001, T&T, CRD pipe, bashplate, green lane use, well maintained, vgc, swap for 250 2T in good cond. Tel Clive on (mobile) 07725 633118 or 01684 593972 (Gloucs)

Yamaha TY175 trials, little use by very mature owner, exc cond, £750. Tel 01900 62719 (Cumbria)

Honda XR125, late 2005, black, taxed, 170 miles, L-plates fitted, as new. Tel 07725 557787 (Suffolk)

Suzuki DR-Z400S, 2001, T&T, CRD pipe, bashplate, green lane use, well maintained, vgc, swap for 250 2T in good cond. Tel Clive on (mobile) 07725 633118 or 01684 593972 (Gloucs)

Yamaha TY175 trials, little use by very mature owner, exc cond, £750. Tel 01900 62719 (Cumbria)

Honda XR125, late 2005, black, taxed, 170 miles, L-plates fitted, as new. Tel 07725 557787 (Suffolk)

Suzuki DR-Z400S, 2001, T&T, CRD pipe, bashplate, green lane use, well maintained, vgc, swap for 250 2T in good cond. Tel Clive on (mobile) 07725 633118 or 01684 593972 (Gloucs)

Yamaha TY175 trials, little use by very mature owner, exc cond, £750. Tel 01900 62719 (Cumbria)

Honda XR125, late 2005, black, taxed, 170 miles, L-plates fitted, as new. Tel 07725 557787 (Suffolk)

Suzuki DR-Z400S, 2001, T&T, CRD pipe, bashplate, green lane use, well maintained, vgc, swap for 250 2T in good cond. Tel Clive on (mobile) 07725 633118 or 01684 593972 (Gloucs)

Yamaha TY175 trials, little use by very mature owner, exc cond, £750. Tel 01900 62719 (Cumbria)

Honda XR125, late 2005, black, taxed, 170 miles, L-plates fitted, as new. Tel 07725 557787 (Suffolk)

Suzuki DR-Z400S, 2001, T&T, CRD pipe, bashplate, green lane use, well maintained, vgc, swap for 250 2T in good cond. Tel Clive on (mobile) 07725 633118 or 01684 593972 (Gloucs)

Yamaha TY175 trials, little use by very mature owner, exc cond, £750. Tel 01900 62719 (Cumbria)

KTM 400EXC, 2001, T&T, 3500 miles, bashplate, handguards, new tyres, good cond, £2300. Tel 01284 735842 (Suffolk)

Yamaha XT225 Serow, L-reg, T&T, 13500km, new c+s, good cond, £1000. Tel (mobile) 07816 031942 or 01303 893326 (Kent)

Suzuki DL650 V-Strom, 2004, black, standard bike, taxed, one owner, exc cond, £3495 ono. Tel (mobile) 07763 243544 or 01952 617940 (Shrops)

Yamaha WR250F, 04-reg, 2300 miles, green laned only, Leo Vince can plus standard, Datatag, Renthals, frameguards, recent service plus parts, very nice cond, £2650 ono. Tel 01904 704122 (York)

KTM S25MXC, 2005, 13L tank, cooling fan, trail use only, can deliver, £3950. Tel (mobile) 07974 900630 or 01202 245064 (Dorset)

Honda XR250, 2003, taxed, 4500 miles, clean and tidy bike, well looked after from new, £1650. Tel 07970 270985 (Kent)

Yamaha WR426F, 2001, under 6000km, new c+s, Q-pipe, green lane use only, well maintained, £2350 ono. Tel (mobile) 07732 901427 or 01883 742035 (Surrey)

KTM 380EXC, 1998, no T&T, good all-round cond, ideal SM project, £1200 ono. Tel 07792 669820 (Lincs)

Kawasaki KX125, 1980, new clutch, fairly old but good runner, £600 ono. Tel 01245 250254 (Essex)

Kawasaki KX300, 2000, road reg'd but no T&T, currently SORN, new tyres, standard bike, good cond, £1250. Tel 01206 845567 (Essex)

KTM Duke II, only 400 miles from new, genuine sale, £4250. Tel 01206 845567 (Essex)

Yamaha DT200R, 1990, T&T, slightly scruffy cosmetically but scrupulously maintained, fantastic all-rounder, £750 ono. Tel (mobile) 07759 412908 or 01980 624151 (Wilts)

KTM 450EXC, 2003, T&T, 98 hours' use, case saver, bashplate, handguards, rear mousse, vgc, £2850 ono. Tel Chris on 07791 504718 (Cumbria)

Kawasaki KX100, 1988, new cylinder/piston/clutch/tyres, runs very well, good cond. Tel 01550 720032 (Dyfed)

Yamaha T1600RE, 05-reg, taxed, only 720 miles, 12 months Yamaha warranty remaining, FSH, £2700 ono. Tel 01483 740882 (Surrey)

Honda XR125, 53-reg, taxed, only 1800 miles, lady owner, immaculate cond, first to see will buy, £1400. Tel 07973 218818 (Shrops)

Honda XR400, 03-reg, red, low mileage as little use, vgc, £2200 but must sell so offers considered. Tel 01373 463253 (Somerset)

Suzuki DR350SE, T&T, elec start, T&T, new tyres, recent service, inc upgraded extras, exc cond, £1595 ono. Tel (mobile) 07966 696818 or 01633 893927 (S Wales)

KTM 450EXC, 2005, 04-reg, fan kit, sumpguard, clutch saver, regularly serviced, green lane use, £3250 ono. Tel (mobile) 07831 829442 or 0191 584 2621 (Tyne & Wear)

KTM 200EXC, 2000, FMF Gnarly front pipe, new tyres, serviced before every event, vgc, £1700 ono. Tel 07979 990274 (N Yorks)

Morini 350 Kanguru, 1989, blue, MoT, 29000km, good condition bought from North Leics M/Cs in 06, little used, £1200. Tel (mobile) 07903 744560 or 01795 590528 (Kent)

Kawasaki KLR250, G-reg, 11000 miles, T&T, very good cond/runner, £875 ono. Tel 01483 306437 (Surrey)

Gas Gas 280TXT Pro, 2002, road reg'd, lights, only used twice in 12 months, recent tyres, £1350. Tel (mobile) 07771 506171 or 01257 401198 (Lancs)

KTM S25EXC, '04 model, road reg'd, alloy rad/sumpguards, Werx graphics, recent c+s, well maintained, £2750. Tel (mobile) 07771 506171 or 01257 401198 (Lancs)

Honda XR650, 2001, T&T, exc road and off-road wheels/tyres, standard and carbon fibre exhausts, good cond, £2000 ono. Tel 0113 259 0763 (W Yorks)

MZ 150T 250, 1973, red/silver, road legal, never raced, totally standard, as seen in TBM issue 120, exc cond, £1500 ono. Tel 07719 259105 (Staffs)

Beta Alp 200, 2003, blue, taxed, 1400km, mature owner, sensible mods, footrests, WES silencer, Renthals, £1750. Tel 01633 856750 (S Wales)

Honda CRM250 AR, T&T, full service, good cond, £1750 ono. Tel 01246 863936 or 01629 824695 (Derbys)

Yamaha TY250 Mono Pinky, bored to 270cc, shortened

inlet manifold for extra torque, new fork seals/pegs, WES silencer, average cond, £575 for quick sale. Tel (mobile) 07989 448418 or 01432 353313 (Hereford)

Honda TLR200 trials, new tyre/rim/spokes/shocks, top-end rebuilt inc rings/valve seals etc, Renthals, powder-coated frame, ready to trial, £1100. Tel (mobile) 07989 448418 or 01432 353313 (Hereford)

Suzuki DR-Z400E, 53-reg, one owner, trail use, new c+s, barkbusters, bashplate, £2250 ono. Tel (mobile) 07941 322694 or 0116 271 3074 (Leics)

WANTED

Wanted complete front wheel for drum-braked Yamaha TZ250. Tel 07831 410644 (London)

Wanted parts for elec start Suzuki DR350, sumpguard, non-standard exhaust, black plastics, pillion pegs, anything considered. Tel (mobile) 07808 826388 or 01264 335097 (Hants)

Wanted Suzuki PE175, 1978-79, not X-model 1980-on, must be good runner, in good original condition and road reg'd, will collect. Tel 07871 498200 or 07921 782453 (Northants)

Wanted for Honda XL600 Paris Dakar, headlight protector grid and side panel. Tel 07970 156283 (Somerset)

Wanted large tank for 2004 CR250, IMS, Acerbis or Clarke, in good cond. Tel 07743 443491 (Gloucs)

Wanted Bultaco Frontera engine, 250 or 370, mk11/12 1979, has fins cut away for up and over pipe. Tel 07932 182966 (Gloucs)

Wanted blue 21in Excel wheel, Keihin FCR carb and Suzuki DR-ZE cams. Tel 01943 879299 (W Yorks)

Wanted supermoto wheels for Suzuki DR-Z. Tel (mobile) 07779 892247 or 01287 201894 (Cleveland)

Wanted seat base and petrol tank for Suzuki DR-Z, anything considered. Tel (mobile) 07952 512342 or 01535 271647 (W Yorks)

Wanted head for pre-96 Honda XR250R. Also supermoto wheels, exhaust upgrade or WHY for 280 project. Tel 01902 570730 (W Mids)

Wanted tank from 2004 Yamaha YZ250F, to fit WR250F, will consider swapping for my vgc tank/shrouds, please leave message. Tel (mobile) 07968 833212 or 01883 650354 (Surrey)

Wanted larger than standard tank for road-going 1999 CR500 supermoto, anything considered, the bigger the better 'cos it only does 40 miles to a tank! Tel (mobile) 07732 869028 or 01522 793853 (Lincs)

Wanted standard silencer for Yamaha WR450F, 2005 onwards. Tel 01206 242573 (Essex)

Wanted SM or enduro wheels for 2002 Gas Gas EC250. Tel 01228 711901 (Cumbria)

Wanted Mugen cylinder head for CRM250 AR, must be top cond. Tel 07970 549309 (Staffs)

SPARES

Single-bike trailer, lightweight, galvanised, £110. Tel (mobile) 07834 959116 or 01446 772916 (S Wales)

FMF Gnarly front pipe for KTM250/300, complete with E-line carbon fibre guard, 20 hours' use, immaculate, £150. Tel 02476 305466 (Warks)

Yamaha TTR250 for rebuild or spares, frontal damage but frame/engine/wheels in good cond, good for rebuild, will not split. Tel 01603 897271 (Norfolk)

Supermoto wheels to fit KTM/Husaberg, 2003-onwards, silver rims, gold Talon hubs, new tyres/c+s/rear disc, mint cond, £550. Tel 07973 218818 (Shrops)

Kawasaki KDX parts, parts/workshop manuals, IMS specs, SFB alloy ignition cover, White Bros sumpguard, air filter, Pulse alloy filler cap, HJC Kawasaki helmet, phone for prices. Tel 01380 729982 (Wilts)

DEP performance exhaust for Yamaha WR/YZ250F, 2003-05, exc cond, can post, £150. Tel 01803 812940 (Devon)

Gaerne SG-1 MX boots, size 11/46, very little use, exc cond, £90. Tel 01803 812940 (Devon)

Michelin Bib-mousses, front 90/90-21, rear 140/80-18, both brand new, boxed and unopened, complete with gel and instructions, £150 for the pair. Tel 07752 067590 (Cheshire)

IMS 13L tank to fit KTM 4T, 2004-05, £140 plus postage. Tel 01594 562398 (Gloucs)

Suzuki DR350 and DR650 spares, phone for details. Also R1100GS screen, KLR/Africa Twin/Tengai Bagluc tank harness, KMX and Transalp manuals. Tel 01446 721578 (Glamorgan)

Zip enduro pants, black/grey, over-boot style, worn twice, £40 plus p&p. Tel 01904 339387 (Yorks)

Road legal enduro tyres, Michelin Comp III 140/80-18, Comp IV 90/90-21, both brand new, will post, £100 ono. Tel (mobile) 07940 538299 or 01260 224577 (Cheshire)

Supermoto wheels to fit KTM LC4, black Talons/Excels, cushdrive rear hub, Braking wave discs, only 400 miles' use, immaculate, £650. Tel (mobile) 07798 852760 or 01702 258162 (Essex)

Supermoto wheels to fit KTM, Talons/Excels, tyres, sprockets, discs, cushdrive, chain, fender extender, cost £1450, offers on £700. Tel Stuart on 01237 472481 (Devon)

Wheels for Suzuki DR350, with discs/tyres etc, rear is cushdrive type, £150 the pair. Tel (eves) 07796 853969 (Lancs)

Acerbis rally tank set for Honda XR650R, 24L front, 14L rear, locking fuel caps, with rally seat, as new, £300. Tel 01384 894128 (W Mids)

Tank cover for Yamaha DT175MX, blue, exc cond, £15. Tel (mobile) 07816 361368 or 01392 204940 (Devon)

Original wheels for Honda XR650R, inc front disc, only 500 road miles, immaculate, £200. Tel 01268 562125 (Essex)

FMF O-pipe to fit 2004/05 CRF250, titanium, £175 ono. Also Talon 18in rear wheel to fit Yamaha, silver, wave disc, complete, £160 ono. Tel 07801 248055 (Leics)

Dave Cooper 2+1 trail bike trailer, lighting board, little use, vgc, £160. Tel 01480 466298 (Camps)

Fuel tank to fit 1988-89 Yamaha TT600, Acerbis type, five gallon, white, new, £150 ono. Tel (mobile) 07940 423116 or 01736 788973 (Cornwall)

Supermoto wheels to fit Yamaha WR/YZ450F, black Morad rims, stainless spokes, gold Talon hubs/sprocket, Braking wave discs with 320mm front, Braking four-pot caliper, hose, Avon tyres, exc cond. Plus 4.25in rear wheel, gold Morad, Talon hub, wave disc, stainless spokes, exc cond, £850. Tel 01663 735413

Gas Gas JT250 rolling chassis, 1995, would make budget rideable air-cooled mono, change of plan forces sale, £350. Tel (mobile) 07989 448418 or 01432 353313 (Hereford)

STOLEN

Stolen Jawa 150T special, 1990, very rare, red, 250cc two-stroke, stolen from Windsor on 25 April, reg T791 KAN, engine no 000164, frame no 000258, police crime no 9443749/06. Tel (after 5pm) 01753 852280 (Berks)

Stolen KTM 450EXC, reg EU53 MZD, frame no VBKR-CA4063M352803, engine no 0359448143, Datatod no/ID DID0135136/ DAT0448821, twin headers, Red Bull graphics, Bridgestone ED660 Gritty tyres, stolen from London area on 29 April. Tel 07886 668825 (Kent)

Stolen Yamaha WR200, reg K701 XPD, engine/frame no 4b0f007238, white plastics and handguards, Blackbird graphics, light blue frame, turquoise seat, purple Renthals, chrome DEP pipe with guard and DEP silencer, non-standard speedo, fender bag, stolen between 5-7 May from garage in Penge, London, along with Honda CR250, reward for recovery and/or conviction. Tel Mark on 07808 582218 (London)

Stolen Honda CR250, reg Q477 AAN, frame no ME032200141, engine no 3201872A, 1989 model with '91 plastics, CR500 rad/tank/rads, rough SPES exhaust, DEP tailpipe, tatty Technosel graphics/seat cover, scrutineering paint marks, stolen between 5-7 May from garage in south London along with Yamaha WR200, reward for recovery and/or conviction. Tel Mark on 07808 582218 (London)

Stolen Kawasaki KMX125 B12, 2002, reg ST02 HSE, frame no JKAMXJT5BBCB09659, green with white sidepanels, purple seat, green Acerbis handguards with indicators, Trelleborg Army Specials, green Pro Grip grips, silver front hub/black rear, Hel braided brake hose, taken from Inverurie, Scotland, on 25 April. Tel local police on 0845 600 5700 (Scotland)

