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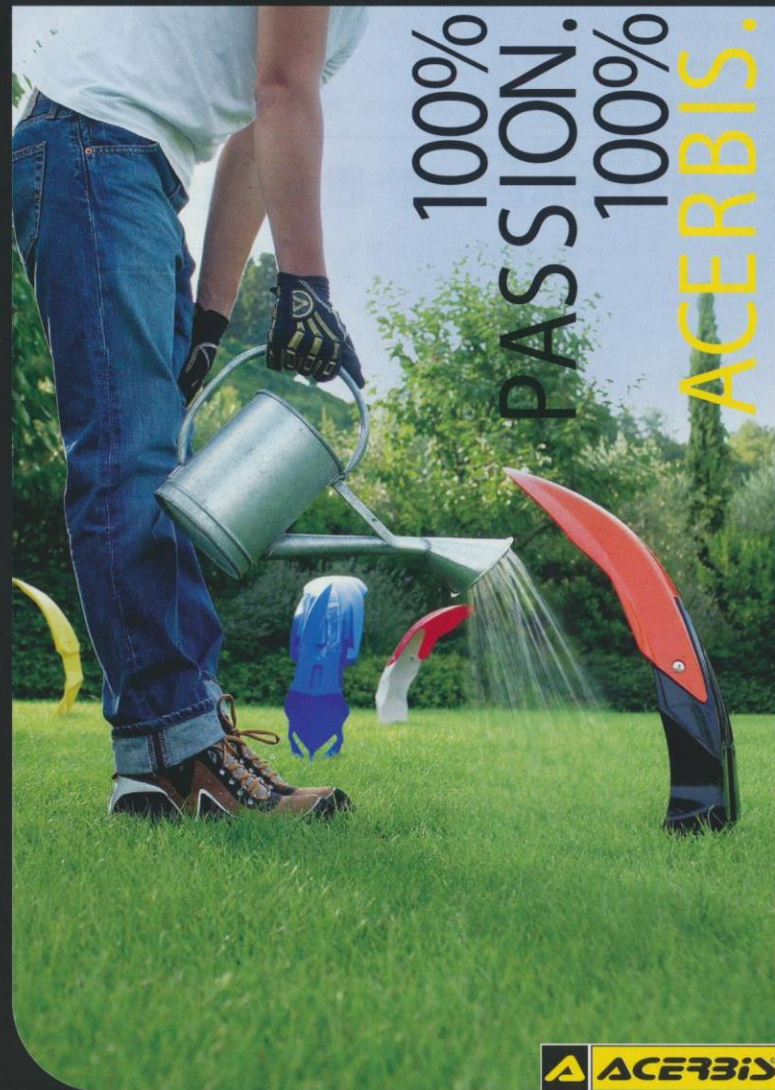
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A Stroke of Genius...

Talking on the phone the other day to Honda's press department, they confirmed that the Big-H are set to stop manufacturing two-stroke dirt bikes (of any kind) within the next two years - and where Honda lead, others usually follow.

Not exactly earth-shattering news you may think - the Japanese have been wedded to rather more profitable off-road thumpers for some time, and haven't built a two-stroke enduro bike since Kawasaki finally pulled the plug on the aged KDX220's life-support-system a couple years ago. But nevertheless sad news for fans of the simple, lightweight, cheapish two-stroke dirtbike. Though naturally enough it's good news for the shareholders of Euro manufacturers like KTM, Husqvarna, Gas Gas, and TM who'll surely continue peddling two-strokes for as long as they're legally entitled to do so.

But what could be the reason for such a swingeing cull of the two-stroke engine which has served the Japanese MX departments so well for the past 30-odd years? Well a glance at Honda UK's recent sales figures may hold the answer. In the last year (for which we have figures) Honda sold more than a thousand CRF450R four-stroke motocrossers compared with a fewer than a hundred two-stroke CR250Rs. And you only have to turn up at any club motocross meeting to realise that the MX fraternity haven't just embraced the four-stroke, they've got jiggy-jiggy with it in the back of their alloy-wheeled Vitos. These days MX tracks are groomed for the smooth-revving power of thumpers. Turn up with any sort of two-stroke and you may as well be riding an '84 Maico, such are the looks you'll get in the paddock.

Yet, the same can't be said of enduro riders.

Spectating at this year's Welsh Two Day we were amazed at the number of two-stroke Gassers, KTM's and even converted Japanese MXers which made up the entry. At a rough guess I'd say it looked like stokers comprised at least 30-40 per cent of the field (though it could've been more), which roughly equates with the proportion of two-stroke enduro bikes available to buy new compared with the number of thumpers to chose from. And when you consider that two-strokes receive very little in the way of development spend and virtually no promotional budget, that's incredible. Currently sales of two-strokes are increasing as a proportion of enduro bike sales, while thumpers are on the decline...

So if Honda no longer want to produce the all-conquering CR125R and 250Rs, then surely some enterprising industrialist could arrange to buy the 'moulds' off Honda so that production of new bikes (and spares) can continue for some time to come. Better still, if that industrialist happened to be an enduro manufacturer.

For years we've harboured dreams about Honda launching a CR175X using a combination of their lightweight CR125 and various enduro components - neatly resurrecting a popular enduro capacity class into the bargain.

But alas, I fear it may have to remain a dream... Unless of course TBM bought the moulds and began manufacturing the bikes ourselves. How good would that be? Because alongside the CR175X Clubman there'd be a screaming little CR50X Editor Special, a bonkers Barni CR560X Marauder, and a svelte little low-seat height CR200X Minxy Mel - in bright pink - for the ladies. Yep that about covers everything...

SI MELBER

Edited & produced by: **SI Melber**
Deputy Editor: **James Barnicoat**
News Editor: **Mel Falconer**
Contributors: **Mark Williams, Chris Evans, Jonty Edmunds, David Knight, Mike Rapley, Lois Pryce, John Hulme, The Patman, Jim & Dot Jones, Plainer**
Designed by: **Andy Riley**

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TBM

Editorial Address:
TBM PO Box 9845
London W13 9WP

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

Subscriptions:
Tel: 020 7903 3993

Advertising Manager:
Natalie Watson
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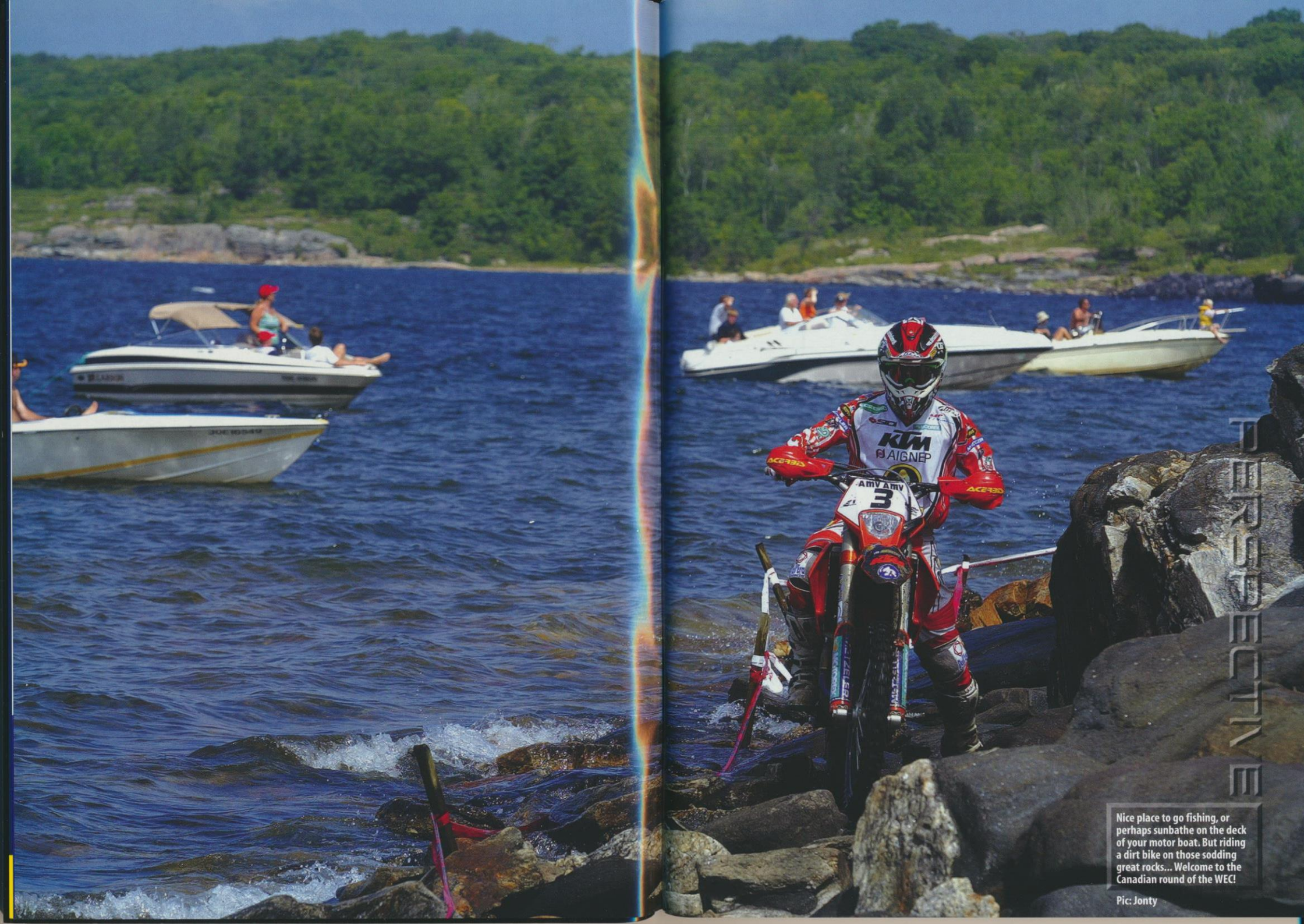
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PERSPECTIVE

Nice place to go fishing, or perhaps sunbathe on the deck of your motor boat. But riding a dirt bike on those sodding great rocks... Welcome to the Canadian round of the WEC!

Pic: Jonty



Mad dogs and Englishmen go out in the midday sun: When the weather's hot, what better way to create a breeze than hammering some dusty trails on your dirtbike... Pic: Jonty

PERSPECTIVE

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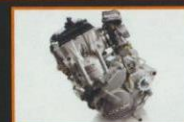
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PERSPECTIVE

Touching the Void: Christian Pfeiffer manfully wrestles with the big BMW HP2 at the top of one of Erzberg's notorious climbs. Did he make it? What do you reckon... Pic: Jonty

KTM have just confirmed the official prices for their 2007 enduro range. All of the two-strokes are up £50 on last year, but the thumpers' price tags remain the same - with the obvious exception of the all-new DOHC 250EXC-F. The bikes are in the dealers now...

| | |
|----------|-------|
| 125EXC | £4245 |
| 200EXC | £4545 |
| 250EXC | £4745 |
| 300EXC | £4795 |
| 250EXC-F | £5445 |
| 400EXC | £5445 |
| 450EXC | £5545 |
| 525EXC | £5645 |
| 525XC | £5845 |



HOUSE OF ORANGE

Fantastic scenery, great riding, delicious food and decent beer is what the Rally of Discovery is all about. Taking place on Friday 22 to Sunday 24 September, the two-day 'treasure hunt' style rally will take in the beaches, trails and picturesque villages of Cornwall, and there's even prizes up for grabs each day.

The event is aimed at larger trailies / touring bikes and pillion passengers are welcome. Entry fee is £290 and includes three night's accommodation in a three-star hotel, meals, prizes, maps, breakdown support van and a t-shirt. There are only 60 places available and entry is on a first come first served basis - GPS is compulsory.

Call Louise on 01872 554490 or check out the website at: rallyofdiscovery-cornwall.co.uk.

Rally Of Discovery - Cornwall

Welcome

Rally of Discovery - Cornwall
Our aim is to give you the "Cornwall" by taking some, heavy, interesting and scenic routes. Our routes are developed by the two main riders with a variety of skills and experience. We are actively encouraging the larger bikes with typical experience. The routes will have chosen to lead you through some of the most beautiful and scenic scenery. This year our route is in full bloom at the moment. We are aware of the weather and the fact that the weather can be unpredictable. The accommodation will be in three car hotels with shower, bed and breakfast included in the price. Our support vehicles will carry your baggage and be on hand for breakdowns.

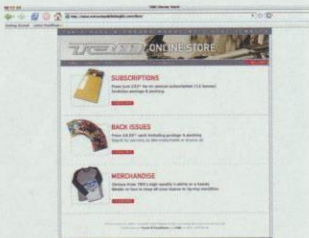
It's not about winning.
The Rally is a treasure hunt, not a treasure hunt. The terrain will be easy riding and there is plenty of time in the evening to eat, drink and relax. You'll be riding your own bikes and you'll have a special prize for the best rider. The event is a fun ride to six places. All entries are on "first come first served" basis, so get your deposit in early.

The Event Dates
Friday 22nd Sept to Sunday 24th Sept 2006
Three nights.

RALLY OF DISCOVERY CORNWALL

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Listen up folks - this is your last chance to get a whole year's worth of TBM for an amazing £33!

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Current subscribers can also take advantage of the old rate by renewing now, but you've gotta' be quick! To subscribe, go to trailbikemag.com and click on the 'Online Store' button in the top right-hand corner to place your order securely online. Or simply call 020 7903 3993 to do it over the phone. Go to it...

EURO FIGHTER



Junior world trials champ James Dabill has clinched the European Trials Championship after a spectacular last round showdown.

The 20-year-old led the series by a single point before competing in the final round in Tanval in the Czech Republic, where he fought hard over the tricky man-

made rock sections to hold off his main rival, Frenchman Jerome Bethune for a well-deserved win. Well done mate!

Final Championship Standings

- 1 James Dabill
- 2 Jerome Bethune
- 3 Daniel Oliveras
- 4 Michael Brown
- 5 Daniel Gibert

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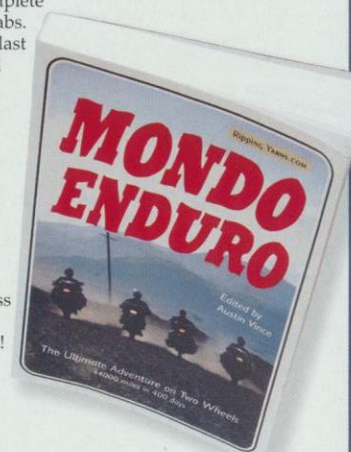
To celebrate the official paperback publication of the classic Discovery TV series 'Easy Riders - Mondo Enduro,' TBM has three copies of the book, plus the supporting reissued DVD (complete with new cover and booklet), up for grabs.

As featured in our 'Trick Bits' pages last month, this shoestring-budget overland travel tale won acclaim for its no-frills approach to adventure motorcycling.

All you have to do to be in with a shout of winning is answer this simple question - 'How many 'Mondo' miles was it from London to Uzbekistan?' The closest three answers each win a copy of the book and DVD.

Email us your answer to: mondo@trailbikemag.com, and don't forget to include your full name, address and contact number. Winners will be announced in the next issue. Good luck!

And if you're not lucky enough to win, check out rippingyarns.com and aimimage.com/shop to order the book/DVD online.



SNIPPETS

WHAT A GAS

Fancy bagging a test ride on the two-stroke '07 Gassers? Southern-based cross country race organisers Track n Trail have teamed up with Gas Gas UK to give riders the chance to try out the EC250 and clubman favourite EC200 at all their forthcoming events. The bikes will be available to test after the main race - check out trackntrail.biz for a calendar of their events...



SUPPORT GROUP

Help our ISDE teams and have some fun into the bargain by entering the Mercian Dirt Riders' hare 'n' hounds, taking place on 27 August.

Laid out over a five-mile route at Ty-R-Pwll Farm, near Abergavenny, the event is open to experts, clubmen, veterans and sportsmen. A large chunk of the £40 solo entry fee (£50 after 11 Aug) will go towards the ISDE UK team fund and entry forms are available from Gail Lucas on 07772 142030.

EXTENDED PLAY

Yamaha's XT660X zero / low-rate finance scheme (as featured in June's TBM issue) has been extended until the 30 September. There's three packages on offer, depending on your deposit - full details are available from your nearest Yamaha dealer.



5 MINUTES WITH...

AMERICAN MIKE LAFFERTY IS SEVEN-TIME US NATIONAL ENDURO CHAMPION

WHAT WAS THE FIRST ENDURO BIKE YOU OWNED?

It was a 1990 KTM 125 and it was the first bike that I got sponsored. I had to buy it but at a price a little less than dealer cost. I had to work in my dad's garage to pay it off, as well as going to school and riding. Once I had worked the debt off I started riding full-time, and have done so to this day. I loved that bike, it was awesome. In my local enduro series, out of 15 races I won ten and finished as runner-up five times.

WHAT WAS YOUR FIRST ENDURO?

I was only 13 and I rode a YZ80 in an event that my dad put on. It was a long race, around 85-90 miles, and halfway through I broke my footpeg off. It was a sandy, whooped-out event, so it was really hard with only one footpeg and I really struggled.

WHAT IS YOUR FAVOURITE ENDURO?

I always look forward to the national enduro event held in Georgia because that's the place I won my first national enduro championship event in '97 before going on to win my first enduro championship in the US. The races there are often wet and that means riding on slick red clay. It's a good established track, quite open, and always a good event.

WHAT HAS BEEN THE HARDEST ENDURO YOU HAVE EVER RACED?

The first six days I did was in Finland in '96 - it was brutal. I have done some very difficult one-day events, but in Finland it was nothing but sand and rocks all day for six days. Ouch.

WHAT DO YOU CONSIDER YOUR BEST EVER PERFORMANCE?

A few years ago when I was battling for the GNCC title I fell during the summer break and broke my shoulder. I missed a round of the national enduro champs and then my bike broke at the next event, so I was tied for the championship with

three rounds remaining. But I managed to win those last three events, as well as riding well in the remaining GNCC rounds, plus I also won the enduro title. I was really happy with that '02 season as it was also the first season that I rode a four-stroke full-time.

WHAT HAS BEEN YOUR MOST DISAPPOINTING RESULT?

I'm not sure about just a single result but the last few seasons have been disappointing. I broke my collarbone last year and now I have an injured ACL ligament in my knee. Juha (Salminen) was always going to be hard to beat, there's no doubt of that, but I had some strong results early on in the season and therefore felt that I had a legitimate chance of winning. I know that I won't do both series for much longer so it has been difficult to deal with. This year was one of my last chances to win the GNCC title, so to go out with an injury is really disappointing.

WHAT HAS BEEN YOUR BIGGEST CRASH?

Probably the hardest crash I've had was at the end of '04. I had wrecked my other ACL ligament and when I came back for the last three enduro races of the season I crashed hard. I remember that there was a tight turn on a paved road section and I grabbed way too much front brake, hit the ground hard, shattered my humerus bone and knocked myself silly!

WHAT IS YOUR MOST TREASURED ENDURO MEMORY?

In 2002 I started riding and training a lot more with Robby Jenks, which was good. Instead of coming home after the GNCC in Florida we decided to stay there for a while. I won the Alligator Enduro later that same week and then the second round of the GNCC in Georgia. I stayed in Georgia after that in readiness for the national enduro event there, which I also won. Each year we do the same now and have a lot of fun.

WHAT RIDER HAS HAD THE BIGGEST INFLUENCE ON YOUR CAREER?

I would have to say Alan Randt, my mechanic. I've hung out with a lot of riders over the years but Alan has helped me the most. He's not as good a rider as I am and at first we would always butt heads because I would be thinking 'what can this guy possibly teach me?' But he's a great teacher and has certainly helped me get to where I am today.

WHICH BIKE HAVE YOU ENJOYED OWNING/RIDING THE MOST?

KTM's 400 four-stroke. I started riding it when it first came out. But I would race a 250cc two-stroke in the US enduro championship and, if I had a good enough points lead at the end of the season I would ride the four-stroke and

have some fun. To this day I am more comfortable on that bike than any other. It has great power, slightly less than the 450, and it just works well for me.

WHAT IS YOUR PREFERRED TERRAIN?

I like it when it's slick and muddy, like we get it in Georgia. I don't like it when it's dry and dusty but whenever it's raining I'm happy. I just like soft soil that has some moisture in it.

WHAT DOES ENDURO SPORT NEED MORE OF?

In the US enduro needs to be more uniform, like other sports are. At the moment there are too many different rules and each race is different from the next. The events need to be simpler, both for the riders and those helping us and watching. People need to know that at 2.00pm on Saturday afternoon sign-up starts, that at 9.00am on Sunday morning the first rider starts etc.

WHAT DOES ENDURO SPORT NEED LESS OF?

Old school guys believe that events should be hard. There needs to be a little less of that so that events are more accessible for the 90 percent of the riders who have to go to work on Monday morning. Those riders don't want to get their butts kicked every weekend. If it's a national event then the US clubs think that the events need to be really tough but it doesn't need to be like that - it can't if the sport is to grow.

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

I hope it will be a lot closer to enjoying the level of popularity that the GNCC series has at present. Land is something that could be a problem though as enduro events need more than cross-country events. Enduros have great trails though, not like in cross-country races that are rough, rutted and not that much fun to ride. If we can make the format of an enduro simpler I'm sure that people would rather do enduros with their friends than get beat up doing a cross-country race for three hours.

WHAT MORE DO YOU WANT TO ACHIEVE IN ENDUROS?

I want to win as many national enduro titles as I can - if I win this year I will have equalled the record in the US of eight titles. I want to keep going for at least another two years and would like to do well at specialist races like Red Bull Last Man Standing and Endurocross. And to keep racing while I'm enjoying it!



IT'S A BUMMER



... But you'll have to wait until next month's issue to find out if you're one of the three lucky winners of our 'Win a Bumbag' competition. If you haven't yet told us about your best bumbag boding exploits you've still got time. Get scribbling as this will be your last chance - honest! Just email letters@trailbikemag.com - and even if you don't win, you could see your story in print as we'll also be publishing a selection of the best ones.

SOLDIERING ON



Despite overall motorcycle sales dropping one percent last month, they're still one percent ahead of figures this time last year.

But it seems as if the dreaded NERC Bill might be beginning to bite in the Trail/Enduro sector, as there was a nine percent drop from the previous month's recorded figures.

And the Bill could also have helped the Suzuki's DR-Z 400SM's entrance into the Adventure Sport chart this month as more riders are perhaps considering the supermoto angle as an alternative.

Over in the Trail / Enduro category and the battle of the small-bore bikes continues with the Suzuki Van Van taking third place from Urban's DZ125 this month. And another pint-sized contender - the Yamaha XT125R - enters the fray in fifth position, seeing off the Beta Rev3 trials bike.

No such movement in the Adventure Sport table, with the only change to the line-up being the Suzuki SM. Not surprisingly the Beemer GS1200 is still on top with yet another 140 units sold, more than twice as many machines as its Adventure variant.

| ADVENTURE SPORT | | |
|-----------------|--------------------|-----|
| 1 | BMW R1200GS | 859 |
| 2 | BMW R1200GS ADV | 421 |
| 3 | Honda XL125V | 315 |
| 4 | Suzuki 650 V-Strom | 261 |
| 5 | Suzuki DR-Z400SM | 205 |
| TRAIL/ENDURO | | |
| 1 | Honda XR125L | 497 |
| 2 | Yamaha WR250F | 204 |
| 3 | Suzuki RV125 | 188 |
| 4 | Urban DZ125 | 181 |
| 5 | Yamaha XT125R | 157 |

31078
 Husqvarna

Summer Madness!

The successful Spring Madness promotion has been extended for the summer.

So with savings of up to **£800** still available on 2006 model Husqvarna enduro bikes, there has never been a better time to Play Different. Call your dealer now, whilst stocks last...



Full details and dealer listing online or call **0844 545 0450** for more information www.husqvarna-moto.co.uk

Play Different

With a host of changes to their '07 bikes, can Gas Gas' new management breathe fresh life into the products? Jonty Edmunds flew to Spain to find out...



'Gas Gas is more alive than ever'... that's the message the Gerona-based manufacturer, or rather the newly assembled managerial team put in place by majority shareholders Coller Capital, is keen to send out about the Spanish bike builder, while announcing the early arrival of their '07 enduro line-up. Once again offering four competition two-stroke models and one four-stroke in their line-up, Gas Gas' 'renewed' range of EC125, EC200, EC250, EC300 and FSR450 machines has been joined by the new leisure model - the EC200 Hobby.

Along with new management comes a new corporate colourscheme. Gone is the rainbow-ranged blue/red/yellow 300/250/200, replaced by an all red, and aesthetically much-improved line-up. But the changes made to the '07 EC bikes aren't simply cosmetic.

Although the new colourscheme, graphics and modernised plastics *do* represent the larger part of the bike's changes, both visible and non-visible mods have also been made to the '07 line-up. Gas Gas' new management team have recognised the need for lighter machines and improved build quality, and the 2007 EC range is the company's first step towards delivering those important improvements.

LOOK SHARP



LOOK SHARP

[It's also worth noting that Gas Gas have released their '07 models into the market place much earlier than they did their '06 models (last year), and that in itself suggests that Gas Gas management are indeed serious about guiding the company towards a more organised, focused and businesslike future.]

Cosmetic Surgery

So what's changed in the Gasser's garage? Well, the only thing *completely* new about the '07 EC range is the look. Gone (thank God), are the desperately dated aesthetics which had characterised all Gasser models for far too long. Instead they've been replaced with a fresh new style that despite being kinda' similar to KTM (there's a one-piece rear fender and side-panels), give the enduro machines a much more angular and contemporary look.

New styling and red colouring apart, there are five major changes made to each of the EC models: a new sub-frame, a quick release seat, a new air-box, new forks and a new shock.

What remains the same is the one part of the bikes that, at least in the case of the 250 and 300, didn't really need too much work - the motor.

With the new rear-end comes a new, and slightly larger airbox which is now accessed from the top, and not the side as it used to be. Designed to allow easier filter changing whilst at the same time giving the bike cleaner lines, the filter is now accessed by removing the seat - like on a Husky - with just one central fastener. The rear end also features a new square-section sub-frame and a much smaller, neater rear light unit. Visually it's much-improved.

The remaining notable changes apply to the suspension fitted to the EC range. All five

Although they've changed the look of the '07 bikes, the factory have sensibly left the handling well alone...



competition bikes get uprated 45mm USD Marzocchi forks and an Ohlins shock that features 'new settings'. As with existing Gas Gas enduro models the '07 bikes retain the all-Japanese Kokusan ignition and Keihin carburettor pairing, along with Japanese Nissin brakes and DID rims, hydraulically operated clutches plus machined triple clamps and braceless, oversized handlebars.

In terms of specific changes made to the motors, the 125 gets new power-valve springs, a lighter ignition and a new cylinder head bracket. Nothing too radical there. The 250 and 300 models get a redesigned exhaust valve, a new crankshaft counter balancer and a new Vertex piston. The popular 200 remains unchanged.

The FSR450, as the FSE is now called, gets a few more changes and while the motor looks identical to the existing model, the crankcases

have been pared down by 800g, with numerous internal changes having been made including new intake and exhaust ports in the cylinder head. The chassis is now 20mm narrower than in the past with the bike utilising the same new rear-end as the EC models. The fuel tank holds more, the radiators are smaller yet 30 percent more efficient, and the bike is equipped with a new silencer and the same Marzocchi/Ohlins suspension combo as the two-strokes. Gasser's aim was to make the bike lighter, more powerful while at the same time more reliable. Persuading people to part with their money will be the next big four-stroke challenge...

Riding 'em

Sat astride the '07 models, the changes make the bikes feel much more competition-inspired than previous offerings. The machined top triple

FIRST CHECK

'at long last someone at the factory has realised that how a bike looks can be just as important as how it rides...!'

LOOK SHARP

clamps, well organised instrument panel and brace-less bars help give all the products a well-finished feel.

Less good however is that when it comes to the EC125, despite the modifications introduced to improve it, it still isn't as good as its Austrian or Italian classmates. There's nothing much wrong with the 125's ergos or handling which are spot-on, but sadly the motor just doesn't have the performance required to compete with the likes of KTM, Husqvarna or TM. The hardest thing to get used to is the way it produces its power - which is either on or off. Unable to simply roll the power on effortlessly like you can on KTM's 125 for instance, with the Gasser you have to be in exactly the right gear all the time or the motor simply refuses to light up.

Once the motor is revving freely the power it

does produce isn't too bad - the big problem is that it's extremely short lived. No sooner does the bike get going than the power drops off and you need to shift up. And in order to appeal to the mass market (well... as much as any 125 can) the bike really needs to have a touch more low-end power, a longer spread of power and a little more over-rev.

The '07 EC200 is all but the same bike it is at present - great fun to ride, it nevertheless still feels more like a big 125 than a small 250 in terms of performance. But apart from a lack of torque, the 200's very easy to get on with as it simply doesn't intimidate in the same way that bigger, more powerful machinery can. That makes it a favourite among clubmen riders - and rightly so - and with its clean new lines (not to mention lack of yellow plastics) it's sure to be



With sharper looks for '07 the new Gassers are heading in the right direction...



even more of a hit in future. Tho' personally, I like the 250.

Because despite its lack of updating in recent years, and having developed a slightly spiky power delivery during the past few seasons, the new EC250 has received the face-lift it desperately deserved as well as regaining its smooth power curve. Put simply, the bike that was once the most user-friendly quarter-litre two-stroke available, is now close to being as good as it ever was - albeit at a higher level than before.

Compared to the power characteristics of the '05 and '06 model 250s, the '07 version is much, much better. Smoother, more linear and very user friendly, the power makes the bike extremely easy to ride compared with earlier models, while at the same time being every bit as strong as before. And the same is true of the 300. Delivering smooth, tractable power from low revs to throttle fully open, the extra 50ccs give the power a much less urgent feel, and allows revs to be

'The motor delivers the sort of performance that someone coming off a DR-Z will feel right at home with...'

LOOK SHARP



dropped to the floor before they climb once again with just a roll of the right wrist. The one thing that both machines have in common is their ease of use. Both producing smooth, strong power, and both with handling characteristics that compliment their power deliveries.

The straight line stability of both bikes, as well as their ability to turn effortlessly is something all riders will appreciate about the EC range. With the new suspension settings designed to offer 'comfort' to riders of average ability, only when tackling the roughest terrain do the forks and shock feel like they need to be a little firmer. The rest of the time they soaked up all manner of different sized bumps effortlessly.

The '07 FSR450 has a motor that feels very much like KTM's 400EXC - tractable, usable and not at all hard hitting, just a touch more abrupt off the bottom. Not really like a 450cc motor at all - possibly / partly due to the smoothness of the fuel injection system - the near complete lack of hit to the power delivery means that while initially it feels a little underwhelming, it's really a very easy bike to get on with. In fact the motor delivers the sort of performance that someone coming off a DR-Z will immediately feel right at home with. Matter of fact the whole machine feels kind of like a racy DR-Z!

Riding the bike is fun. The mellow power means that it can be ridden hard, and on dry terrain, it powered out of turns - flat or rutted - like it was on rails. The FSR's ability to stop, turn and set off in a different direction was very impressive and in tighter turns the bike performed as well as any bike I have ridden.

Due partly to the fact that it felt relatively softly sprung, over rougher ground or when ridden at higher speeds, the FSR did feel a little too soft. That said, the performance and action of the suspension did feel well matched to the performance of the motor - with both having a much softer and more forgiving feel than other 450cc enduro machines.

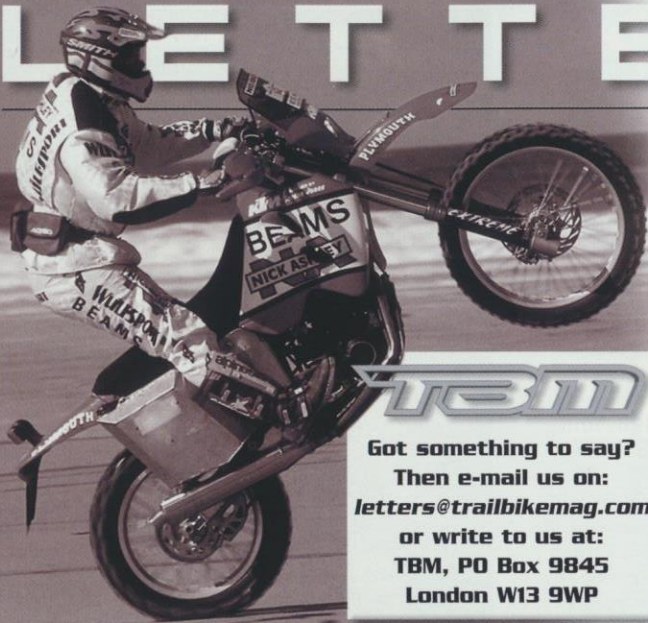
There's little doubt that 2007 will prove to be a critical year for the Spanish manufacturer, especially in what is currently a very tough UK off-road market. The factory's new management team has been tasked with reinventing the Gas Gas brand, and certainly, bringing the bikes' build quality in line with their celebrated usability will go some way towards doing just that.

What's more, at long last someone at the Spanish factory has realised that how a bike looks can be just as important as how it rides..!

EC450 is incredibly tractable thanks to near-perfect fuelling courtesy of the thumper's EFI...



LETTERS



TBM

**Got something to say?
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London W13 9WP**

regularly again recently and been quite pleased with its useful content. I am now used to the axe-wielding rants of Mark Williams and, whilst I still don't like his column, I forgive the fact that he cannot ride his TTR without falling off or getting punctures because he does (passionately) believe in our collective right to ride and I applaud his efforts.

It is criminal what the politicians have done to us and whilst I don't currently 'green lane' (my enduro-prepped YZ250 is not registered and I commute on my DR-Z400), I would like to be allowed to when my race career is over.

I was however, disgusted with Chris Evans in the June issue. Half a page with a photo of his ugly mug, half a page of advert for his long distance trails in foreign lands and a page worth of twaddle that had nothing to do with motor-bikes - inexcusable!

On the other hand, Lois Pryce's article on her Serow-mounted trip south from Alaska was riveting. It is the only TBM article that I have ever bothered to read twice - it was a real page-turner and I can't wait for the rest of it. I will buy the mag on the strength of her second instalment alone. She puts the rest of you to shame - sign her up and cull some dead wood! Her contribution is more relevant to average riders than the self-congratulatory nonsense peddled by someone riding the wave of his Dakar reputation.

How about an article on the logistics of executing a trip such as the one Lois embarked on?

Spike, Team AAC
Westland Helicopters Limited,
Yeovil

PS Why is it women always have their eyes closed in photos, even when they take it themselves (see page 92, issue 130)?

PPS I had a go on the diesel Kawasaki at the Army Enduro Championship several years ago - it was horrible, but I think that you are wrong not to give it a go. It would be as interesting as some of the electric bikes you have tried.

Spike I reckon you're in the minority here. Most readers we speak to say they love Chris's column. Apart from being completely off the wall, it is part of the very fabric of TBM, and not something we'd ever plan on changing. For your information Chris's ad has accompanied his column since he first started writing for us a decade ago, and the number of words he writes hasn't changed significantly either. I agree with you about the high quality of Lois' writing - that's why we chose to commission her to pen this series of articles especially for TBM. Guess we must be doing something right, eh?

Saving Gas

Dear TBM

Well I did it - I read your advice in reply to my letter in June's issue (130) and I bought a Gasser EC300. It's a smashing bike and I've got all the stuff I wanted - lighter weight, better suspension, better brakes and more power!

But again I reckon you owe it to me to give me more assistance. Can you give me any details about aftermarket parts suppliers for the EC as I feel

Who makes protective equipment for the Gasser 300?
See *Saving Gas* below...

that a little sump and radiator protection would be a wise investment and - although you may laugh - how would you recommend I clean such a bike, as I'd like to keep it looking fantastic. Cheers in advance for any help.

Chris Martin,
Sheerness, Kent
via email

Chris, we're not sure who makes specific protective equipment for Gassers, but we'd suggest you give the following a try: Gadget Racing (01205 359555), CRD (Race Spec, 01531 631700), and a company called Flatlandracing.com in the USA.

Change The Tune

Dear TBM

I have been buying TBM for about two and a half years now and have to congratulate you all on a superb magazine.

However, what I would like to see you do a feature on is how to tune a 125 engine to get maximum performance and longevity. And I know that isn't always possible as the general thumb of rule is the more restricted the motor is, the longer the cylinder/piston lasts and vice versa.

I have a 2003 Husqvarna 125 WRE and have been searching the web for performance exhausts / V-Force reed valves etc and can I find any? No chance. Husky Sport do a de-restriction kit but I wouldn't mind finding a nice DEP or



HGS pipe to go on the bike. Any help would be much appreciated.

Anyway, keep up the excellent work and I hope you guys are coming over to the IOM for the big 100-year TT Festival?

Dave Weimar, Isle of Man
via email

We'll keep you posted Dave...

Tub Thumping

Dear TBM

I've been MX and trail riding since I was five years old and now do trail bike guiding in Wales.

I've been riding a Honda CRF250R road registered MXer for the past two years, and while the bike's been great, I just had to have a change. So for the last six months I've been looking at an old four-

The Pryce Is Right

Dear TBM

What is going on at TBM Towers? I've fallen in and out of love with your magazine a

number of times since its birth, having subscribed at one time and subsequently ignoring it on the shelves for certain periods when the content did not meet my expectations.

I have been buying it

Lois Pryce's series of articles have been universally popular...



LETTERS

stroke KTM 250EXC, but as we all know they're a bit flat so I had my heart set on making a 350cc version.

I'm a big fan of small thumpers for trail riding as they're easy to use and doing guiding you see a lot of lads fighting with big bikes, which makes for a long and tiring day if you have 150 miles to do.

Anyway, I have done it - I've now got a 350EXC thumper and it's amazing, very smooth with great torque and more power than my CRF250. I would be more than happy to let you test it. Keep up the good work, the mag is great.

Dave Young
Bacup, Lancs

Small Wonders

Dear TBM

I'm 14 years old and I compete in Hare and Hounds events run by my local club. I race on a Honda CRF250X (having moved up from an XR250 a couple of months ago).

I've really clicked with my current bike but somebody has decided that my club won't allow 250cc four-strokes to compete any more and have restricted it to 125cc two-strokes. I'm going to hate giving up my CRF but would appreciate some advice on which 125 to go for.

My dad and I were thinking of a Gas Gas EC, a KTM EXC or a Husqvarna WR. Which do you think would be the best bet?

Will Howe
via email

26 TBM

Will, it's been quite a while since we managed to get them all together for a 125cc shootout but we're planning on doing precisely that very shortly. Watch this space for a test of the '07 model 125s, and then we can tell you which is best...

Time for a Change

Dear TBM

Life changed the day I got my first dirtbike, an AJS 250 back in 1977. I was different to most of my friends as I raced bikes. And although I wasn't very fast (I was so slow my laps could be timed on a calendar), I tried not to get lapped week in week out.

Life then changed one day in 1978 when I didn't get lapped and I could walk through the pits as an equal to all the other backmarkers - from then on every time I put on my Jofa face

mask I vowed not to be last again.

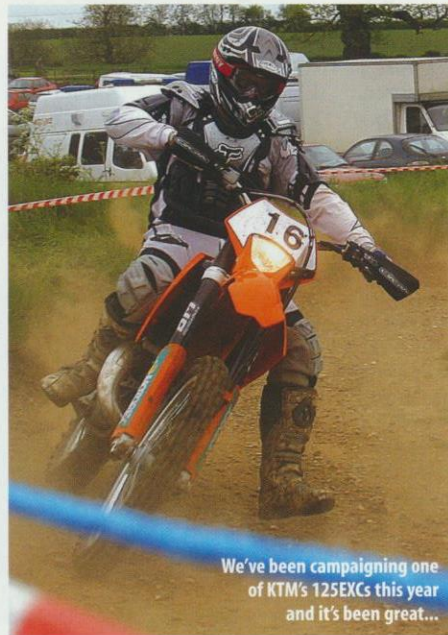
Then life changed again one day in 1979, the first time I won a race. Okay, the leader had half a lap on me but fell off, but I had won a junior race. Now a steely stare would emit from behind my AGV full face - I had arrived.

But life changed the very next race - so did my AGV, as it got broken in half and I was out cold for three hours. World championships got put on hold for a year whilst I got my nerve back.

Life changed several years later, in 1985. My doctor had tightened my knee ligaments more times than I'd tightened my RM250's chain. I'd never race again. My lack of skill could no longer be substituted by stupidity. I would have to retire at 25.

Luckily life changed again in 2004. A friend wanted me to pick up a KTM from the local dealer but I came home with two. I decided I wouldn't go stupid, I'd just green lane and do the occasional race, and despite a tight budget I would insist on wearing knee braces and quality kit.

Then another bit of my life changed in 2005. I could just about cut it in the over 40s hare and hounds events. I came sixth in a championship, but only because I did so many rounds. I'd traveled more



We've been campaigning one of KTM's 125EXCs this year and it's been great...

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LETTERS



miles than Alan Whicker getting to every race! I also competed in a 12-hour race in Wales in a two-man team but, thanks to a mate whose get up and go had got up and gone by the third hour, I did more laps than some marathon riders.

I know I didn't have to have the latest Thor gear, Tech 10s or a second new bike in a year but I wanted to look fast limping through the pits and I was still different to most of my friends. I raced bikes.

Looking back in 2006 I've come to a decision. Life hasn't really changed at all.

Bes, aka 'To infirmary and beyond'
via email

Good on ya' Bes, we like your style...

Three's a Crowd

Dear TBM
Here's a photo of a triplet of Africa Twins taken recently in the Burren, County Clare, Ireland. There were five bikes altogether - four ATs and my Transalp.

We took a ride along this old lane that later turned into some fairly hairy limestone steps, locally known as the Desperate Steps! It was fabulous countryside and a most enjoyable weekend.

It doesn't seem as though there is the same level of antipathy to off-roading over in Ireland as in the UK - long may it stay that way.

Chris Humphreys
via email

On The Right Trail

Dear TBM

Hi - is there any chance of a review of the various bike trailers you can buy? Like what they are like to use, how easy are they to store etc. Cheers.

Mike Chandler
via email

Mike we did do this a few years ago I seem to remember, but it's probably overdue for an update now. In the meantime see Mark Williams' review of his trailer in this month's Tested pages.

Twin Peek: A bunch of Africa Twin riders enjoy themselves in the Burren in Ireland. Watch out for a feature like this in a forthcoming issue of TBM...



Fan Club

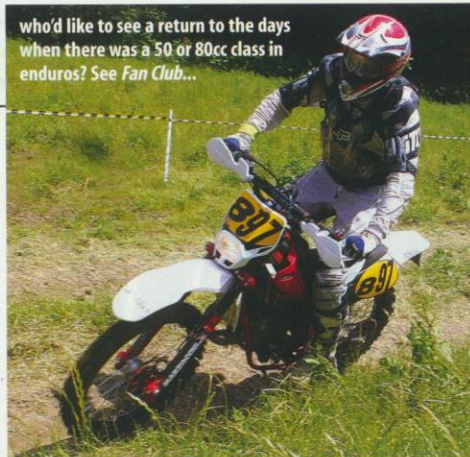
Dear TBM

What a great little bike that Fantic looks! I'm that old that I can recall the smaller classes in the world of enduro and even then I wanted the latest 250 that or 500 this.

But it was the little bikes that could get up the steepest tree-lined root-ridden hills and if all else failed the riders just picked them up and carried them to the top! Bring back the 50cc and the 80cc bikes - they're cheap and the high-pitched sound doesn't travel so far.

As a race bike I would go

who'd like to see a return to the days when there was a 50 or 80cc class in enduros? See Fan Club...



further and for longer as I'm not fit enough to do my 2005 450 justice. TBM finished 13th in the expert class on the Fantic and I have still not finished a hare and hound in the sportsman class... Well done TBM.

Kery Dunn, Dawlish
via email

Cheers Kery. As you've probably gathered by now, we love these funky little bikes and would love to see them make a return to the enduro classes. Naturally we agree wholeheartedly with your comments.

Legal Aid

Dear TBM

Hi, I wonder if you could help me at all? For many years I've been interested in buying a trailbike and trying green laning etc but circumstances and finances have prevented me from doing so until now.

So I'm trying to find out whether it's actually worth me buying a bike as there seems to have been a drastic reduction in legal trails available to use. I live in Scarborough, North Yorkshire and would like to know if there are sufficient lanes etc nearby that I could ride. I've tried the TRF but I'm having trouble contacting anyone who could help.

Paul Robertson
via email

Of course there are Paul. Now get a bike, get out there and enjoy yourself. And stop worrying about the killjoy Nazis...

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Fork Out

Dear TBM

I've got a Honda CRF450X and the front end doesn't seem to handle very well. Do you know of anyone who could set the front forks up for me properly?

Stuart, Mansfield
via email

Yep. Dr Shox - aka Kiwi (01206 233444). He did our Husky suspension and it's been absolutely perfect ever since...



TBM's chain breaker - but what make is it? See Chain Reaction...

Chain Reaction

Dear TBM

I am looking for a small chain breaker similar to the one featured in the 'What's in your bumbag?' article in issue 130.

All the breakers I can find in catalogues or on the web are too heavy and large to carry about. Could you tell me the make of the one in the photo? Great mag by the way.

Scott Brown
via email

It's a great bit of kit isn't it Scott, 'cos it's so small and compact - perfect for a bumbag. Trouble is I can't remember exactly where I got it from and all it says on it is JAPAN and 520 - 530. But I think I bought it from In Chains in Dorset (01425 474800). One problem however - it's only just man enough to break a 520HD chain. Some of the newer, stronger chains are too tough for it to break. I guess you could get a similar thing made up by an engineering

shop - it's really just a small W-shaped block of hardened steel (exactly the right size for a snug fit around a chain), with a hardened steel (pin-headed) bolt. I know that Talon (01935 471508) make a good (and fairly compact) chain breaker - you could try them as well...

Go The Distance

Dear TBM

As a subscriber for a number of years I felt it high time to put pen to paper or at least finger to keyboard

Having helped out the



Need a bike for a long distance trial? How about a Dakar-prepped KTM Rallye bike...

previous two years by manning sections in LDT's in the South East, this year I took up the reins as the secretary of the meeting for the OWLS event.

A great deal of time is sacrificed by a few individuals to organise a long distance trial, but the OWLS Motor Club (based in Kent) successfully ran their fourth on 2 April (round one of the 2006 SE Centre LDT Championship) this year.

Unfortunately, this may be the last one due to a minority of inconsiderate riders who did not stick to the official legal paths, plus a small number of ignorant and bigoted members of the public who gave various officials grief, mainly for the blatant anti-social behaviour being exhibited - such as people riding motorcycles on BOATS, the rascals.

The good news is that the event raised £1000 for the Kent Air Ambulance Trust, always a worthy cause.

And two well-known riders (Patsy Quick & Clive Town) also took part. As no doubt most of you know Patsy and Clive completed the Dakar Rallye earlier this year and they rode the same bikes they finished the Dakar on in the LDT. Both completed the course, an awesome achievement on bikes prepped for the sands of North Africa, with Clive finishing third in the over 400cc class.

Michael Fallaize
via email

Third eh? I wish he rode as well as that in the E Centre Two-man enduro championship where he's my riding partner. So far all we've managed is bottom of the experts every time...



BETA
Old Gold is a hit according to one TBM reader...

Go One Beta

Dear TBM

After reading 'Old Gold' in last month's issue it made me smile and think of some memories regarding the Beta.

I can remember going to Steve Goode's shop for something and he insisted I had a go on the Beta, so I did. It was really nice but I had just bought a TY250 so couldn't do anything about it.

Ex Midland Centre champion Craig Parkes used to ride one via Goody too. Anyway, keep up the good work TBM, very, very interesting mag.

Jim Teague
via email

All Donations Welcome

Dear TBM

May I start by saying that the last two issues have, in my mind, been the best for a long time. I'm especially looking forward to the concluding

episode of Lois's travels - what a woman!

And in the same vein, check out longwayhome.org.uk - two Brits taking a very tricky route from Afghanistan to Germany with no support whatsoever. It's a very funny story and all in a good cause.

But on to the real reason for writing. I was warmed by your generosity to the newlyweds in the letters pages back in issue 130 and I thought I should try my luck too. I'm in a dusty, mountainous country for the next seven months and in what little downtime we have, I like to be reasonably well dressed and comfortable. To that end I was hoping you may want to donate one of your smart T-shirts (blue, medium?) Yours hopefully,

James Brown, Kabul
via email

OK James you've managed to talk us into it - there's a TBM T-shirt on its way to you. But no more begging letters from anyone else, okay. That's the end of it now...

TALKING

This month, Chris Evans is hurting in more ways than one...

DIRTY

Before we get into the meat (more like the slim pickings - Ed) of this month's column I thought I would give you a quick update on my various aches and pains.

As you will no doubt remember, the worst pain is currently centred around my elbows, which are still a little bit tender. In fact, up to until yesterday they were hurting like buggery, but since then I have had an excruciatingly painful session of misotherapy (well, that's what they call it in French anyway) - basically lots of little subcutaneous injections of anti-inflammatory drugs. And, miracles of miracles, they seem to have done the trick.

My humor-free-GP actually did his doctorate on tennis elbow (whatever floats your boat) and is of the opinion that with continued physio and lots of stretching exercises 'the situation can be managed, though not cured'.

Interestingly the only person who has contacted me apropos of last month's column is friend of TBM Si Pavey, who give or take the odd Dakar, probably spends a similar amount of time on a bike as me. And would you believe it, he has the same problem, so I am in good company - even if I did see him on TV getting overtaken by that bloke from Fifth Gear driving the Race to Dakar BMW X5 assistance car. Oh, the shame of it.

Just a couple more slight asides before the column proper: first of all that Lois Pryce. To be honest, I didn't read the first instalment as I was put off by the photos of her Yamaha Sorrow, but then I saw the words 'Lois on the Loose' on the cover of issue 131 and my curiosity was piqued.

And to be totally frank, that wasn't all that was piqued. My initial reaction was, 'charming, I've been writing for this mag for donkeys and never got anywhere near the cover and then this bit of fluff comes along and suddenly she's flavour of the month'. Then I actually read the story and had to grudgingly admit it was brilliantly funny - and you need a laugh after ploughing your way through Mark Williams' bon mots. Although I have to say I loved his article on the TT500 - one of my all-time favourite bikes. I had the model with the ally box section swinging arm and it was a beauty.

Right, only 400 words left, so on with the column. Now to be honest, the reason I have been prevaricating somewhat is that this month's theme is frankly a tad delicate.

Y'see, one half of me wants to have a rant about the lost art of trail riding and the other half wants to commiserate with you for the reasons why that art is being lost. I can see I am losing you on this one so I'll précis both perspectives and everything will become clear.

The Rant: so what happened to all those lovely blokes in army surplus riding gear who all rode beautifully, could get up anything, always rode appropriately and could fix anything with a length of duct tape and a zip tie? Gradually, they have been replaced by hare 'n' hounders, who go flat-out everywhere, often have little technical riding ability and whose idea of maintenance is vanning their bike down to the dealers.

Part of the reason for the change is that society as a whole has changed. Nobody services their own car anymore so why should they waste their precious leisure time fixing their bike?

'Charming, I've been writing for this mag for donkeys and never got anywhere near the cover and then this bit of fluff comes along and suddenly she's flavour of the month...'

Plus, we don't invest so much in one particular activity. With more disposable income we have several hobbies and simply don't have the time or the inclination to acquire the full depth of knowledge those good old boys accumulated.

And, sadly, we live in a more selfish and less considerate age, we want it and we want it now and don't care about the consequences. All of that I can legitimately rant about.

The main reason however is simply because many of you don't have much choice but to enter events such as hare and hounds if you want to ride your bike. And of course you don't need to know how to fix your bike because if it breaks you're only a short push from the pits.

There's no point trying to fix it as even ten minutes out of a three-hour race sees your result ruined. On H&H courses there's nothing too technical as the organisers don't want to cause bottlenecks and so you never learn how to get up tricky climbs, plus you ride flat out everywhere because that's what everybody does.

None of which is your fault and in no way can I criticise anybody for not having the skills they didn't get a chance to acquire. And it is the reason why it's now so difficult to acquire those skills that I'd really like to rant about. But fortunately for you, I've now reached my allocated word count for this month so I guess I'll just have to save the rest of it for next time. You lucky things...



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

COMPLETELY

Mark Williams heads to Italy's 'white roads' for a spot of relaxation...

ROUTED

Although the rational part of my brain, which is of course the smallest part, inclines me to reject the idea of trail-riding in foreign climes on all sorts of grounds, I am of course as keen as the next person to actually do it when the opportunity arises. And the opportunity arose early in July just as a heatwave was readying itself to blitz Britain. So instead I flew off to Italy where a heatwave was already in full swing.

The occasion was not the sort of organised off-road romp that has sprouted a mini-industry both home and abroad, but something altogether more casual... and thus disorganised. Which is how I tend to approach most things these days. So the promise of a beat-up old XL200R and the chance to potter about the mountains to the west of the Tiber Valley were all the incentives I needed to take the flying cattle-truck from Stansted to Forli. Well, that and the chance to stay with old chums who live in said mountains - and the promise of much good food and drink.

Thus it was that I found myself slightly spaced out from a 4:00am start - Ryanair know how to punish a man for taking the cheapest ticket - on the back of my friend Dick's Guzzi Strada

'I was lucky enough to have friends with trailbikes in an unspoilt region of Italy, and lucky to have the time to go there and indulge myself...'

en route to the dealer in Trestina where the wee Honda had just passed its Italian equivalent of an MoT. Except that for the want of a functional speedo cable, it hadn't. Maybe that's what comes of trusting your MoT to an exclusive Guzzi 'n' Beta dealer in a fiercely nationalistic neighbourhood? So, after much cursing on Dick's part, back we potted to Ansinà to drown our sorrows in €3 bottles of plonko rosso. And, miraculously by the next morning a Beta speedo cable had been cobbled to fit and so I rode the XL back to prepare myself for an afternoon's pootle around the hills.

Which involved, er... spraying some chainsaw oil on the chain, and having a good worry about the state of the engine. Now I'm sure there are those amongst you who know lots about XL200R mechanicals, or at least lots more than me (which is basically naff-all), but to my mind - or more honestly, my ear - it sounded like a bag of very knackered spanners.

The fact that the camshaft runs in a plain metal bearing is a known source of aggro

in these motors and a loose camchain probably added to the din, but since there was no tell-tale blue smoke emerging from the 'zorst and the motor pulled strongly enough on the road from Trestina, I figured I'd risk it in the hills.

'Risk it' because Dick wasn't able to accompany me on his 'other' Honda, an equally ancient XL125, as its clutch had expired the day before my arrival and besides, he had a magazine to edit. So, armed with a hand-drawn map and trying to remember a blizzard of verbal instructions, I headed for the hills.

And what hills they are. The region that straddles the Tuscany/Umbria border between Arezzo and Città di Castello is steeply mountainous and largely roofed with a verdant miscellany of foliage. Until the latter half of the last century, access to the few farms and tiny hamlets that dotted the hillsides was by 'white roads', but by now many of these have been tarmac'd, albeit somewhat carelessly and with little effort made to rectify the multifarious hair-pin, and frequently off-camber bends. But the unsurfaced tracks that remain can be both challenging and given to the most spectacular views when logging or remote pockets of agriculture have displaced their tree cover.

Turning left at the wonderfully named - and I kid you not, Bad Boys Bar - the white road which took me from Morra was a relatively gentle baptism which had the additional virtue of ending up at my friends George and Catherine's slowly-being-restored castello in Poggioni.

So as George sweated away installing under-floor heating, Catherine and I sipped cappuccino and discussed the route I'd be taking onwards towards Cortona... A route she claimed they'd done many times in the battered Range Rover which was written off in a white road shunt last year. Not exactly a good omen.

As well as the white roads, which in terms of their loose, stony surfaces and propensity for rutting much resemble our own forestry fire roads, there is a random lattice of narrow tracks originally carved out of the woodlands for one long-forgotten reason or another, these mainly being deeply pock-marked, hard-baked earth bedevilled by roots and rocks.

And whilst my own TTR250 has only 50cc more capacity than the Honda and tends towards the torquier power delivery of an even bigger-engined bike, I was pleasantly surprised how eagerly the XL bounded up some pretty challenging inclines.

The front suspension, which lacked for effective oil seals on both stanchions, abetted by its early Pro-Link rear end also tracked true despite crappy and not-very-pliant dual-purpose tyres,

'So armed with a hand-drawn map and trying to remember a blizzard of verbal instructions, I headed for the hills. And what hills they are...'

and being so relatively light, steering the thing with a lot of foot-peg input and judicious use of the front brake made the entire enterprise relatively effortless as well as entertaining.

Where it fell down - quite literally on a couple of occasions - was with the aforementioned front anchor, a piddly little SLS drum affair, albeit generously finned - doubtless to give the impression of clout.

Truth was, however, that it faded quickly and lacked the stopping power required when descending an endless series of tight hairpins, and the back brake wasn't much better and just to rub it in, emitted a worrying, high-pitched squeal after an hour or so's spirited activity.

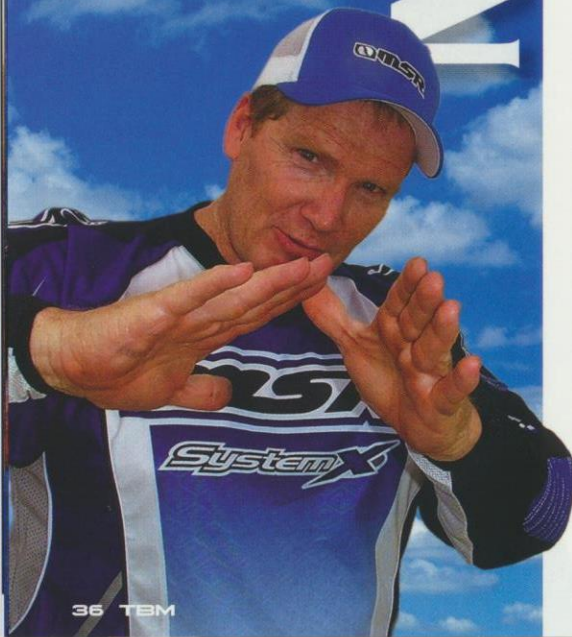
I didn't actually get as far as Cortona, some 27 kilometers from Poggioni, entirely off-road but mainly 'cause I got comprehensively lost and wanted my lunch. So I took tarmac the last ten clicks or so and a very fine, if cheap lunch I had too. Albeit away from the tourist buses that disgorge well-heeled tourists to view the town's impressive collection of Etruscan art (and a room full of neo-futurist Severinis, which are far more to my taste).

The afternoon was way too hot for more sweating up and down lost trails so I rode the bag of spanners back to Ansinà and plotted the next morning's excursion over the other side of the Morra Valley towards Palazzo di Pero. In this case I had the advantage of having hiked a long trail over the top of the mountain the previous spring and knew what I was in for and (more or less) where it led, so the trip took me a little less than three hours. And now fully conversant with the Honda's wiles, I found myself throwing it around and getting where I wanted to go... an altogether enjoyable experience in glorious surroundings.

But I was lucky. Lucky enough to have friends with trailbikes in an unspoilt region of Italy, and lucky to have the time to go there and indulge myself. Some years ago Nick Ashley wrote to TBM suggesting that faced with draconian RoW closures in Britain - which are now a reality - the future of trailriding would be very much like this. But as his Melbership astutely commented at the time, not everyone will be so fortunate. For once however, I was...

Patman explains
the rules of the
Roost Game...

THE PATMAN



‘You’re heartless, Patman. That’s what you are, totally heartless.’

Of course she said this through fits of laughter, but what she said was indeed true, in a twisted sort of way. Now, I love a good joke, and even more so if there’s good bamboozlement in store for one or more of my friends!

I mean, tell the truth now, there have been occasions where we’ve all been involved in a little tomfoolery at our mate’s expense, right? Oh c’mon, you people are the same, and you know it.

In this particular case, Sylvia and I were sitting there outside Mike’s garage, in his lawn chairs, drinking his beer, and trying to act at least somewhat concerned as my good friend Mike (her husband), was kicking and kicking his giant XR650. The huge red dirtbike was up on the stand, and he was standing on the pegs

‘He reached up and smoothly pulled the bright red cap from his head, and held it right in front of his face examining it quite closely. Moments later, his eyes widened as he recognised that he had become another victim of the ROOST GAME’...

like a bird on a perch, kicking and cursing everything and everyone within earshot for talking him into ‘dual-sporting’ his beloved desert bike. As he pounded the kickstart lever again and again, a bead of sweat dangled from the tip his nose almost ready to fall onto the big XR’s oversized gas tank.

Ya see, Mikey had just spent four hours completing the installation of a dual-sport kit, which included many new and unfamiliar things that the big XR had long been without. Things like a tail-light, turn signals, a horn, and most significant of all... a shiny new ignition key. Which was at this very moment *not* in the ignition where it should be, but instead taped to the top of the bright red Honda cap perched on Mike’s head. And yes, it was I who had taped it there a few minutes earlier while Sylvia had distracted him with her low-cut blouse and womanly ways.

‘Alright, what is it?’ he demanded, now sitting

exhausted and slumped over the bars. ‘Did you guys do something to my ride?’

I couldn’t hold it any longer. Red-faced and watery eyed from laughter, I blurted out ‘Naw man, it’s your hat!’

He reached up and smoothly pulled the bright red cap from his head, and held it right in front of his face examining it quite closely. Moments later, his eyes widened as he recognized that he had become another victim of the ‘Roost Game’.

In an instant he was off the bike, ignition key clenched in one hand, baseball cap held high in the other. He pounced on the two pranksters, now immobilised by laughter, and proceeded to pummel us where we sat, spewing obscenities all the while.

Indeed, the ‘Roost Game’ had started.

Ya see, we dirt riders can be fairly unsympathetic to our fellow riders if there’s a good laugh to be had from it. And yes, we all do it, and call it what you will, it’s basically having a laugh at your mate’s expense.

Here in Texas my mates and I call it the ‘Roost Game’ and it involves everything from pouring that leftover cup of waste oil into your unsuspecting buddy’s skid plate (that always gets them sweating blood), to weaving the motorhome from side to side down the road as your friend heads back to the toilet.

I think it acquired its name from the countless times one of ‘the gang’ has fallen over while goofin’ off in the sand dunes, only to have his ‘so called’ friends rush to his side, spin the bike around and roost the hell outta him. So ya gotta be quick, if ya fall here and we see it... well, ya’ gonna get roosted. But always remember the payback part.

A few weeks back we were all up at a place called Crafton riding the course, and it was hot outside - like Africa or somethin’ - with no breeze at all. And on this weekend - like is often the case - we had a dignitary riding with us, a national pro cross-country racer, who shall remain nameless.

When these guys come around to ride with us mere mortals we generally have a bike ready for them to ride. Malcolm likes a KTM, Randy a Yamaha and so on. So on the weekend in question our former ATV rider guy wanted a Yamaha. And of course we were more than willing to oblige, in our own way naturally. And sure enough when he arrived, we had a real beauty waitin’ for him. We all stood by straight faced as we off-loaded a rusted, crapped out of 70s era Yamaha DT-1. With a duct taped seat.

My buddy Will, the MSR rep, made the apologies in the most sincere way, and told him about how the shop that was supposed to have

‘I think it acquired its name from the countless times one of the ‘gang’ has fallen over while goofin’ off in the sand dunes, only to have his ‘so called’ friends rush to his side, spin the bike around and roost the hell outta him...’

sent out the bike had experienced a fire the day before and we didn’t have time to secure another bike. And of course knowing that he would never ride anything other than a Yamaha 250... well this was all we could get.

Now our guest, being the good hearted fellow that he is (not like me), contained his shock and walked around the ancient motorbike, checking the chain, the dry rotted tires and duct taped seat. Finally without a word he swung a leg over, looked up at us and said, ‘okay then, let’s go!’

Of course we all burst into fits of laughter, and decided to produce his real bike from the back of another van, a new YZ250F. It was a good laugh for us, and our good-natured guest was just a little red-faced. But three hours later the roles were totally reversed as he pounded us all. Now I’m really glad we didn’t let him ride the duct-tape-seat DT1. How embarrassing that woulda’ been!

After the beating we all suffered at this young man’s hands that day, and the blistering heat of the Texas summer, we decided to load up and head back to the hotel mid-afternoon for some serious showers, beer, and the post ride ‘telling of lies’ that always follows a ride like this day’s. And I, while normally as strong as the proverbial ox, felt fairly well whipped from the morning’s activities, especially my upper chest muscles which were hurting really badly for some reason.

Knowing that the first one to get to the obligatory hamburger drive-through would be the first to the shower, I devised a cunning plan to make *me* that person. I told everyone to follow me and Will my riding partner, to a new burger spot, thus placing myself at the front of the line, and easily grabbing the hole-shot on the other three vehicles. Furthermore, as Will and I picked up our order of hearty Texas beef, I slipped the window attendant a five-spot for her promise of at least a two minute delay on the orders of the

THE PATMAN!



gentlemen behind us. She cheerily complied, happy to be part of the gag.

So I guess that 45mins later, while soothing my now painfully abused chest in the hot shower, I shouldn't have been at all surprised to hear the bathroom door burst open. Nor should I have been quite so astounded when a second later the leftover ice and water from the beer cooler came rushing over the top of the shower stall, momentarily stopping my heart, and freezing me in place instantly. In my frozen stupor I think I remember a

camera flash. I could hear their laughter as they scurried away... something about playing the Roost Game. Hooligans. Apparently the girl at

'A second later the leftover ice and water from the beer cooler came rushing over the top of the shower stall...!'

the Hamburger King, couldn't keep a secret.

Later that night after our dinner and the telling of lies, we were sitting round the pool, and having a brew. And while reaching into the cooler for a drink replenishment, I noticed that my chest was still sore. As I rubbed my hand over the affected area, I said to nobody in particular, 'Man, my chest is really sore today.'

There was a wave of immediate laughter from the guys all around me.

'What?' I questioned.

'Patman. Dude. We swapped the logos round on your chest protector, you've been wearing it back-to-front all day!'

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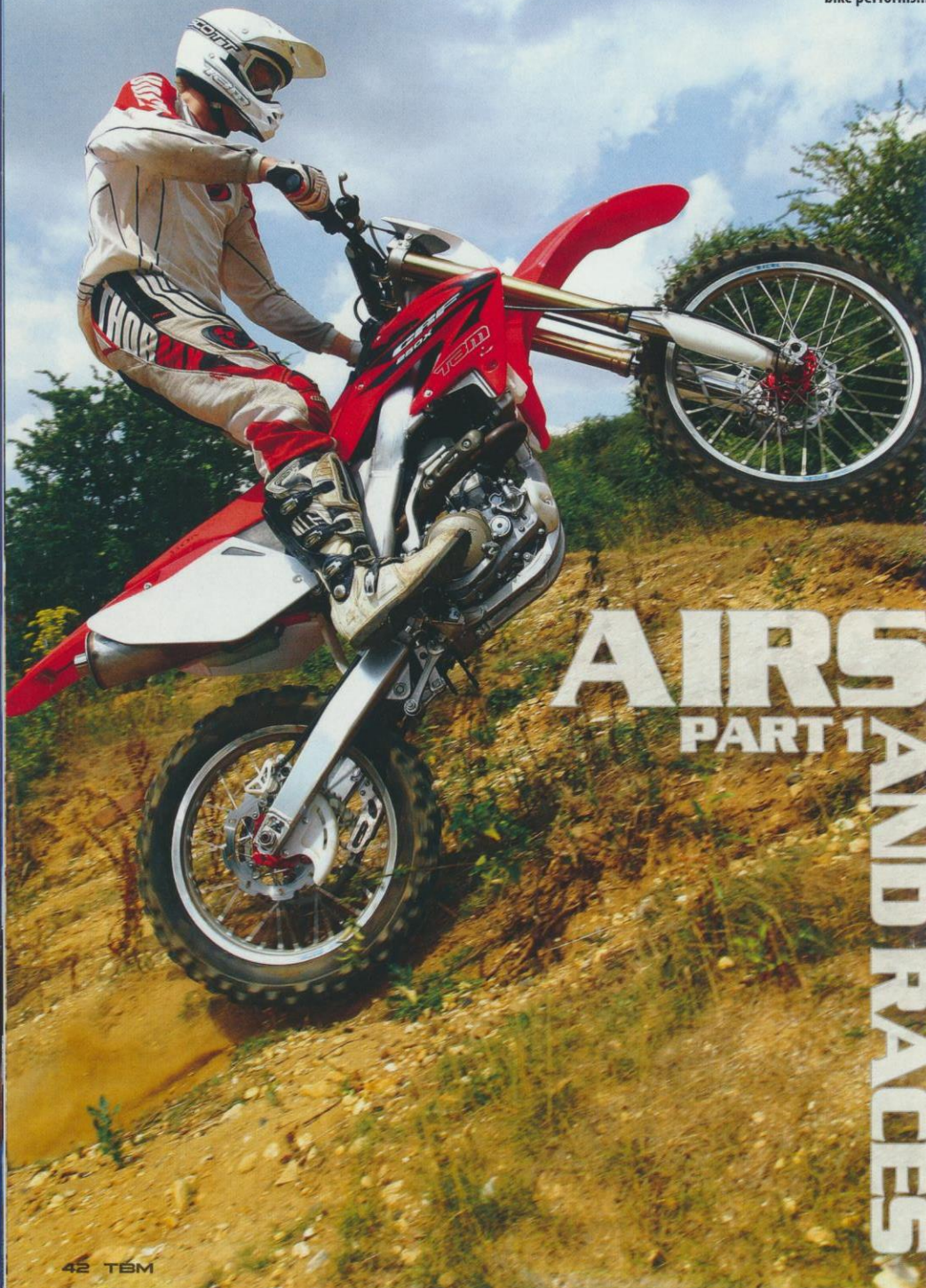
AIRS

PART 1

AND RACES

It's the first instalment of the TBM Tyre Test, and we're talking inflation...

What you fit inside your tyres has a bearing on how your bike performs...



AIRS PART 1 AND RACES

In the 12 years TBM's been in existence we've never conducted a multi-product tyre test. Not once. Why? Because it's nigh-on impossible to replicate the rigours and changes in conditions of various different types of off-road riding in a controlled environment. So we haven't tried. Instead we've judged each product on its perceived strengths and weaknesses, and then tried them out for ourselves. But finally, after 12 years of pestering from readers, we've relented and gathered together a whole bunch of tyres/tubes/mousses/tyre balls from the leading manufacturers and we'll be attempting to reach some valid conclusions. This first part deals with the products you fit *in* your tyres.

What you put in your tyres can be just as important as the knobblies themselves. Whether you're a weekend trail rider or British Championship regular you want your tyres working at their best - offering maximum grip without the inconvenience of getting punctures.

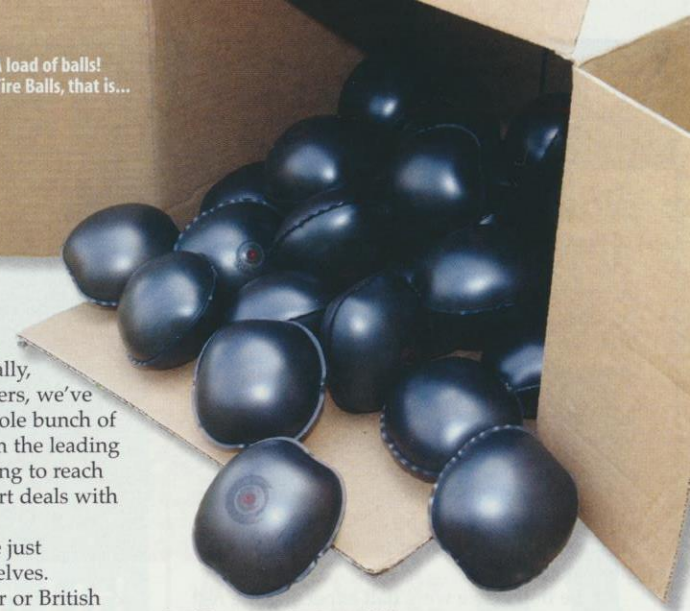
Traditionally, the choice of 'tyre inserts' was either puncture-prone tubes or high priced, and high maintenance mousses. Only now, when tubes have become thicker and mousses cheaper and easier to live with, there are alternatives on the market - from tyre sealants to a multi-cell inflation system branded Tire Balls (note the American spelling!). So which one's right for you and your riding? That's what we wanted to find out...

For this test we used a machine representative of both racers and green laners alike - the popular Honda CRF250X - fitted with a pair of Talon wheels. This small-bore Japanese thumper is light enough to allow us to detect changes in weight and feel of the tyre inserts, and the Talon wheels (being 15 percent lighter than the standard offerings), help highlight the different feel between the products by reducing unsprung weight. We also needed a control tyre to test each insert, and chose one of the most widely used tyre combinations: the Michelin Comp IV front and Comp III rear.

Each product was fitted to the Talon wheels and then weighed (inflated if necessary), and then we rode the bike to get a feel for how it behaved. However, there's more to consider than simple performance, as cost and maintenance are also key areas to consider.

In part two next month we'll be testing a massive range of the tyres themselves. But for now, here's the low-down on what to put inside 'em...

A load of balls!
Tire Balls, that is...



Tire Balls

Tire Balls, the company, is an off-shoot of Summers Racing Components, the aftermarket parts company of legendary US racer Scott Summers. Developed by Scott's dad, Wade, the product itself is a kit comprising of a number of air-filled polyurethane cells which fit inside the tyre. When a regular tube gets punctured it goes flat and your whole tyre deflates, whereas should one of the 30-or-so Tire Balls get punctured the others take up the slack and fill the space. Only if multiple cells were punctured would you notice any change in tyre pressure and that's fairly unlikely given that the material used in their construction is super-resilient.

The 'Balls come in two versions: MX-Pro and Off-Road-Pro. As you might expect, the MX type are of a lighter construction as they don't need to be able to withstand the same punishment as those made for the harsher terrain of enduro, rally or desert racing.

The MX-Pros are also more susceptible to air loss, meaning they require a top-up of air (each Ball features a valve) every couple of months, whereas the thicker Off-Road versions will maintain their pressure for roughly a year, claim the manufacturers. In fact, the Off-Road Pros come with a one-year guarantee against any defect, including punctures!

The manufacturers suggest that Tire Balls aren't for road use as the heat generated at high speeds can cause them to fail, though with the cells well lubricated it's unlikely you'd ever experience this riding between trails or on a road section at an event like the Welsh.

Fitting

The procedure for fitting the Tire Balls proved relatively straightforward. First you have to stuff the tyre full of silicon-lubricated 'Balls' (to save time we used silicon spray, though a tube of liquid is included in the kit). Ideally you need a helping hand at this stage, or a clamp to use as a back-stop to prevent the first few Balls moving around inside the tyre.

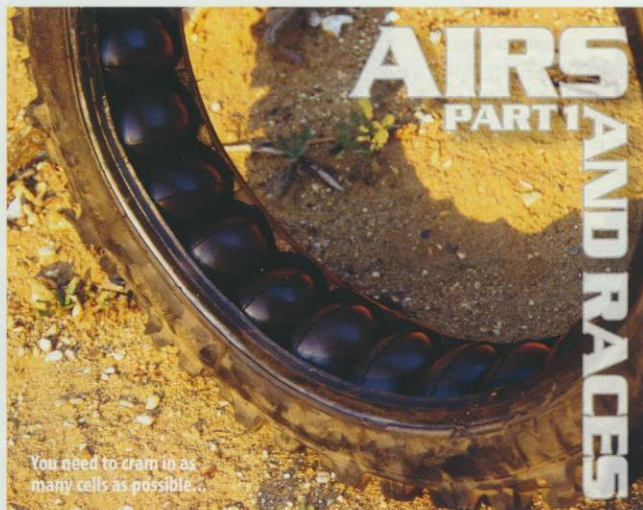
The instructions suggest between 30 and 34 cells should fit into a rear tyre, but we could only manage to stuff 26 of them into our 120-section Michelin. And when we tried to force in a couple more they simply popped out again!

To be honest we were half expecting the rest to come flying out when we pushed the tyre over the rim and started to lever it into place, yet each stayed roughly in place with only a couple needing to be pushed gently back into place with the tyre levers - much as you would do with a tube.

As the Tire Balls are less dense than a mousse, the tyre takes less effort to fit though you do still need to get physical with the tyre levers. And whilst we did manage to puncture a cell by clumsily trapping it between the rim and a lever, the polyurethane material means that they are far less prone to pinch-punctures than regular tubes (and the importer will replace any product broken within a year!). Overall, they're not as simple as fitting tubes, but a fair bit easier than slipping in mousses. Of course every time you swap tyres, you do have dozens of slippery Balls to relube tho'.

Riding

With less Balls in the wheel than the manufacturer's recommendation (and one punctured one), the tyre did feel fairly soft (I'd hazard a guess at around 7psi), but we'd add to this that we don't know how the Tire Balls *should* feel and as we fitted as many cells as possible we surely can't be *too* far off. It's possible to adjust the pressure of each cell using a bicycle-style pump with the supplied needle valve, working around the wheel in a star pattern and inflating opposite Balls to maintain an even pressure throughout the wheel. For this though you require a pump with an accurate pressure gauge. Should you want to experiment with pressures, it's imperative that the needle is lubed to prevent valve



damage and for all but the top level riders Tire Balls suggest that the pressures are best left alone. So that's what we did and the results were pretty encouraging...

Whilst the tyre seemed soft when hitting hard-edged bumps, it never felt like it was going to ding the rim or roll around, and on hard-packed corners there was little of the squirming you normally experience when running low pressures (or even the feeling you get with old mousses), just loads and loads of grip because of the broad footprint. Tire Balls claim that the product helps prevent dinged rims because the pressure within the Balls at the contact point with the ground rises much higher than is possible with a tube, due to the relatively small volume of each cell. Given the number of Balls fitted within the tyre and the tough nature of their material it's interesting that it was the lightest set-up on test. We reckon you'll definitely notice the difference...

Tire Balls

What You Get: 30-40 Balls, lubricant, rim liner, inflation needle, instructions.

Cost: £137.50 per wheel (MX), £159.50 (Off-Road).

Lifespan: Dependent on use/care, though expect at least a couple of seasons (one year guarantee).

Contact: Dirtbike Store on 01278 424979 / dirtbikestore.com.

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There's a mousse loose...



Mousses

A mousse is a solid foam inner tube, the cells of the foam containing nitrogen under pressure to give a firm, spongy, and puncture-proof insert. Michelin's Bib-mousse (Bib being short for Bibendum - the 'Michelin Man') is arguably

Lock Down

A rimlock is a metal clamp (often with a rubber coating) which sits between the inner well of the wheel and the tube/mousse, holding the inner edge of the tyre to the rim and is designed to prevent the tyre from slipping on the rim. A bolt through the rim keeps the assembly in place. They may make tyre fitting a touch harder but rimlocks are essential on a dirtbike, especially when running low tyre pressures, as they prevent the tyre from creeping around the wheel and ripping the valve stem out of the inner tube as it puts down the power. Despite what some people may say, they're still required when using mousses as a slipping tyre can ruin a mousse in short order.

Whilst they're not as important in a front wheel, we'd still suggest using one especially in hard and dry conditions. And on more powerful machines it's not unknown to see people using two rimlocks on the rear.

Any off-road dealer should be able to

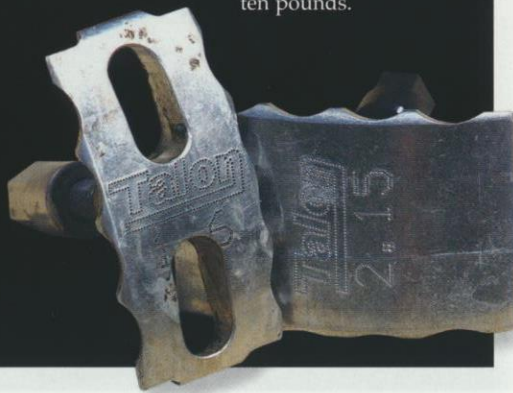
the best-known product, though Pirelli and Metzeler also market their own mousses. Incidentally, Dunlop used to produce what they called the 'Crescent Mousse'. This was essentially an inflatable mousse, with the foam surrounding an inner tube, though perhaps this should be thought of more as an ultra-reinforced tube as, technically, it could still be punctured.

Regardless of which brand of mousse you buy, they're generally only stocked by specialist off-road dealers and whilst mousses are available for 21, 18 and 19in wheels, you can't get 'em to fit the 17in rims some big trailies use.

Mousses have a finite life-span dependent on how they're stored and in what conditions they're used, which is why they come with a 'best before' date on the box. Michelin suggest that their mousses last approximately six months after fitting, with Pirelli recommending roughly six to eight weeks from date of manufacture. However, in our experience they can last much longer than this and with care can easily see out a season's use - if not more.

The mousse's biggest enemy is heat. Before use they should ideally be stored somewhere cool and dark, and when fitting need to be thoroughly lubed to prevent friction and blistering. Due to excessive heat build-up at speed, mousses aren't intended for road use and Michelin suggest a maximum distance of 30km

supply you with rimlocks, though make sure you're buying the correct size for your rim width. A basic 'lock will cost under a tenner, though we prefer these Talon Engineering parts. Machined from aerospace aluminium, not only do they look trick they're super-strong too. What's more, they represent decent value for money, with a 1.6in front costing £9.70 and the 2.15in rear a little over ten pounds.



on tarmac to allow for road sections between enduro checks, or green lanes. On any terrain, a maximum speed of 80mph is recommended, though for the extreme conditions of rally raids, the French company produce a 'Desert' mousse.

Michelin and Pirelli differ slightly in their advice on what to do with mousses when not in use. Pirelli suggest removing them from the wheel, relubing them and then storing them in a plastic bag so that they retain their intended shape. Michelin advocate keeping them in the bike to prevent accidental damage, unless you're a competent 'mousse fitter' in which case it is best to remove and clean them. Personally, we favour leaving them in the wheel, though don't leave them in *too* long as they dry out...

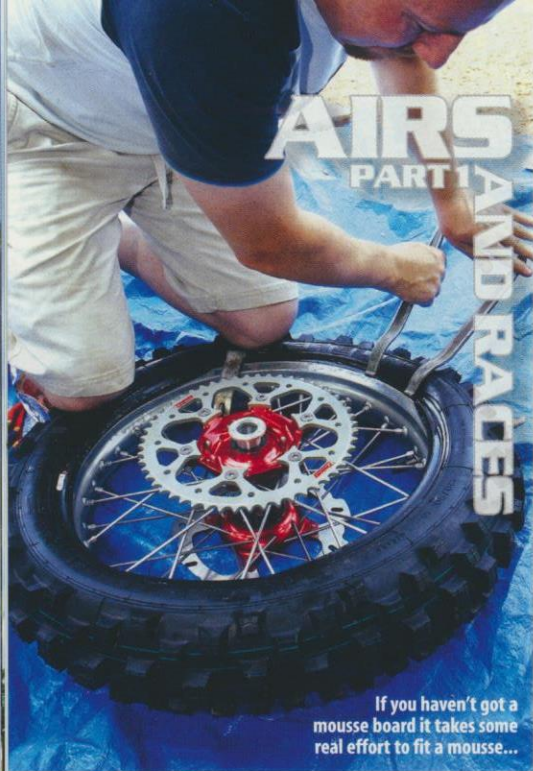
Should a mousse suffer a split or tear then it's possible to carry out a repair. The damaged area needs to be cleaned thoroughly to remove dirt and lube before wrapping it in duct tape to keep the mousse together - but you can be pretty brutal with them and they'll still work.

When new, and fitted into the correct sized tyre, Michelin's mousses are the equivalent of roughly 13psi. The Pirellis are a touch softer at 10psi. With use, a mousse will shrink and become softer. You therefore have to decide at which point the tyre feels too soft and replace the mousse. Some racers use older mousses when the going is particularly soft and slick as it replicates running lower tyre pressures. Another trick is to use a mousse designed for a 120-section tyre in a 130 or 140-size hoop (we do this). This has a similar effect to using a soft mousse and slips onto the wheel that bit more readily...



Fitting

We covered mousse fitting in depth in issue 99 (back issues still available) and I think it's fair to say that they're the hardest of all the tyre inserts to fit - a stubborn mousse can turn even the most mild-mannered rider into a foul-mouthed oaf. Decent length tyre irons (such as Italian-made Buzzetti levers) are essential, and whilst you can change mousses without a 'mousse board' (a metal frame or wooden board with a centrally mounted spindle to hold the wheel in place - and quite often fitted with a bead-breaker on a pivoting arm) it's much easier if you have one. Once you've fitted a number of mousses and picked up the knack they do become easier. Just see how quick the Championship class



If you haven't got a mousse board it takes some real effort to fit a mousse...

riders change 'em!

As with fitting tubes, the front tyre generally goes on quite easily. But we fitted a 120-size Michelin mousse to our 120 rear tyre and although it did eventually go on, brute force and a rubber mallet were needed to 'persuade' the tyre onto the rim. Oh, and getting 'em back out can be even harder...

Riding

There's no doubting that riding on mousses gives you a certain feeling of invincibility. Sharp stones and rock steps are no longer feared, and there's no worries about punctures when riding through gorse and scrubland. Matter of fact you can basically hit anything and it shouldn't matter. You can notice a slight increase in weight over thin-walled tubes and thanks to their slightly springy nature the bike feels a little different too. Some say that your suspension's rebound damping should be adjusted to compensate for this, though it's down to the individual to determine what changes need to be made - we've never really bothered.

Our mousses felt pretty firm and suited the hard-pack dirt of our test area. The tyres didn't deform much when cornering and despite not having ridden on mousses for some time, it didn't feel at all alien. Had the ground been

soft and wet, the tyre may well have been a bit too hard and an older, softer mousse would probably have worked better. But on the day, they were hard to fault...

Michelin Bib-Mousse

What You Get: Mousse, 50g tube of lubricating gel, instructions, date fitted stickers

Cost: Approx £80 front, £90 rear (depending on dealer)

Life span: six months (conservative manufacturer's estimate)

Contact: Michelin on 01782 401853 / two-wheels.michelin.com

Pirelli Mousse

What You Get: Mousse only (Instructions on price list / website, one litre of lube costs £22)

Cost: £86.95

Life span: 6-8 weeks (conservative manufacturer's estimate)

Contact: Pirelli on 0845 609 4949 / pirelli.co.uk

Advantages

No punctures
Peace of mind

Disadvantages

Go off / can break up
Tough to fit / remove
Maintenance
Cost

Tubes

Dirtbike inner tubes are produced using butyl rubber - a synthetic material also known as polyisobutylene - which combines flexibility with a high degree of impermeability. And there's no doubt that regular inner tubes are the cheapest and easiest option. However, they're also the most puncture prone and therefore the least reliable. The tubes which come in *most* new (Japanese) dirtbikes are woefully thin (around 1.4mm) and should really be swapped out as a matter of course - though our long-term Husky came with thicker MX tubes and other European bikes might well be similar.

Almost all tyre companies produce reinforced 'motocross' tubes which obviously give that bit more protection than the standard parts. Their walls are thicker (at approximately 2mm) yet anything strong and sharp enough to go through the tyre will pierce the tube.

Michelin also make an ultra heavy duty tube with walls a titanic 4mm thick. Such tubes are super-strong (and flexible) and far more resilient to any kind of

Under Pressure

The pressure you run your tubes at has a huge bearing on tyre performance and how vulnerable they are to punctures - the lower the pressure, the more likely you are to suffer a flat. What you have to consider is the conditions you're riding in and the speed you're riding at, and you often have to compromise grip for puncture-resistance or vice versa.

For racing in rocky conditions we'd run something like 16-18psi in the front tyre, with around 14-16psi in the rear. Drop a couple of psi for trail riding on similar terrain. Mixed terrain such as farmland, we'd set the tyres at something like 12psi front and 8psi rear. And in the worst sloppy mud, pressures can be as low as 6-7psi front and 5psi in the rear (assuming there's no chance of running into rock steps or sharp stones). These are just rough estimates as everyone has their own thoughts on tyre pressures. We once trail rode in a fairly rocky mountainous area where the local guide suggested setting them to 27psi..!

puncture. Even so, a sharp nail could still find its way through and they're no guarantee against a DNF or a spannering session by the side of the trail.

Ideally, you should buy the best quality tubes possible, so pick a recognised brand name. Thin tubes cost just a few quid but you should really be looking to buy reinforced tubes as a minimum, which sell for around eight quid each. Michelin's Ultra HD

items are around double that price, but then they are double the thickness...



The best quality tubes come from well-known tyre companies...

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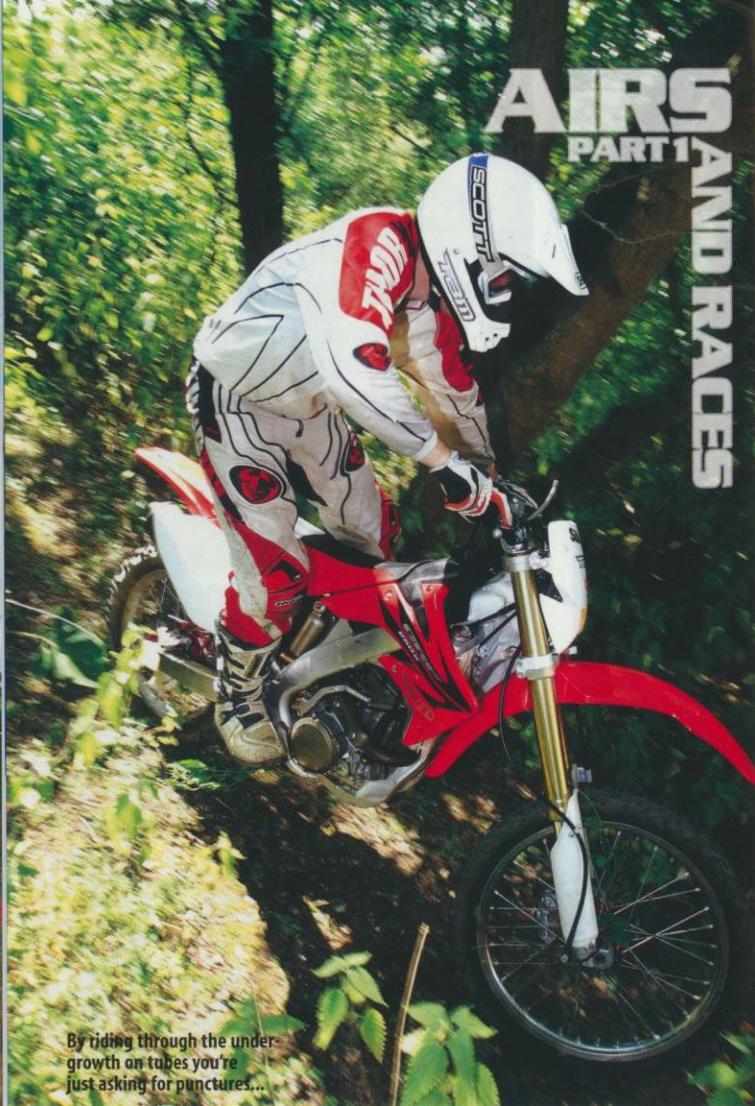


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By riding through the undergrowth on tubes you're just asking for punctures...

AIRS
PART 1
AND RACES

Riding

Thin tubes are obviously light in weight, whilst Michelin's Ultra HD tube can be as much as 0.5kg heavier than a mousse. So don't think your bike will handle better on tubes because that isn't necessarily the case. How the bike feels on tubes depends very much upon the pressures they're set to, and the terrain you're riding on, though wherever you're riding there's always that worry about suffering a puncture.

When trailriding on tubes not only is it necessary to watch out for sharp rocks, hard edges and the like but also hedge cuttings and any fly-tipped rubbish or rubble. Even if the hedge wasn't thorny, the clippings can still be sharp-edged and cut through the tread or sidewall. And dumped rubbish, especially builders' waste (so often piled up into a tempting launch ramp), can contain anything from broken glass to roofing tacks just waiting to spike your tyres. If you do ride on tubes it's important to carry some sort of repair kit and a means of getting air back into the tube.

Overall, running tubes is cheap and easy though it can prove a false economy if you DNF an event or have to replace them on a regular basis.

Tubes

What You Get: Generally tube only

Cost: Approx £3-16

Life span: Damage dependent, though can range from weeks to many years...

Contact: Michelin, Pirelli or your local dealer.

Advantages

Cheap to buy
Easy to fit
Widely available
Vary pressure easily

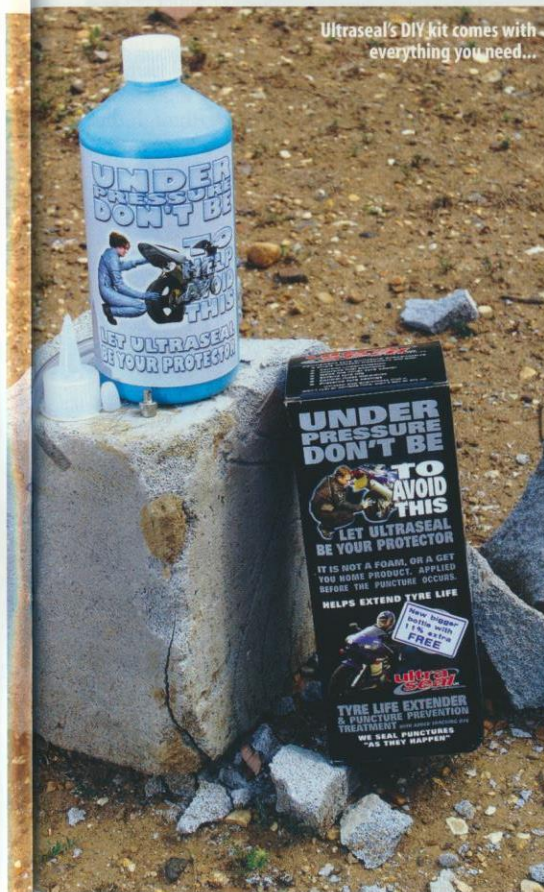
Disadvantages

Punctures!

Ultraseal

There's a number of brands of puncture-repair 'gloop' on the market which claim to be able to seal a lightly punctured tube. The majority, however, are a 'get you home measure' designed for use after the tyre's gone down. Ultraseal is different. The gel (a blend of 24 different chemicals) is inserted into the inner tube (or tubeless tyre) and works as a puncture preventative, sealing the hole of any object (up to 6mm) that should spear through the tyre.

Ultraseal is apparently thixotropic. In basic terms, this means that it only really loses its viscosity when stirred or shaken (think how you can't really pour ketchup but you can shake it out of the bottle) and therefore clings to the tube or tyre, rather than slipping into one big mass at the bottom of the tyre and unbalancing the wheel. Once the gel is installed it's there for the life of the tube, or tyre, and is claimed to form a sealed chamber which won't leak air over time.



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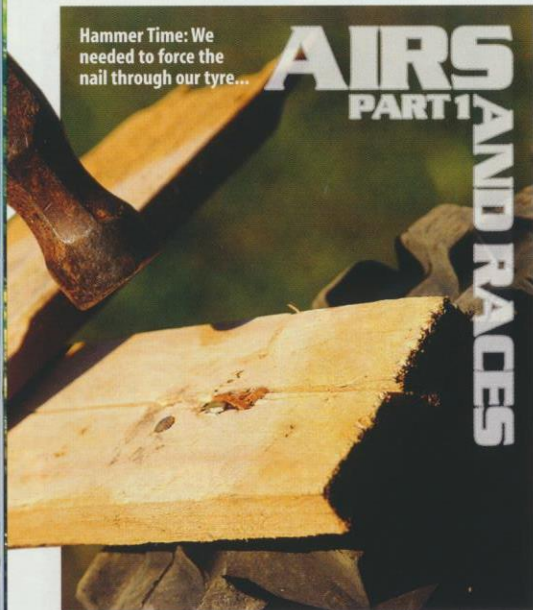
*Cover subject to status.

Fitting

Tubes are the simplest of all the 'tyre inserts' to install and even the hefty HD items can still be slipped into a wheel with a fraction of the effort of fitting a mousse. Annoyingly, it's also easy to puncture a tube when fitting if you're a little too wayward with the tyre levers. Pinching the tube between the tyre and the rim, or between the rim and the tyre iron, is easily done and the valve stem needs to be upright. Should the tyre begin to creep (possible even with a rimlock) it can rip out the valve stem. To this end, the nut on the valve stem should always be wound out against the dust cap rather than tight against the rim and opening out the valve hole in you bike's wheel will help prevent this happening.

Hammer Time: We needed to force the nail through our tyre...

AIRS AND RACES PART 1



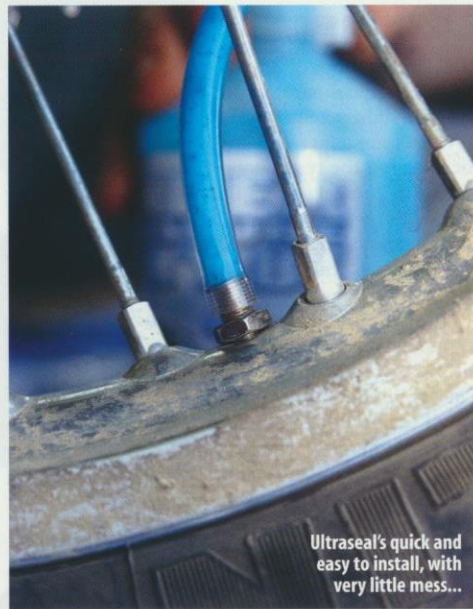
All this is pretty encouraging, though Ultraseal wasn't specifically designed for off-road use and therefore has certain limitations. Large holes or splits cannot be sealed, the gel instead performing what the company describes as a 'controlled deflation'. The way that a tube moves inside a tyre and the low pressures we run make it slightly harder for it to do its job. And it's still possible to suffer compression punctures, so sharp-edged rocks are still best avoided.

Ultraseal DIY kits are available to the public through motorcycle dealers, though they also produce them for all manner of four-wheelers and you can even run it in bicycle wheels.

Fitting

Assuming the tyre is mounted on the rim, all you need remove is the valve core. Attach the tube to the bottle and, with the other end of the tube over the valve, squeeze in the required amount (the instructions list various wheel sizes and quantities, whilst the bottle has a scale down one side). Once the desired amount is in the inner tube, give the valve stem a quick blast of air to clear it out, fit the valve core and inflate as normal.

That's the product in the wheel, though the next step is to get it spread around the surface of the tube by going for a ride. We were advised to initially keep under 60mph (!) and go for 5-10 miles, taking in some turns to get the tube properly coated. And that was job done...



Ultraseal's quick and easy to install, with very little mess...

Riding

For the first few yards it was possible to feel the Ultraseal moving around in the tube, though the feeling soon subsided as it spread itself around. From that point onwards it felt no different than riding on reinforced tubes (as the weight is comparable).

To test the Ultraseal we punctured the rear tyre, and the standard tube within, with a nail. Rather than hole a brand new tyre we instead used a part-worn Comp III. When we pulled the nail back out (as you might do if you found a nail in your tyre) most of the air escaped, yet we could still ride on the tyre and it never went entirely flat. So after a gentle spin we inflated it back up to 15psi and after a couple of minutes tested it again. The Ultraseal had worked, the tyre had lost none of its pressure. Pretty encouraging we reckon, as whilst the tyre did (mostly) deflate, the tube remained serviceable and the centrifugal force of a revolving wheel would have encouraged the gel to seal the hole. We've independently heard good things about Ultraseal - especially how it can give a controlled deflation when suffering a large puncture - so we're happy to give it the thumbs up on this test.

Ultraseal

What you get: 780ml bottle, applicator tube, valve key, instructions.

Cost: £25

Lifespan: Life of tyre/tube, on-shelf five years.

Contact: Ultraseal on 0870 240 1280 / ultrasealuk.biz.

Advantages

Easy to fit
Fit and forget
Seals small holes
Safe at speed

Disadvantages

Added cost over tubes
Added weight
Still possible to puncture
Not dirtbike specific

Conclusion

One thing is clear, if you're serious about your riding then you need something other than plain tubes in your wheels. They may be cheap and easy to fit, but they're not light and can be easily punctured. The thrifty trail rider may prefer them, but to buy purely on price is short-sighted and risks spoiling a ride with needless and lengthy repairs.

Despite the additional weight, we would be inclined to use Ultraseal if we were running tubes. Even if it doesn't *always* seal a puncture, the controlled deflation it gives is far better than suffering a blow-out, especially on tarmac. To that end, we'd recommend it to big trailie riders, especially those who do venture off-road. And if your bike employs tubeless tyres then the product is in its natural environment and should perform at its best. We'd still carry a small pump or air canister just in case, though...

But for the serious off-roader what this really boils down to is mousses versus Tire Balls.

And this is where things get really interesting. Mousses are a known quantity - there's plenty of information out there on their use and maintenance - and they are half the price of Tire Balls. They cannot be punctured but in extreme circumstances they can break up. With care it's possible to eke out a couple of season's use and for the money that's pretty good insurance against flat tyres. On the other hand Tire Balls are likely to last longer and offer a greater range of pressure adjustment. And you don't need to invest in a tyre changing rig to fit them.

Even the Prince of Punctures himself, TBM columnist Mark Williams, doesn't suffer enough flat tyres to deflate all of the Tire Balls in a wheel in a single outing. So assuming you've followed the manufacturer's instructions it's highly unlikely they'll let you down during a ride. And even if you do puncture the odd cell, the one-year guarantee acts as great back-up. They're fairly easy to fit and there's no need to remove them after every use. We also like the weight reduction they give, and the effect it has on the bike. It's really just the extra work involved in lubing and re-inserting each cell which counts against them come tyre changing time - especially if you change your tyres frequently.

Well, that and the price. If you're not prepared to spend 80-odd quid on a mousse you're unlike-

Wheel Base

Talon wheels are considered by many to be the strongest in the off-road market, and as such are hugely popular with both clubman riders and MX GP teams alike. We used them as our 'control' wheels.

Talon wheels start at £540 for a pair of Excel rims and Talon billet hubs fitted with stainless spokes, ranging to the set we used (see photo) which represent the top of the Somerset company's range. Japanese Excel rims are laced to Talon's latest carbon/billet hubs, with further weight savings coming through the use of aluminium spoke nipples and titanium fasteners. We stuck both wheels (complete with discs, spacers and sprocket) on our digital scales and found that they weigh less than the tyres we were fitting to 'em! Should you fancy a pair, the bare wheels will set you back around £700. The Braking Wave discs cost a further £58.75 each, though that trick-looking rear sprocket is, for the moment at least, a development part. The alloy is hard anodised and impregnated with a 'slip coating' for less resistance and wear.

Looks neat, huh?

For Talon's full range (including the myriad of colour options on hubs and rims) contact them on 01935 471508 or visit talon-eng.co.uk.





ly to want to spend double that on Tire Balls. Though as a long-term proposition they may work out cheaper in the long-run. Which is why we are going to run them long term in our staff Husky TE250, and report back on our findings.

At a Glance

| Highest | Cost | Effort Fitting | Weight | Flat Tyre Resilience |
|---------|------------------|------------------------------|----------------------------|----------------------|
| 5 | Tire Balls | Mousses | Ultra HD tubes | Mousses |
| 4 | Mousses | Tire Balls | Reinforced tubes | Tire Balls |
| 3 | Ultraseal | Ultraseal (inc tube fitting) | Ultraseal (tube dependent) | Ultraseal |
| 2 | Ultra HD tubes | Ultra HD tubes | Mousses | Ultra HD tubes |
| 1 | Reinforced tubes | Reinforced tubes | Tire Balls | Reinforced tubes |
| Lowest | | | | |

On the Scales

Your tyres, and what you put in them, are part of the unsprung weight of your dirtbike. Reducing this weight has quite an effect on your bike's handling as the lower the weight, the less work your suspension has to do. Of course, heavier wheels also have a greater gyroscopic effect, making the bike harder to turn. To emphasise the variation in weight between each product we weighed them in the rear wheel, as this should display the greatest difference.

As previously mentioned Tire Balls came out the lightest by some margin, despite the amount of material in all those cells. A thin-walled tube would weigh a similar amount, though have none of the other benefits.

A mousse's solid state leads people to believe that they're relatively heavy, though as you can see this simply isn't the case and

But in summary then we reckon that the mousse's days aren't yet numbered. There's no doubt Tire Balls offer some great advantages, but the serious enduro rider is still likely to stick with their mousses for some time to come.

Next month: We get rubbered up with our monster tyre test..!

Thanks to all of the manufacturers who supplied us with products and information for this test, especially Rob at Talon Engineering for the loan of the wheels. Thanks to Richard Bott for the use of his land. And special thanks to Shed at the Honda Off-Road Experience for the Honda CRF250X. The 'Experience is designed for off-road novices and those getting back into the sport, with instruction and the chance to ride bikes ranging from the CRF100 to the CRF450X.

The off-road days are run throughout the year and up and down the country. For more info click onto cashonda.com or phone them on 08712 003 250 and tell 'em we sent you.

they actually weigh less than a wheel running a reinforced tube containing 10psi (air does have a weight, and the pressure will make a difference). Almost one kilo heavier than the Tire Balls is Michelin's Ultra HD tube. And you'd certainly notice the difference if you tried the two back-to-back! But whatever product you choose, it alone represents almost one percent of an enduro bike's total weight...

Weight with Talon wheel and Michelin Comp III tyre:

Tire Balls: 10.35kg
Mousse (Michelin): 10.75kg
Ultraseal (in standard tube): 10.8kg
Reinforced tubes (Pirelli, 10psi): 10.9kg
Michelin Ultra HD tubes (10psi): 11.25kg

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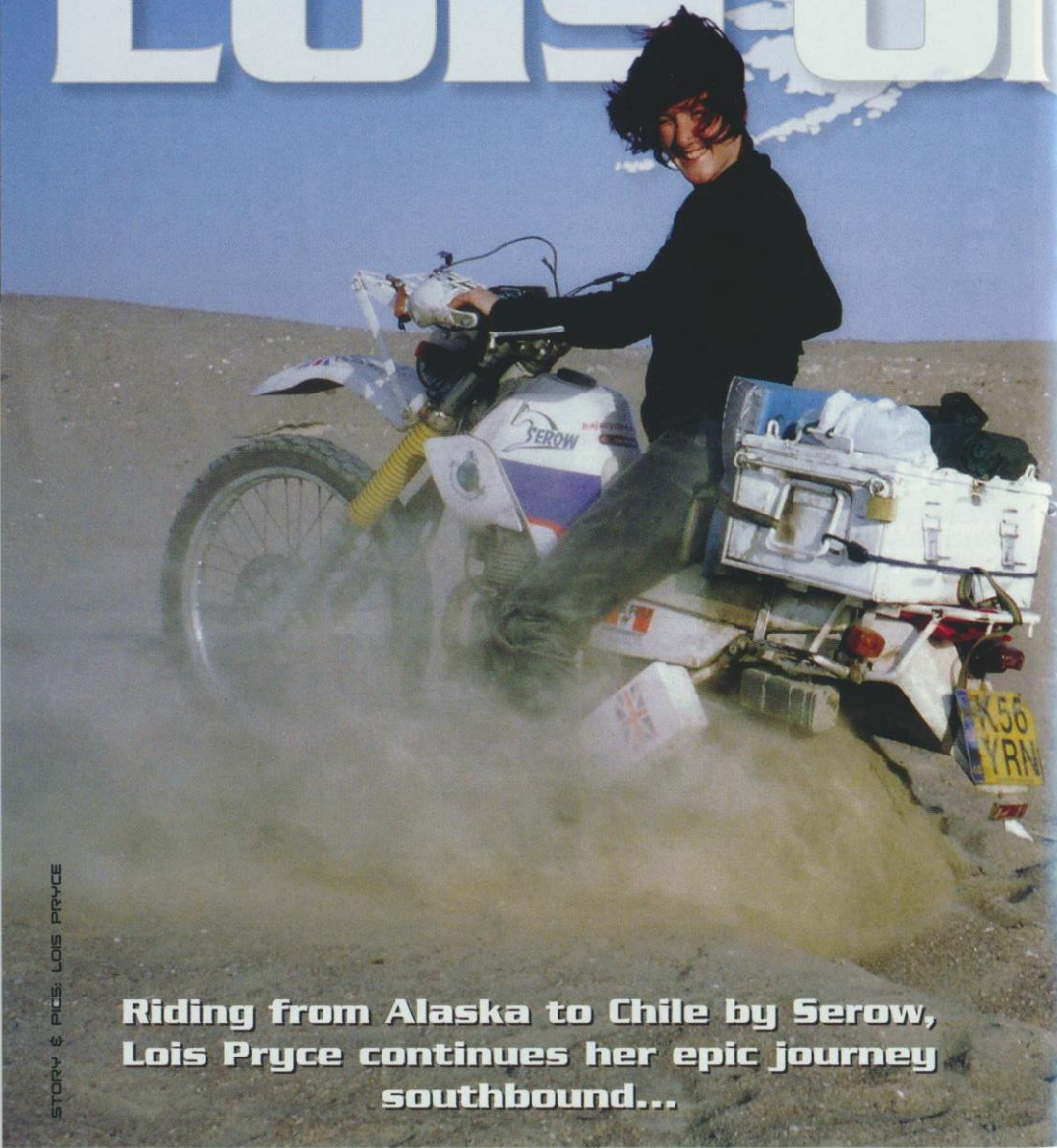
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LOIS ON THE ROAD



STORY & PICS: LOIS PRYCE

Riding from Alaska to Chile by Serow, Lois Pryce continues her epic journey southbound...

Having made it through Central America relatively unscathed, my journey through South America was going swimmingly - if you discount the near-fatal crash of a riding companion in Bolivia, a top-end meltdown (and rebuild) in Peru, and an oil consumption rate that was boosting the local

economy. In Santiago, Chile's capital city, I met a French girl named Rachel, who was exploring Latin America on her KLR250. We decided to ride together for the last leg of my journey - through Chile and Argentina to Ushuaia, the most southerly town in the world, at the very tip of South America.

The Serow had clocked up 15,000 miles by this stage, and after struggling up and down the Andes, spluttering and groaning at the high altitude, it was beginning to feel the strain. Although Ushuaia (my destination) was less than two-thousand miles away now, the terrain and weather conditions of this final stretch

across the wilds of Patagonia would be the ultimate test for the little bike - and its rider. The majority of the route was on dirt roads through some extreme territory. First, more than 600 miles along the Carretera Austral, a rugged frontier highway through the most southerly and impenetrable part of Chile. And then down the infamous Ruta 40 in Argentina - another 600 miles of gravel road cutting south across the Patagonian wilderness, renowned for its desolation, its terrible condition and the battering westerly winds which can reach speeds of up to 100 miles an hour.

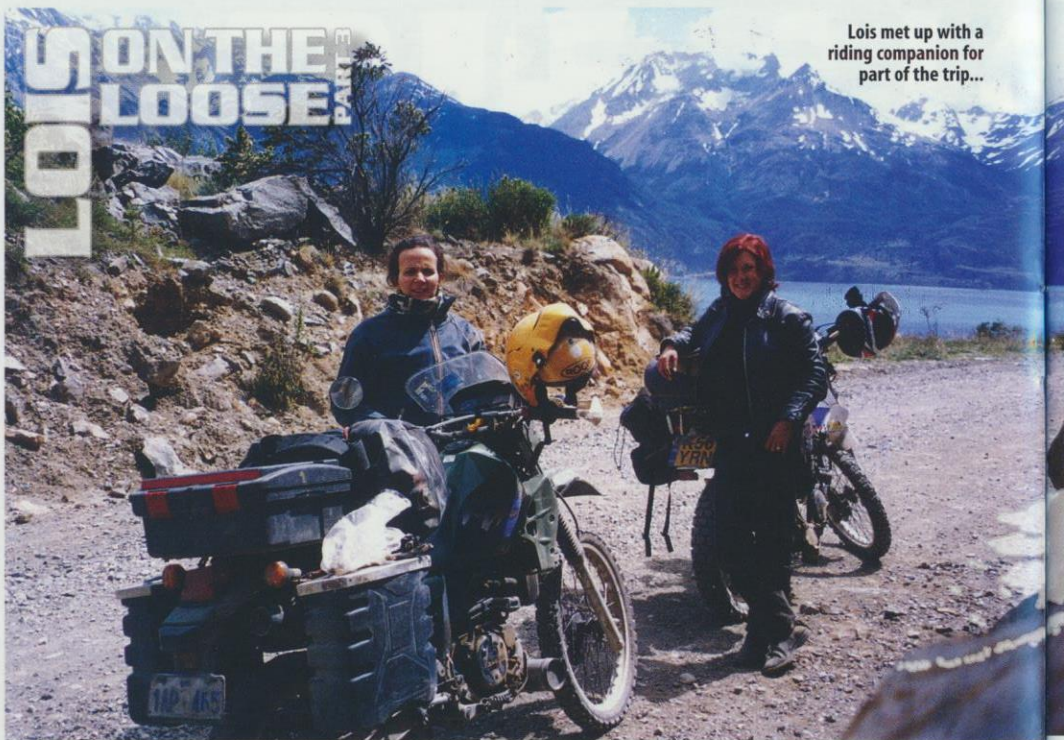
Everyone we met coming in the opposite direction had a horror story to tell about Ruta 40, each more gruesome than the last, and the motorcyclists who had survived this fearful highway were only too happy to share their sagas, and send fear into the hearts of two hapless southbound girls. Motorcycles and their riders blown clean off the road, engines smashed to pieces, hundreds of miles with no gas stations, legs broken by flying rocks. They looked at our bikes and shook their heads like a cowboy builder pricing up a job, 'You'll never make it on that' they said sagely. And they all had the same look in their eyes, the Ruta 40 look, as if life would never be quite the same again. The touring bicyclists we encountered even had their own name for this notorious road; they called it 'The Unrideable One'. It didn't bode well.

We picked up the Carreterra Austral in the

PART 3

LOIS ON THE LOOSE

Lois met up with a riding companion for part of the trip...

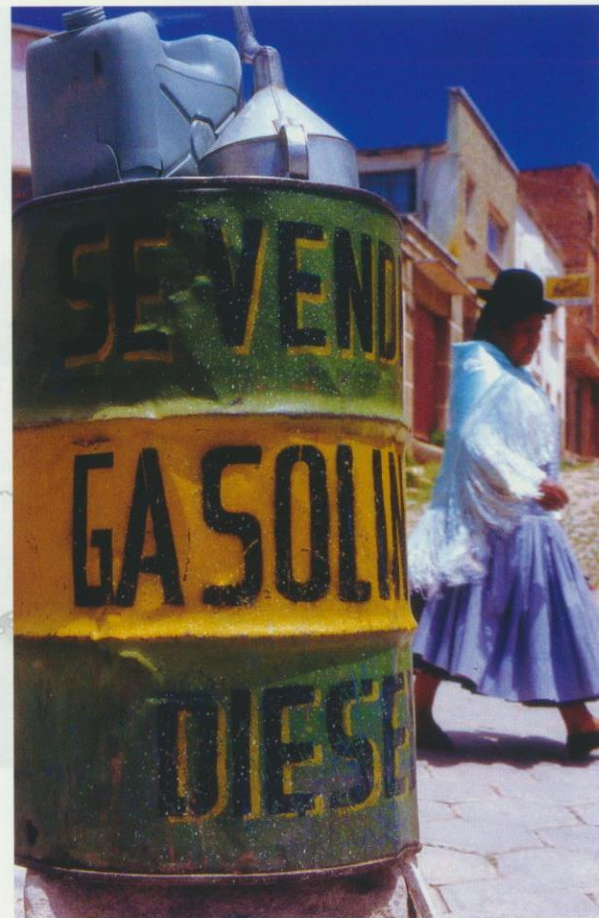
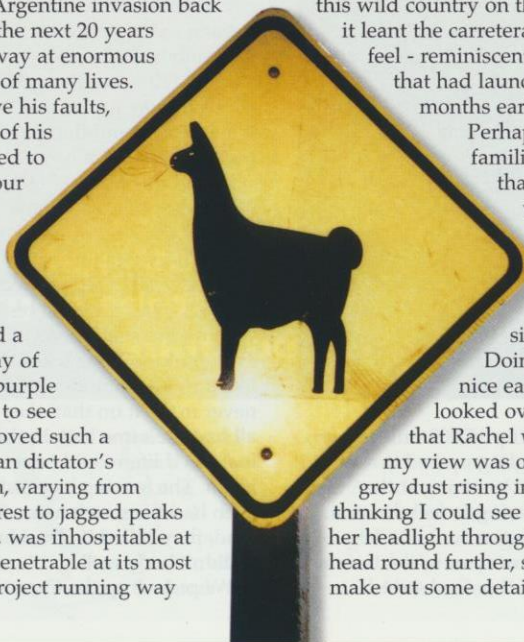


small town of Chaiten and after a few miles came across an elaborate monument to General Pinochet, Chile's infamous dictator and the man behind the building of this road. In a fit of paranoia about an Argentine invasion back in 1976, he had spent the next 20 years constructing the highway at enormous cost and with the loss of many lives.

'Pinochet might have his faults, but this road was one of his better ideas.' I remarked to Rachel as we wound our way past hanging glaciers hundreds of feet above us, waterfalls pouring down the mountains into ice blue lakes, and a roadside flower display of daisies and pink and purple foxgloves. It was easy to see why this route had proved such a challenge to the Chilean dictator's road gangs; the terrain, varying from marshes and dense forest to jagged peaks and deep rocky rivers, was inhospitable at best and virtually impenetrable at its most severe. But with the project running way

over-budget, the General must have balked when the tarmac quote came in and decided to leave the road in its natural state of mud, stone and gravel. Its lack of blacktop seemed fitting in this wild country on the edge of the world and it lent the carretera an untamed, frontier feel - reminiscent of the AICan Highway that had launched my adventure eight months earlier.

Perhaps it was this sense of familiarity, or the knowledge that the end of my journey was in sight, or maybe I was simply enjoying myself. But my concentration was showing dangerous signs of slacking off. Doing about 50mph on a nice easy stretch of flat gravel, I looked over my shoulder to check that Rachel was still behind me, but my view was obscured by the billow of grey dust rising in my wake. I squinted, thinking I could see the yellow glimmer of her headlight through the cloud. Craning my head round further, still unsure, I tried to make out some detail in the haze.



Tourette's syndrome. This was my first proper crash of the trip, and I knew this time I had been lucky. Recognising the aftermath of an accident, a couple of passing cars had stopped to help and I before I knew it, I was being pleasantly fussed over by a jolly Brazilian woman and her family, who wiggled my limbs and inspected my grazes with an interested air. Next a middle-aged Chilean man pulled over and insisted I eat his packed lunch.

'May I take a photo please, of you, please' he asked, as I tucked into the contents of his Tupperware, 'my wife will never believe me when I tell her!' And he snapped away as I sat there, covered in dust beside my fallen bike, chewing away and giving a grateful thumbs-up for the sandwiches.

A brief inspection revealed I had come off better than my now bent and broken luggage, and we set about collecting up the debris. The damage was nothing a few cable ties and gaffer tape couldn't cure. I'd been carrying them around for the last eight months for an occasion such as this, so there was a certain satisfaction in finally putting them to good use. We righted the bike, bungeed on the bags as best we could, and although the aches and pains were beginning to set in, there was nothing else to do but get going again. I hadn't given much thought to the bike until now,

Just a split second too long. My front wheel hit the ridge of deep gravel between the ruts and the steering took on a life of its own. The inevitability of the moment hit me: Oh my God, this is it; I'm out of control! Too late to save it. The back wheel lost traction and my bike flipped over, hurling me hard across the road on to the stony ground.

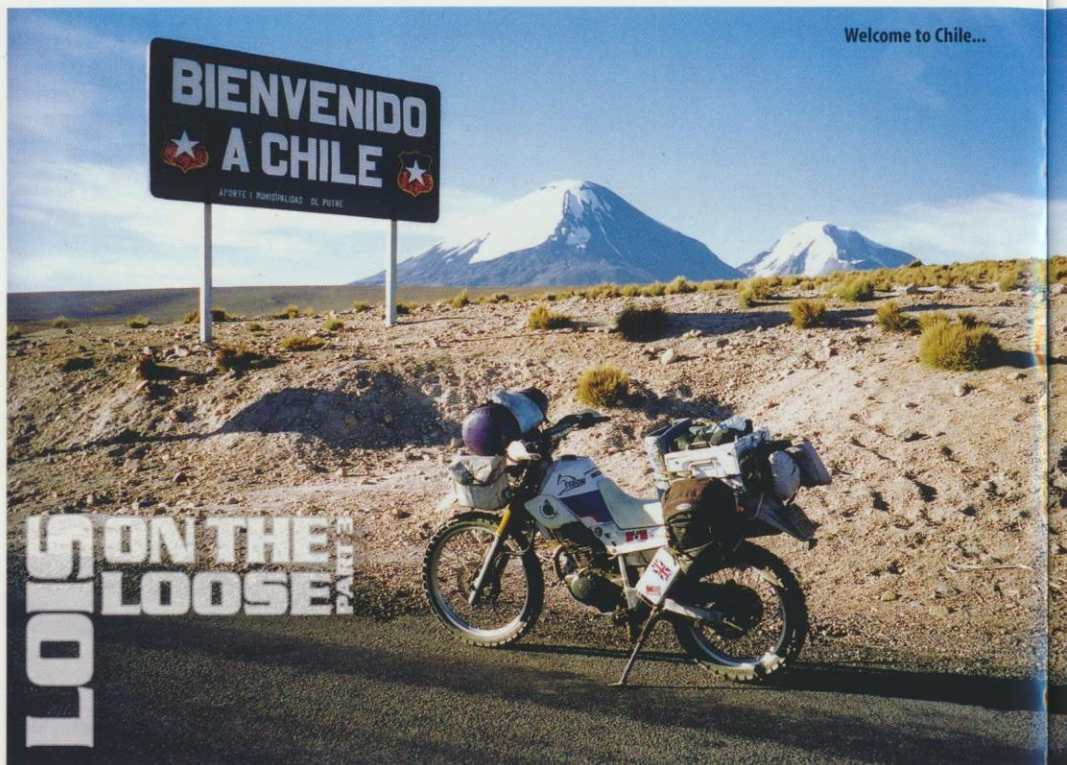
I lay there dazed. Then Rachel's face floated into view through the dust cloud. 'Stay still.' she was saying, and slowly my brain registered what had happened. The bike was a few feet away on its side and my luggage lay strewn across the road. I'd landed with my right leg twisted at an angle and it hurt like hell. In a moment of heart-sinking horror, I wondered if I'd broken it. There was only one way to find out. Ignoring Rachel's instructions, I crawled to my feet and staggered around like a drunkard, clutching my right knee. But thankfully experienced nothing more serious than a brief bout of

but true to form, the Serow had survived the tumble unscathed and started right back up again as if nothing had happened.

It was with a little more caution, plus several bruises that I set off the following morning. The next few days turned trickier every mile with slippery muddy hairpins taking us over the giant mountains before we descended upon a magnificent turquoise slab of water, the Lago General Carrera. Although easy on the eye, the lake was unfortunately skirted by a track of ever-deeper gravel and loose rocks which ensured our sights were set firmly on the road and saw us moving at a slow speed towards the Argentine border, aware that if the rumours were to be believed another 600 miles of even harsher conditions lay ahead of us on Ruta 40...

A wooden hut and a barrier marked our departure from Chile and after a few miles of barren no-man's land, the cluster of buildings marking the entry to Argentina came into view.

Welcome to Chile...



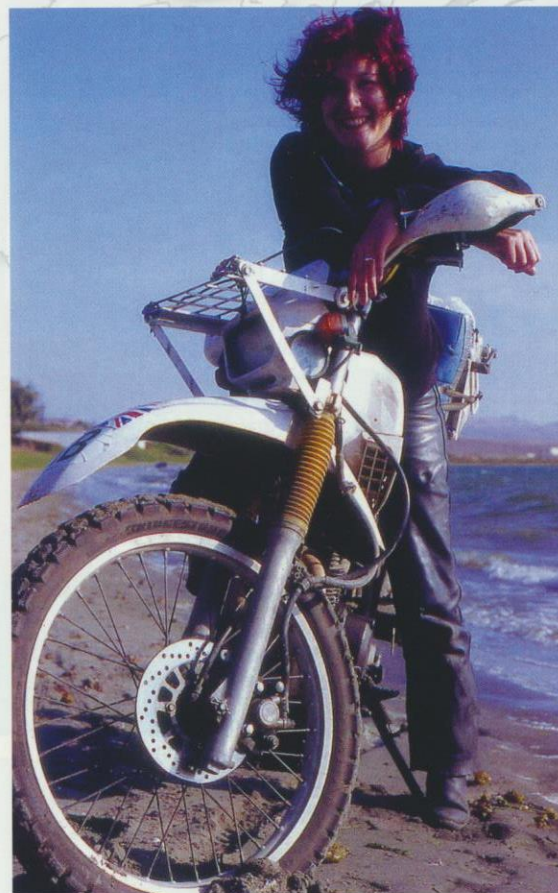
With the thought of riding Ruta 40 hanging over us, we dallied as much as we could in the border town, procrastinating and fiddling with the bikes, trying to put off the inevitable, but there was only so much faffing we could get away with before we had to face up to reality.

'Are you ready for another 600 miles of dirt roads, bleak inhospitable wilderness and gale force winds on a knackered 250 trail bike?' I asked Rachel.

She gave me a look that meant, 'No not really, but let's have a crack at it anyway', and so we headed out on to the dreaded highway.

Into the Unknown

As our bald tyres crunched on to the gravel, a lone armadillo appeared out of nowhere and scuttled across our path. I optimistically imagined this to be some sort of good luck symbol. It never occurred to me that it could be just the opposite. Armadillo - the creature of doom! We emerged from behind the shelter of the last hill we would see for a while and sure enough, a furious side wind immediately slammed into us, sending us flying across the road. We both gasped in shock at the sheer force of the gust, and the terrible realisation that what



to keep pressing on towards the tiny black dots on the map each night - they were our only hope for food, fuel and water. Despite my long hot haul across Chile's Atacama Desert or the desolation of the freezing Alaskan roads, nothing had prepared me for this. Brown, pancake-flat scrubland surrounded us like an endless sea. There was not a thing on the horizon, not a hill, not a tree, just empty windswept plains and this Godforsaken road cutting across it, disappearing into the distance forever. The only changeable feature in the scene was the candyfloss clouds that drifted across the giant sky like cartoon thought bubbles.

A black dot on the map marked Bajo Caracoles became our target for the first day, but far from being the village we were expecting, it turned out to be nothing more than a large building by the side of the road. However, it covered the basic needs of the Patagonian traveller - beds, petrol, food, booze and much to my relief, plenty of 10W/40. Like a Wild West outpost, the bar was full of raucous weather-beaten men, drinking, smoking, shuffling cards and tumbling dice, and I wondered where they had all come from. We had an early night with plans to get going first thing in the morning, when the winds were supposed to be calmer.

But at 7am a gale was already blowing across the plains, and I dreaded to think

how it would be in a few hours time. We exchanged looks of dread and eased our aching bones into the saddle to do battle with Ruta 40 once again. But the winds were worse than the day before, and without warning a violent gust would regularly whisk my bike round by 90 degrees, sending me careering across the road, sliding and skidding in the gravel, banging through potholes and eventually off the road altogether. I soon devised a method to deal with these incidents by simply steering the bike in the direction the wind forced me, sending me plummeting down the steep bank or flying for yards across the scrubby plain until I could come to a controlled stop.

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This survival method worked well enough until such an occasion coincided with Rachel overtaking me on my left. As a furious squall rushed in from the west, spinning my bike around, the front wheel drove slap bang into her back wheel. I crashed. She looked around to see what had happened. She crashed. It was

people had been telling us about this road - was all true!

We fought our way onwards, struggling against the elements, using every ounce of physical strength in our upper bodies just to keep moving forward. It would have been bad enough on a sealed road, but on this potholed, rutted, gravel hell that stretched out in front of us, it was almost impossible to keep moving in a straight line. With the bikes leaning at a 45 degree angle and the engines screaming at full revs in second, we pushed on, every muscle straining; it was the only way to achieve a grip on the road.

'Oh my God!' we shouted at each other in utter disbelief, 'This is insane!'

But we could barely hear our cries over the wail of the wind. Normally a keen map checker, I couldn't bring myself to chart our wretched progress. There was no way we would cover this section at our normal pace, but with pockets of civilisation spread few and far between, we had

how it would be in a few hours time. We exchanged looks of dread and eased our aching bones into the saddle to do battle with Ruta 40 once again. But the winds were worse than the day before, and without warning a violent gust would regularly whisk my bike round by 90 degrees, sending me careering across the road, sliding and skidding in the gravel, banging through potholes and eventually off the road altogether. I soon devised a method to deal with these incidents by simply steering the bike in the direction the wind forced me, sending me plummeting down the steep bank or flying for yards across the scrubby plain until I could come to a controlled stop.

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LOIS ON THE LOOSE PART 3



FELIZ VIAJE !!!

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a comical sight; the two of us sprawled on the floor next to our supine motorcycles.

'Are you okay?' I yelled, crawling across the gravel towards her.

She called something back at me but the sound of the wind rendered our voices inaudible. We dragged ourselves towards each other on all fours, still shouting silently into the wind, and set about picking up the bikes. With them and us upright once again, we attempted to top up our tanks with the contents of my jerry can, but to no avail. The wind sprayed the petrol into our faces, on to our clothes and all over the bikes. And then once more, straight off the Pacific Ocean, a howling beast of a gust slammed Rachel's bike to the dirt, the filler cap still open, precious fuel disappearing into the dry earth. Gasping for breath, exhausted and aching, we lifted her bike from the ground for

the second time and sure enough, another vicious blast screamed across the plains, this time sending Rachel herself flying to the ground.

'WE'VE GOT SIX HUNDRED F*CKING MILES OF THIS!' we shouted at each other above the roaring in our ears, laughing with adrenaline-fuelled hysteria.

There was nothing else for it but to continue. Civilisation as we knew it was a long way down the road and the Patagonian landscape remained as empty and bleak as I could imagine. The little black dots on the map became sources of fantasies but our hopes were regularly dashed when they turned out to be non-existent or at best, a derelict house.

Meanwhile, back on the road, the Westerlies blew ever harder, the gravel piled up deeper, I was going through a litre of oil a day and ostriches were outnumbering vehicles by a ratio of 50 to one. I had never felt so aware of being in the middle of a lonely and hostile land on the edge of the world.

'Never again will I refer to the suburbs of London as being in the middle of nowhere.' I vowed to Rachel solemnly that night.

It was difficult to drum up the enthusiasm each morning. We were thoroughly exhausted from the relentless, gruelling slog and our aching, bruised bodies cried out for respite. Thankfully, at the end of a particularly punishing day a black dot came up trumps. Tres Lagos was a real place. This meant it had a street with more than two houses on it and its very own signpost on the highway. There was even a shop, although the stock had dwindled to just a few cans of tuna and a pile of sticky cartons of Chocomilk bearing a sell by date that evoked memories of miners' strikes and Duran Duran riding high in the charts. The man behind the counter wasn't in the business of delivering good news either.

'The hotel and the restaurant closed a week ago' he told us.

Rachel and I exchanged our now familiar look of misery. I tried to find something positive in the idea of sitting in a tent, drinking rancid chocolate milk with a 100 mile an hour gale blowing outside. I failed. Out in the street, the light was fading and we began making plans to find shelter behind a building for the night. But in the house opposite a curtain was twitching and as we were staking out our campsite, an elderly woman stuck her head out the door.

'Chicas?' she asked, 'Dos chicas?' Two girls?

We confirmed that yes indeed, despite our unladylike form of transport, our filthy attire and distinct lack of make-up or handbags at this precise moment; we were indeed, two living,

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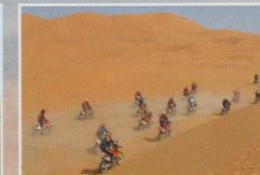
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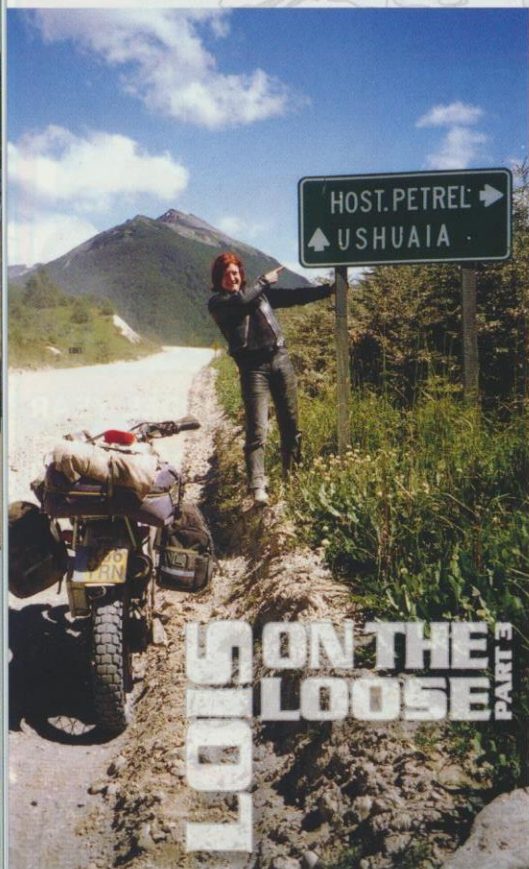
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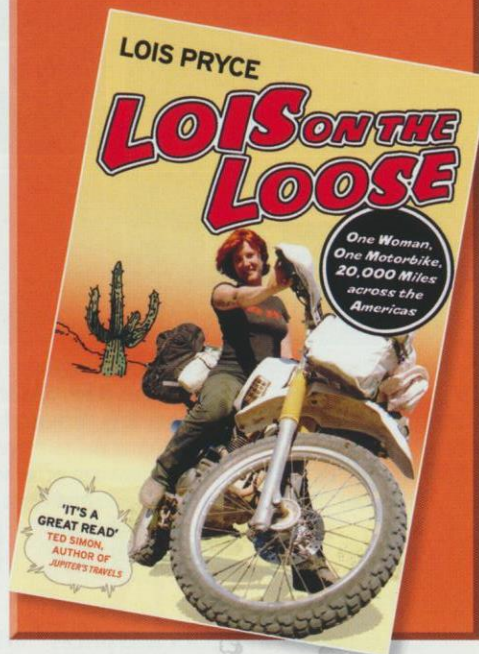
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doom. The gales were battering and bashing us all over the road, and when one particularly powerful gust threw me sideways down a steep gravel bank I had to dig very deep to find the energy to keep going. As I heaved the Serow upright again, I pondered on my ultimate goal of reaching Ushuaia. It had seemed in sight just a week ago, but now it felt as distant and unobtainable as the day I had first set foot in Alaska. And for the first time on this journey, I began to wonder if I would make it to the southernmost town in the world after all...

Want to read more about Lois' epic journey? Then buy her book: *Lois on the Loose*, which tells the story - in her own inimitable style - of the highs and lows of life on the road during her epic road trip from Alaska to the southern tip of Chile, by Serow.

Published by Arrow Books (Random House, ISBN 9780099493563) in paperback format and costing £6.99, *Lois on the Loose* won't be available until 15 March next year, but you can pre-order your copy either by calling the TBM Subs Hotline on 020 7903 3993, or direct from the TBM website (trailbikemag.com) and clicking on the online store and then going to merchandise...



breathing, real life girls. She ventured down her garden path and inspected us a little closer, just to make sure. Once she'd got a convincing whiff of our sugar, spice and all things not very nice, she ushered us into her house, plumped up the pillows in the spare room, handed us a pile of towels and told us to get busy in the shower. We couldn't believe our good fortune, and we bombarded our hostess with gratitude before collapsing into our beds, sleeping like logs.

But in the morning, our fortunes looked set to deteriorate. An inspection of the bikes revealed various missing nuts and bolts, and on the ground beside my back wheel, there was an ominous dark patch where the rear brake fluid had leaked out from a damaged hose. The wind was howling worse than ever, but there was nothing else to do but wave farewell to our hostess and set out to do battle once again.

The day continued in the manner to which we were only too accustomed, although now with the added fun of no back brake and various rattling, jangling noises that filled me with

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ONE JUMP AHEAD



TBM heads to the practice track, and learns how to jump for joy...

Are you confident tackling jumps on your dirt bike? I mean proper jumps - not just hopping the wheels off the ground - but the sort which have you hanging in the air for seconds at a time? And do you feel comfortable doing so? Or do you back-off as soon as you spot a jump and feel like you're missing out on all the fun that those riders with an MX background are having? Worse still do you keep getting overtaken in mid-air by someone from year-11?

Because unless you've come from MX, you'll know that when it comes to tackling jumps,

most of us trail and enduro riders are a fairly conservative bunch. Sure, we can all get our bikes airborne - a few inches - over a jump, but then our self-preservation gene kicks in and says to our brains: *'Whoah, hang on a minute buddy, whaddya think you're doing? You're an enduro rider remember - keep your wheels firmly on the ground at all times, please.'*

At least that's what it feels like to me. And in my experience I find that the average trail and enduro rider is a bit like me - reasonably happy to tackle jumps, but unsure as to the best way of going about it. Because unlike motocross riders,



jumps don't really figure all that heavily in our average Sunday afternoon ride. And so we've never really acquired the correct technique, we've simply muddled through as best we can.

But think about it... If you ever race enduro or hare & hounds (many of which include sections of MX tracks), if you ever plan on visiting a motocross practise track with your mates, or even if you just like to enjoy your trail riding and want to improve your technique so that you feel more confident when it comes to tackling 'natural' jumps, then this knowledge is worth having.

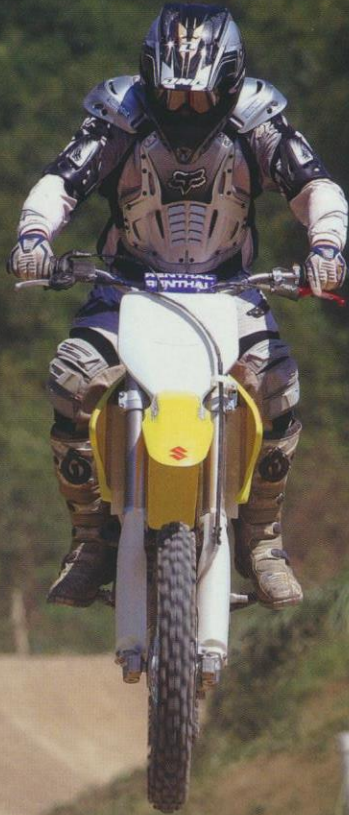
Personally I've found that there are always three or four natural jumps on any trail ride, and if you travel abroad to (even) sunnier climes where the trails tend to be more numerous (and frequently more vertical) then you can expect to encounter plenty of jumps during a day's rideout. And maybe like me you want to know how to tackle those jumps without coming a cropper. So we set about finding out how to tackle jumps - putting aside our inhibitions and learning to love the 'leap'.

Barn Stormers

First stop Golding Barn MX track nestling in the rolling South Downs of Sussex. This family-run track has been in existence since the mid-Fifties, and has a variety of 'safe' jumps on which to learn the art of aviation. Co-owner Dan Beamish (along with his brother Steve), has been involved with the sport of MX all his life - and their father before them. But apart from being a part of the off-road firmament, the Beamish brothers have begun offering off-road tuition at their track in the hands of their very capable nephew - 20yr old expert rider and ACU-approved coach, James 'Jimmy the Pimp' Harris. Jimmy's been riding this circuit since the age of three so he knows his way around, and when we spoke to Dan Beamish he explained that they were keen to encourage more enduro riders to use their facility (Dan's ridden the British Enduro Championship and understands the unique nature of our sport). So, were they up for a challenge - to teach a couple of earth-bound enduro riders the art of getting big-air (or at least a bit of air) over the Golding Barn tabletops? They said they'd give it a try...

Lap Land

Our day began with a steady couple of laps around the circuit to familiarise ourselves with the hazards before Jimmy and Dan demonstrated the jumps we'd be tackling. First of all they did it at their speed (and with their customary flair), before showing that the jumps could be



ONE JUMP
AHEAD

The small tabletop had to be hit in fourth gear...



tackled 'straight' (ie without frills), just taking off and landing in a quick but controlled fashion. We then had another go while they assessed our abilities.

Straight away they spotted our problem - a lack of speed, wrong gear selection, not looking far enough ahead as well as a lack of confidence on our part - and so it was back to basics. Before we could tackle the jumps in earnest it was time for a reminder of the basics of dirt bike control. Truth is, no matter how good (or bad) a rider you are, it's worth reminding yourself that getting your body positioning right is essential to allow you to progress. Standing up with your knees slightly flexed, relaxing your grip on the bars, leaning forwards with your elbows up (the motocross 'attack' position) is the building block on which you can begin to improve your technique. As Danny pointed out, without the basics it's impossible to progress because the bike won't respond in the way that you need it to. While Jimmy added that enduro riders tend to be fairly good at this because they generally stand-up a lot, whereas road riders (and MXers) often sit down on the job! Nope... standing up wasn't our problem. But a lack of speed certainly was...

Now I don't know about you, but the thing I

always find daunting about jumps is not being able to see over them to where I'm planning on landing - even if I know the course, and what's coming up. Consequently I tend to slow down as I approach a hazard, drop a gear (so that the bike always has a bit in reserve), and take it steady. But this - according to our coaches - was inhibiting our ability to jump properly. It was time for a bit of speed. Oh dear!

Doing Speed

Neither Jimmy nor Dan can teach you how to go fast (that has to come from you), but they can teach you to be less nervous about your abilities and encourage you to give it a try their way. In this case THEIR way meant shifting up either one or two gears from what we were used to, and hitting the ramps in third and fourth gear. This wasn't flat out (far from it), but it was considerably faster than we'd tackled them before. First of all the extra take-off speed meant that you had a much greater chance of clearing the tabletop part of the jump and landing on the down-ramp (which is preferable to landing on the flat). But much more importantly was the fact that the bike was revving in the low-to-mid part of its power-band and as such was far less responsive to the throttle (and throttle control is

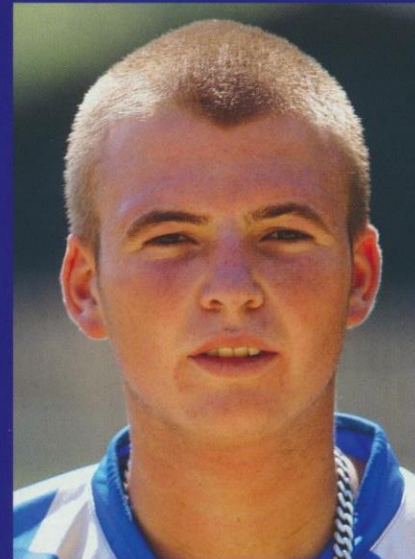
critical on take-off). Rev the bike hard in a lower gear as you ride up the take-off ramp and the front end is likely to climb and keep on climbing (conversely, chopping the throttle - especially on a four-stroke - just before the top of the take-off ramp will send the nose of the bike plummeting). The ideal take-off they reckoned was with good speed, using a steady throttle and in a high gear. We tried it and do you know what... It worked. The bike sailed over the jumps flying in a natural arc, and all we had to concentrate on was landing with the throttle slightly open (don't shut the throttle on landing or you'll end up disappearing over the bars).

Having improved our confidence on one of the smaller jumps now it was time to turn our attention to the big tabletop. But again before we tackled this one it was time for a little pep-talk. The bigger jumps require you to get your technique right or suffer the consequences.

Jimmy Jimmy

An hour's one-to-one tuition with ACU-qualified coach Jimmy Harris at Golding Barn will cost you £35 and gives you unique access to the circuit.

Jimmy can teach all levels of riders from beginners to experts, and Golding Barn recommend two hours maximum tuition at a time because it can be quite intensive. Call James on 07764 948303 to arrange a coaching session - and be sure to tell him TBM sent you.



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Jimmy shows how it should be done...

According to Dan, body positioning is all-important - lean too far back as you hit a steep-faced jump and the bike's going to want to climb vertically. So the steeper the jump, the more important it is to take off with your head more-or-less directly above the handlebars so as to control the bike's flight.

But before we even got around to practising this - Dan and Jim showed us the correct line through the corner. Like all forms of racing, the more you can string different parts of the course together in one flowing movement, the quicker you'll be. And since this jump was about 15m after a downhill hairpin, that meant getting our entry and exit speed sorted before we could tackle the jump.

Once again we were encouraged to carry more speed (and a higher gear) into the bend in order to maximise traction on the way out, but this time our line was important too. Let the corner carry you naturally wide and you'll end up jumping at an angle and the bike will want to turn mid-air. No problem for expert flyers like Dan or Jimmy who can easily correct that sort of thing, but mindful of who they were dealing with, they thought it best to get us hitting it straight on. Very sensible.

That meant breaking-out of the corner midway through the turn and getting on the gas early in order to get good drive (and our requisite gear-change in) before hitting the face of the up-ramp and sailing gracefully over the tabletop to land smoothly on the down-ramp and accelerate down the following straight.

Jump Start

Being a sportsman level rider is hard work - there's already quite enough going on in the average H&H race for me to have to concentrate on, so when I see others happily launching themselves over lumps and bumps which I mostly just manage a undignified scramble over, I want to get some decent air too.

But like everything in dirtbiking there's a right and a disastrous way of doing things, particularly when jumping. And my problem is I never know how I'm going to land, or indeed, what is the best type of landing for different situations.

Enter Dan Beamish and expert MXer Jimmy Harris, who had the unenviable task of teaching me how to jump safely. And this, my fourth outing to Golding Barn, was on possibly the hottest day of the year, which meant the track was incredibly dry, dusty, very slippery with hardly any grip.

The first thing I was told was to hook at least one higher gear than normal as this would provide much more traction and the bike would still pull out of corners easily. Luckily I was on my Husky TE250, as this was already far easier to control than a wayward two-stroke around the baked hard circuit.

But going up the gears was psychologically very hard, as I was so used to being down in second for most of the turns, but once I got my head around it, I was entering the corners in third and hooking fourth on the way out just in time to hit the various tabletops correctly for take-off.

And to my big surprise, this worked a treat - I was travelling much further over the jump than I had before and landing bang-on, as being in a higher gear meant that I had to increase my speed before take-off (to keep the revs up) and as a result, this was allowing me to get some air and more crucially, feel in total control.

ONE JUMP AHEAD

Standing up, weight forward, head over the bars, Mel demonstrates good technique over the big Golding Barn tabletop...

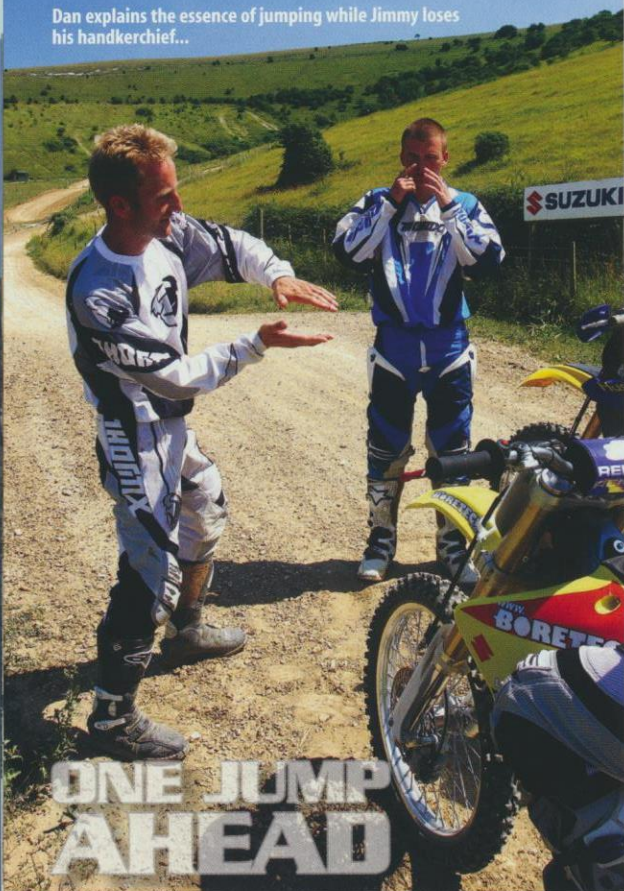


The other useful factor about landing in a higher gear meant that I was then perfectly set up to gun it down the following straights, saving precious time and allowing me to look ahead to the next obstacle.

And what I lacked in height (compared to The Ed), I more than made up for it in the style stakes, as according to Dan, my body positioning before, during and landing the jumps was spot-on. Which made sense, as I felt extremely confident throughout. And to build on what I've been taught, I now need to get a bit more speed up on my approaches and I'll be able to fly through the air even further.

I would recommend this training to anyone as it's amazing how much your technique improves in a couple of hours, plus the buzz from consistently getting it right is awesome... **Mel**

Dan explains the essence of jumping while Jimmy loses his handkerchief...



Well, that was the theory anyway. In practise it took me a fair few goes to summon up the bottle to hit the ramp fast enough to just clear the big tabletop. But hey, this was progress. Now it wasn't a matter of how I was going to jump, but how high and how far.

The more we practised, the easier it became, to the point where you begin to lose your fear and actually enjoy the experience of taking off and landing a bike. And when you get it absolutely right, the bike lands so smoothly on the down ramp that you hardly feel it at all.

Step Up to the Plate

The final fear I (personally) had to overcome was step-up jumps. These are the sorts of jumps where the first ramp launches you up and over a hollow onto a higher landing area. I know that for me the fear of these jumps is not irrational. Too many times I've come up short (presumably because of not carrying enough speed) and face-planted myself and the bike into the higher mound. They also tend to have quite steep faces

to the jumps which launches the bike high, so I was going to have to steel myself for an attempt.

I should point out at this stage that Dan and Jimmy were full of encouragement for me to try the jump - but were in no way forcing me to have a go. It was up to me. They demonstrated the jump to me time and again, including what happens if you come up short, and in the end I was convinced to give it a go.

Once again speed is the key to this jump, and getting the exit just right to a particularly slippery corner before it, made all the difference. First time I tried it I came up quite a bit short, but as Dan and Jimmy had predicted the bike didn't slam down, but simply rode over the rest of the jump. I figure some of that must've been down to my increasing confidence and extra speed. Each time I tried it I got a bit faster to the point where I could land the bike on the final part of the jump but not quite clear it. Hey ho. Next time I ride at Golding Barn I'll make it my target to try and clear the jump properly, now I've sussed the technique.

Learning to Fly

So what can enduro riders like Mel, me or any of you guys out there expect to get out of jump tuition on an MX track - and how will it relate to your regular riding? Well we learnt that a huge part of clearing jumps (and thus enjoying them) is having the confidence to tackle them at speed, using a tall gear. This is where we've been going wrong in the past. With the right body positioning, the right technique, the right gear selected and carrying enough speed you more or less sail over the things. And with jumps forming a part of virtually every enduro these days, it should be said that we feel much more confident in viewing them as an enjoyable part of the riding experience rather than a hazard to be overcome.

Will we be faster come special test time? Who knows, but we hope to be cr*pping ourselves a lot less...

Thanks to Dan & Jimmy for their patience on a scorchingly hot day. Golding Barn circuit is open for practice every Wednesday and Sunday (conditions permitting), call the track line on 01903 816758 before setting off.



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If you're looking for a hard-wearing tyre that'll stand up to the toughest terrain then Dunlop may have just what you're after. The road legal D908 RR (Rally Raid) is designed to withstand punishing desert tracks and rock hard conditions, though should be equally effective on stony Welsh fireroads and hard-pack trails. With its large reinforced knobles, the RR puts plenty of rubber down (which is great on the tarmac) and a durable compound and robust carcass mean that they should prove long-lasting and stable at speed too.

Available now from any motorcycle or tyre dealer, the D908 RR comes in sizes 90/90-21 and 140/80-18, with prices around £34.50-38.50 for a front, and £45-49 for a rear.

For further technical information phone Dunlop on 01902 453097.



ON DISPLAY



Most modern dirtbikes come with a digital speedo, though what's often missing from the display is a temperature read-out. And that's pretty crucial when it's baking hot, or your rads are clogged with mud and you're stuck up to your axles in a peat bog. So Hebo's niftily-named 'Rpm-temp-time-meter' is probably a worthwhile addition to your bike's cockpit.

The compact part (just 13mm deep and 80 mm long) is actually designed for trials bikes, though it should also fit an enduro machine assuming there's sufficient room to drill the cylinder head to install the temperature sensor. And the list of functions is quite impressive. It features settings for both two- and four-strokes and the battery-powered digi display shows revs, temperature, time, maximum rpm attained, a temperature warning and also records the running time. Pretty handy...

The meter costs £83.99 and is available now through Hebo stockists. To find your nearest dealer phone Vesty UK on 0870 777 9201 or via apico.co.uk.



BRAKE UP

Here's a neat little product from trials and enduro specialists Race Engineered Products. It's a front brake adjuster, designed to replace the brake light switch on your trialler's AJP master cylinder. Many trials bikes never go anywhere near tarmac, so there's little need to keep the road kit accoutrements. Instead you can simply install the little billet adjuster and vary the positioning of your brake lever for perfect fit and feel.

Available in gold, silver, titanium, red and blue, they cost just £6.99 each and you can buy them from Braybrook Off-Road on 0870 774 2600.

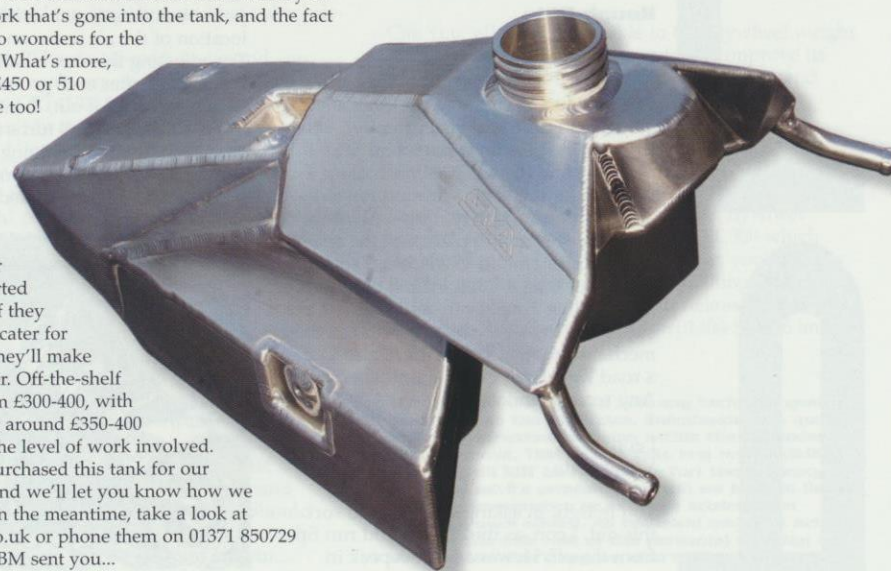


NEW METAL

Does a racy little 250cc enduro thumper really need a wide 9L fuel tank? We don't think so, and neither do alloy-artists GMX. Which is why they've produced this slim-line 6.7L tank to fit Husqvarna's blinding-yet-broad TE250. The TIG-welded tank is a direct replacement for the standard part, so those angular plastics should line-up a treat, the Husky fuel tap'll bolt straight on and as with all GMX products the level of finish has to be seen to be believed. £325 doesn't seem much when you consider the work that's gone into the tank, and the fact that it should do wonders for the feel of the bike. What's more, if you own a TE450 or 510 it'll fit your bike too!

If you don't own a Husky but still want an alloy tank, GMX produce a wide range including larger parts for converted 'crossers. And if they don't currently cater for your machine they'll make you one to order. Off-the-shelf parts range from £300-400, with one-offs costing around £350-400 depending on the level of work involved.

We've just purchased this tank for our long-term TE, and we'll let you know how we get on with it. In the meantime, take a look at gmxradiators.co.uk or phone them on 01371 850729 and tell them TBM sent you...



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Down to the Wire

Dear Steve

The lights on my 2005 DR-Z400S are on all the time, which is fine for the road but for trail riding I would prefer to be able to turn them off and attract less attention! I assume it's easy enough to fit a switch somewhere but will I have problems with the battery overcharging?

If it is okay, where would you suggest fitting the switch and in what part of the wiring?

Chris Fellows
Via website

Okay, first you need to find the main feed wire to the headlight dip switch. Cut the wire and fit an on/off switch

The lights are on but no-one's home...



at a convenient place on the bars. You'll probably need to extend the original wiring to make it reach, so make a good job of it as it'll all be visible. We've performed this mod before and had no problems with batteries over-charging so we doubt it'll prove a problem.

And while you're in the garage, Chris, you can also fit the BF Goodrich Crossengos you've won for your query!

Rough Ride

Dear Steve

I've bought a brand new, pre-registered Yamaha TTR250 and am currently running the bike in. It starts and ticks over fine and the acceleration is okay. But on a light throttle - around town at 30mph - it runs very rough. All of the restrictors are still in place and the spark-plug is the standard CR9E, but it should run better than it does. I think it must be a fuelling issue. I can, and will, get the supplying dealer to check it over but their mechanic has just left! I would also like a road legal (trail quiet) stainless exhaust. Any recommendations?

Leon
Via website

You're right in asking the dealer to sort this out, Leon, as the bike should run fine from the off. However, take a peek in

your owner's manual and find the location of the air screw on the carb. Try adjusting this out, a half-turn at a time, and after each go take the bike for a ride to test it out. Don't adjust it more than four full turns from fully wound in, though. In doing this you should find a suitable setting, and the bike should run as intended...



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As for the exhaust, CRD produce a stainless system for the TTR. Phone importers Race Spec on 01531 631700 for your local stockist...

Spark Out

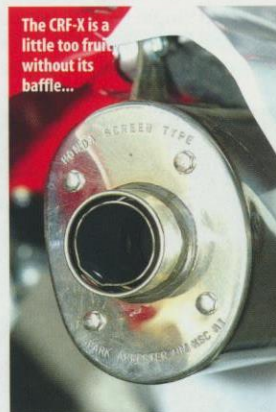
Dear Steve

I bought a Honda CRF250X with the jetting and airbox mods, and the previous owner had taken the spark arrestor out as he said it didn't run very well. After complaints about the noise I decided to put the spark arrestor back in. The bike was much quieter and seemed to run okay. Halfway through a recent ride the bike became noisier and I found that the arrestor had fallen out. I retraced my steps but could see absolutely no sign of it...

I rang my local Honda off-road dealer and was quoted £170 for a replacement. I know someone with an end can off a CRF450X for sale but the dealer says the arrestor won't fit and they don't think the end can will either. I hope you can confirm whether this is the case. Honda want £320 for a new end can, though I could get an aftermarket silencer for £250. Even so I would prefer a cheaper option. I hope you can help.

Gary Widdup
Via website

Gary, it'll come as little consolation, but that £170 does include the end cap assembly too..! Anyhow, we've spoken to Honda regarding this price as it does seem a little steep, and are awaiting their response. We'll let you know the outcome next month. Unfortunately, the 450 parts won't fit, so your options are limited to finding secondhand 250X parts or buying an aftermarket pipe. Should you get another OE baffle, make sure it's securely fastened as it's pretty rare for them to fall out...



Fire Starter

Dear Steve

I need your help please. My 2001 Husaberg FE400e stops on its own. It will fire up quite nicely, will tick-over forever and a day, and if you run it on the throttle it's fine. However, quite often, when the throttle is closed it will just cut out. When it does stop there's a noise that I would describe as like an ignition retard. It then doesn't fire straight away and needs a rest before it'll start up. This is obviously a real pain. Any ideas please before I set fire to it!

Jay Jones-Cooper
Via email

Assuming the motor's in fine fettle, the carb is clean and the valve clearances are spot-on, it sounds like an ignition fault. Put down the matches, Jay, and ask your local 'Berg dealer to take a look at it.

The Weighting Game

Dear Steve

Can you tell me if is possible to fit a flywheel weight to my Gas Gas EC300 and would this improve its bottom-end torque? If so, could you recommend a supplier?

Dave Winder
Via email

Dave, Steahly are the biggest name in flywheel weights and produce a part for the EC300 which should improve tractability. However, you're likely to gain more torque by fitting something like an FMF Gnarly front pipe. For your nearest dealer give importers Rush Racing a call on 01404 549696 and tell them TBM sent you...

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..!

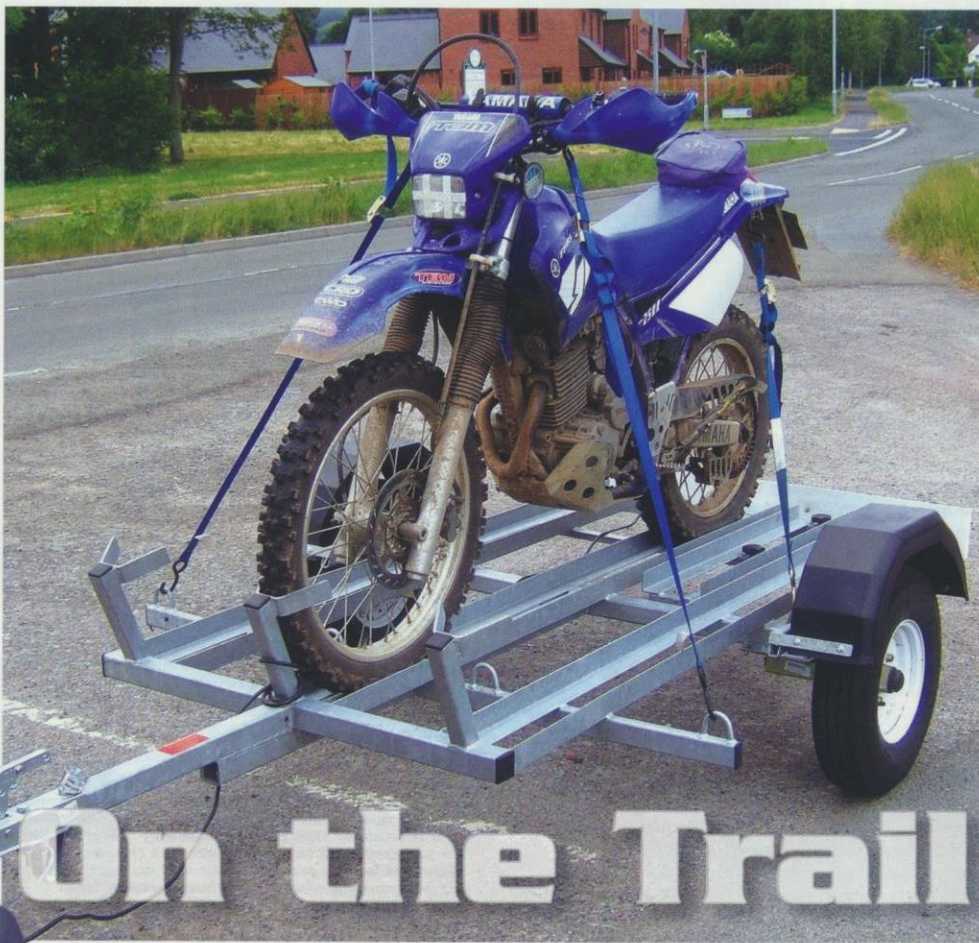
TESTED

Doing the Rounds with the LARF boys in Leicestershire last month gave me the chance to baptise my new trailer, which is actually an updated version of the 2+1 model I bought from CMF two-and-a-half years ago. Nothing wrong with the old one except for one failed wheel bearing (my own fault for not lubing it using the grease nipples provided), and it had done stirring service over many thousands of miles with both one and two bikes aboard. But CMF now fully galvanise their trailers and have made a few sensible updates and offered me an exchange deal on the old one that I just couldn't refuse.

The tow hitch is now lockable and the front wheel sits in a tighter, and thus more secure

locating bracket. Strap-eye locations have been revised and the plastic fenders are now mounted in a bolt-on subframe designed specifically for either 8 or 10in wheels - although I'd definitely recommend the latter which offer optimum stability at speed and greater carrying capacity. Indeed if anything the new design pulls and tracks more effortlessly than the old one and of course, it won't rust.

Not surprisingly, CMF's prices have risen a bit since 2003, but so, obviously, has the quality and £375 for a galvanized 2+1 trailer sure ain't excessive. The range starts at £275 for the 8in-wheeled single bike jobbie, and CMF can be contacted on 01989 769191, or via their website, cmf-engineering.com. **Mark Williams**



On the Trail

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Although not its natural terrain, the stable TM feels right at home on an MX track...

TM EN250

Immediately after the TM finished its last enduro every surface was painstakingly brought back up to the kind of lustrous shine befitting a hand-built machine and it was parked up in the dehumidified, ozone-free, carpeted TBM storage facility. Like a cherished Italian supercar there it sat, as international bike launches and supermoto photoshoots precluded its use until a free weekend saw a chance to give it a damn good razz around. So that's just what I did... At Little London Enduro Park in Worcs. Having experienced the track in the depths of winter, where we slithered around on mini-thumpers barely in control, I was keen to try the place in the dry. Though as it turned out, I still spent much of the day going sideways...

It took just a couple of kicks before the ring-ding-ding of the 250 rang out across LLEP's grassy fields and with the motor warmed up I headed out onto the track. A bit of a bumble round the lap revealed much of the course to be baked-hard, though in the woods the dirt was Teflon-slick and the water-filled bombhole looked like it would easily envelop a bike with its sticky goop... and swallow it whole.

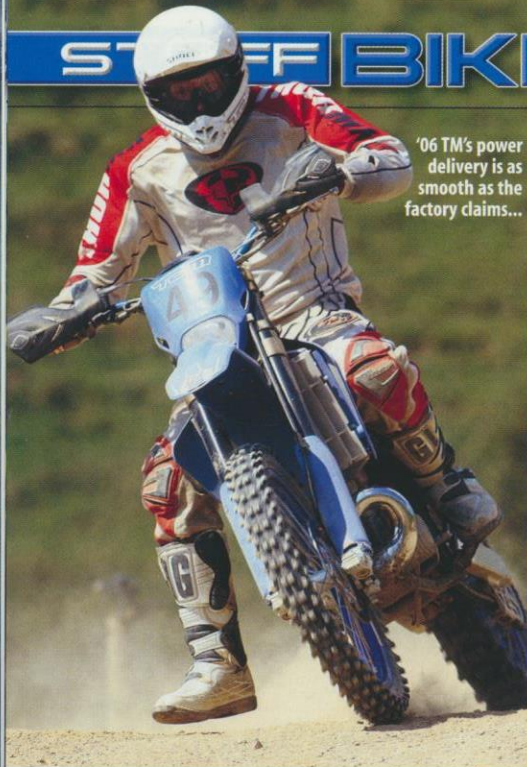
Another circuit round and I upped the pace. Out of the flat turns the rear tyre spun up on the dusty surface, drifting the back-end round until it eventually found traction. It wasn't the fastest way round the track, but it sure was fun! In fact, with a steady throttle it was possible to rear-wheel steer the bike through a set of S-bends purely by employing a bit of body English.

I've previously mentioned how the TM's suspension works best at speed and on the rock hard Worcestershire dirt it allowed me to power through the whoops without kicking and bucking like a Pamplona bull. The course's small jumps were soaked up with ease, though the slippery woods proved good physical fun! In fact, it was hard to fault the 250 except for one thing - the front brake. Last time I wrote about the TM I mentioned that the front brake could do with more feel. Now I reckon it's lost some of its bite too, making those end-of-straight hairpins a hair-raising experience! Something needed to be done...

...But I didn't have time for any fettling before we headed down to Golding Barn in Sussex for a day at the MX track with the guys from the Kent TRF and the TBM forum. As motocross tracks go I really like GB as the jumps aren't too big and there's none of those pesky 'doubles' - which either make you look like a complete spud as

STEEFBIKES

TM EN250



'06 TM's power delivery is as smooth as the factory claims...

make me smile (I'm sad I know) but when I'd finished with the air filter and began to drain the gearbox oil my mood soon changed. It was the day before a two-man enduro and as the old oil poured forth I cleaned the whiskers from the magnetic drain plug only to realise that the thread was, quite frankly, knackered - and this was the first time I'd removed it! There was no way of getting a replacement that day so the TM would have to sit out the event!

After the weekend, TM UK had a new plug sent over lickety-split. It's a very lightweight alloy part though, so keeping a spare may be good insurance against another DNS!

The next job was to fit the new SBS racing brake pads which came winging their way over from Madison and their ultimatepursuits.co.uk website, in a bid to attain some decent stopping power. But what should have been a five-minute job turned into a complete nightmare as one of the Allen-headed (!) caliper bolts - clearly hewn from the same block of Parmesan as the old sump-plug and somewhat over-tightened at the factory - rounded off. Oh good!

Without the new pads in place I wasn't going to bother bleeding the system and after last month's debacle with the Husky's brakes (which somehow resulted in me getting DoT4 in both eyes) I think I might invest in one of those vacuum bleeder kits before I start fiddling. So I turned my attention to the old fashioned looking McMaster rear light. Having deemed it 'McUgly' it's been sent to the big parts bin in the sky, with a svelte Acerbis LED part from Bert Harkins taking its place. Unlike the OE light it's strictly 'closed course' only as it has neither a brake nor numberplate light. Looks good tho'.

All of which means the TM is back in the garage, looking fine but awaiting a session with a drill and a new caliper bolt (if I can fit a socket-headed bolt I will). It'll be sorted soon though 'cos I've always hated those guys who lock up their exotic machines and don't give 'em the use they deserve. Though now I understand why...

Useful contacts:

- TM UK:** 01249 715523 / tmukonline.net
- Little London Enduro Park:** 07770 393983 / llep.co.uk
- Golding Barn Raceway:** 01903 816758 / goldingbarnraceway.co.uk
- Bert Harkins Racing:** 01582 491076 / bertharkinsracing.com
- Madison:** ultimatepursuits.co.uk

you roll over them, or a mashed spud as you come up short and slam into the face of the second mound. As with Little London, the Golding Barn track was concrete-hard, with loose powder waiting to catch out those who strayed off line.

Staying on the blue-groove, the TM would light up as it came on the pipe, the by now well-trashed rear tyre struggling to find traction. It's not a vicious hit of power though, and by using the mid-range it was possible to stay fairly smooth on the hard-pack track. In the air, the 250 feels as stable as it does in the turns though it still responds well should you need to adjust a line mid-flight. The blistering heat made riding hard work, though at the end of the day I got into some sort of rhythm and could string together a few fun, if not overly rapid laps.

Afterwards the TM was definitely in need of some servicing, which the Italians have made simpler by using the same size Allen bolts across all of the bodywork. Okay, so Allen heads can fill with mud (making trail-side repairs that bit tougher) but then I'm usually working on a freshly cleaned bike... And so a quick twirl with a T-bar and the seat's off, giving access to the roomy airbox (which makes filter removal and refitting so much easier). Little details like the beautifully machined spacers on the seat bolts

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STAFF RIDES

KTM 125EXC



cleaned the air-filter, checked everything was tight (the spindle-clamps had loosened off!), attached our race numbers and loaded up the van. As far as pre-event preparation goes, that's got to be about the very minimum you can expect to get away with when you go racing.

But then that's been the story of our 125EXC all year. With just one exception (when the clutch lever inexplicably jammed and freed itself a minute later), it's been completely faultless... up to now! And it was to be another flawless performance - at least as far as the bike was concerned - this time around, too.

After another 6am start (East Anglia is a sleepy two-and-a-half hours away from us), we arrived at the venue to find a recently watered course (it had rained all night) and a slightly depleted field - perhaps due to the hot weather and the fact that it was prime holiday season. This time team-mate Zippy (on a borrowed EXC250 2T) was riding first, and I was due to take the second stint after his first 30min session.

Zips came in a couple of minutes late, handed over the timecard and out I went. This is the second time the Championship has used this course this season and except for a small ditch-

crossing which had been added in the middle of one of the faster straights, the course was exactly the same as the opening round of the championship (though the remaining rounds are all at different venues).

Once again the 125 was absolutely brilliant through the woods and on the more technical parts of the course where it simply floated over

After a great day blasting the little EXC round a scorching Golding Barn MX practise-track in the company of the Kent TRF group (fine bunch of lads), it was back over to Hawkedon near Bury St Edmunds for the third round of the Eastern Centre Two-Man Championship in July. Once again we pulled the EXC out of the TBM shed just the day before,

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The little EXC continues to give good service, but could do with a bit more speed for the faster courses...

which has appeared in the EXC's front pipe and for which no-one at TBM is taking any blame. But one way or another I could do with extracting a teeny bit more speed outta' the EXC's eighth-litre motor for these fast two-man courses.

Having completed my target of five laps - albeit three further minutes over time - and handed the time-card back over to Zippy - we were now running five minutes late (Zippy's two, and my three) and as each lap was taking us a smidge over six minutes to complete, there was no way of getting in our target of five laps, so Zips settled for a steady four laps and came in on time. That gave me chance to get in a further five laps in the morning session giving us a total of 19. One less than we really wanted, but it would have to do.

The afternoon session went slightly

better. With the course reversed, Zips and I settled into the groove and reeled off a further 20 laps between us. That gave us a total of 39 laps (but with three laps' worth of time penalties). But would that be enough to secure us anything other than our traditional last place in the expert class? Zips was convinced it would, but I was less sure. After an agonising two weeks wait for the results, they finally arrived and I tore open the envelope to find that we'd scored..... eighth out of.....
Nine!
Hooray. It's an improvement. Of sorts!

the terrain - albeit it suffered from a lack of hook-up on the exit of bumpy corners. But this time I also noticed the lack of speed down the straights compared with faster machinery. Of course a 125 is never going to be as quick as a big four-stroke once you get them both opened up, but my usual trick of keeping up corner exit speed and then leaving my braking fairly late at the end of the straights was far less successful this time around - and I was occasionally getting overhauled by faster machinery. Perhaps it wasn't an ideal course for a 125, or perhaps it's got something to do with the mysterious ding

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KNIGHT

With points to spare, Knighter's heading towards his second world championship...

SPEED



With 12 days of the '06 World Enduro Championship now over and just four competition days remaining, things are exactly as I hoped they'd be when I started preparing myself for my third season in the Enduro 3 class back in January. I have passed the point in the championship where I got beaten last season without any losses, and so far I have done what I set out to do - win every day of the championship. I have remained injury free, enjoyed pretty much every event and now I have a 67-point championship lead, which means providing I don't screw up between now or during the next round of the series in Slovakia in early September I can wrap up my second world title one-round before the end of the season.

The last two rounds of the championship were the 'unknown' rounds of the series - the races nobody had been to before and the ones no one really knew what to expect of. With the WEC having never travelled to North America before no-one expected too much of the races being held in Canada or New York State but thankfully both events were really good. And

'Right now there seems to be a lot of interest in me in the USA, which should make sorting next year's sponsorship deals a lot easier...'

despite the fact that there weren't too many riders at each round they went better than most thought they would. For me they couldn't have been better.

The race in Canada was probably my favourite race of the year so far but one that felt very much like a BEC round, rather than a WEC race. With only a few teams using big trucks and with the paddock laid out in a small car park out of the way in the town of Parry Sound the race had a really relaxed feel to it, which I really liked. It also had what most riders regard as the perfect mix of a not too difficult course and three really challenging and enjoyable special tests. Unlike the fourth round of the series in Italy, which was just plain difficult, the Canadian event was about as enjoyable as they come. It was a bit hotter than I was expecting but I know I'll have to get used to that now I've decided to race in the States next season.

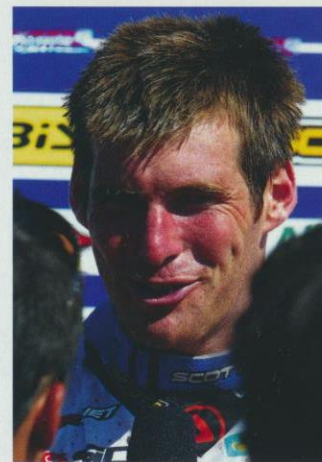
While I was in Canada I had a really interesting chat with Giovanni Sala - the course

inspector at world championship races. With him having raced WEC during a time when events were much more difficult, he has been one of the reasons why events have been harder this season. Not wanting the series to return to the way it was a few years ago when a series of motocross tests were linked together by nothing more than the simplest of off-road tracks, he told me that several riders, and team-managers, had been moaning at him that the motocross and enduro tests in Canada were too long and that they were generally too difficult this year. He told me that one team-manager reckoned that riders were getting tired before the end of the tests and that wasn't good for the sport as they weren't able to race as hard as they should.

Gio's answer to them was simple: 'Tell them they need to be fitter.'

I think without a rider like Gio taking charge of the course and looking after the special tests, organisers wouldn't know which way to turn for riders moaning about this and that. As long as Gio keeps doing what he is doing the WEC series should remain strong. While I know that there are several riders that would love easier events I guess for the meantime they are going to have to do what I do - make sure they are bike fit and get on with it.

After winning in Canada I felt a lot more relaxed at the race in New York, I guess that knowing that I had opened up a really good points lead in the E3 class helped ensure that I wasn't too wound up before the race. One thing that was good about the race in Hancock was that I got to speak to several companies about sponsorship for next year. With most WEC deals being 'all inclusive' next season I have to sort my



own clothing, helmet, boots, goggles etc, which is something I haven't done for a long time. The good thing is that there seems to be a lot of interest in me, which should make sorting the deals a lot easier. I also got to spend some time with Antti, the Finn that went to the US as Juha Salminen's mechanic last year and who is now the team-manager for KTM's off-road programme in North America. Also getting to meet other members of his team I was able to work out a few things about next year ahead of riding there full-time.

One thing I know now is that I already have a really good fan base in the US, which was really good to find out. One of the reasons I raced in the Endurocross and Last Man Standing

events at the end of last season was to try and raise my profile over the water and that, along with doing well in the WEC and at Erzberg, seems to have given me plenty of exposure in the US and made people aware of who I am. The number of people that asked for autographs, posters and my race shirt was a lot higher than I expected, which shows that I must have been doing something right.

Knowing that I felt welcomed in New York and got on really well with the staff from KTM North America has helped to make me realise that racing full-time in the US next year should be a lot of fun. But before I get there I have a few important races in Europe to win first, starting with the seventh round of the WEC in Slovakia where I hope to wrap-up world championship number two...

Everyone's talking about...

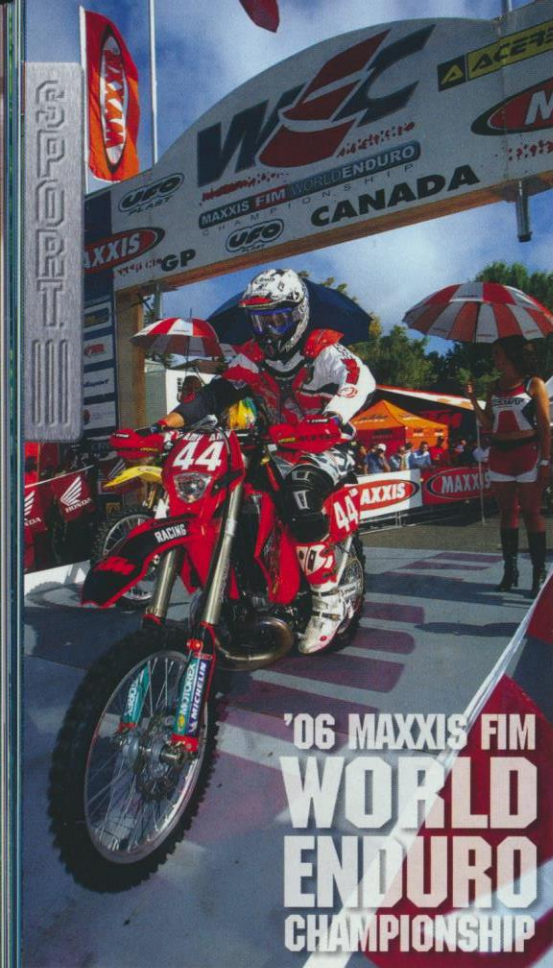
The World Enduro Championship took a leap into the unknown when round five of the '06 WEC series arrived in Parry Sounds in Canada in mid-July, as it marked the first time ever in the 16-year history of the championship that a round of the series had been staged in North America. Not knowing what the event, the course, the organisation or the support from local riders would be like, the GP of Canada proved to be a race well worthy of its world championship status - much to the relief of many of the smaller European teams who had made the long trip out there.

But the big surprise on arriving in the host town was finding out just how much like Scandinavia the surrounding countryside was. With some 30,000 lakes in the nearby area the largely forest covered landscape was as close as you could get to being in Finland without actually being there. Not surprisingly much of the course and special tests were like those found in Sweden or Finland with soft ground and a mass of round rocks that littered parts of the motocross and enduro tests. Just as in

ROUND 5: GP OF CANADA, PARRY SOUNDS, 15-16 JULY



'06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP



'06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

The event...

As the first World Enduro championship event ever to take place in North America there was a lot riding on the GP of Canada. The FIM believe that in order for the WEC to be a 'true' world championship the series needs to include events that take place on more than just European soil, and thankfully, as far as most riders and European teams were concerned, it was a complete success.

Based close to the centre of the quiet lakeside town of Parry Sound, the organisers of the GP of Canada wanted to put on an event that would be difficult enough to challenge the world's best, while at the same time not being too difficult for Canadian riders taking part in their first ever WEC competition. And many riders, David Knight included, reckoned it was at least as good as any other WEC event this season. With a relatively easy course the event's three special tests were anything but simple and



SAMULI ARO: 'I THINK THE CONDITIONS SUITED ME BECAUSE THEY WERE A LOT LIKE THEY ARE IN FINLAND. THE SPECIAL TESTS WERE DIFFICULT BUT THE COURSE WAS REALLY ENJOYABLE, AND THERE WERE LOTS OF SPECTATORS ALL AROUND THE COURSE.'

provided many different challenges.

With three special tests - one motocross, one enduro and one extreme - each test provided a very different set of challenges, as well as very varied terrain and scenery. The enduro test was very Scandinavian, featuring slow speed corners littered with round rocks, tree roots and ruts.

The motocross test was one of the best tests seen this year. Winding its way over grass covered fields, through Canadian woodland and finishing with a section in a disused quarry it was both fast and flowing, well laid out and marshalled by no fewer than 30 event officials all armed with yellow 'danger' flags and radios.

But without a doubt the most spectacular test of the event was the extreme test. Situated just five minutes from the start and ridden at the end of each lap, it was laid out on the edge of a lake just metres away from a public beach that was in use during the event. Featuring gigantic boulders, it resulted in a few riders taking an unscheduled swim.



Splish splash
I was taking
a bath...

Europe much of the pre-race discussions surrounded the tests and in particular the extreme test. Unlike anything seen before in Europe, it followed the rocky shore of the town's local lake and proved to be both challenging and entertaining to watch. The fact that it was also extremely hot and humid was something many riders weren't expecting.

And the winners are...

The number of riders that took to the start of the event in the Enduro 1 class was a disappointment for the organisers as just 12 riders rolled up at the start of the first day. Of those, just six were WEC regulars.

With only enthusiastic locals as competitors it was little surprise that European riders filled the top positions in the E1 class with those riders that had performed best at the four previous rounds of the series also placing at the top of the results in Canada. On day one two riders - Spaniard Ivan Cervantes and Italian Simone Albergoni, battled it out for the class win with just

10 seconds separating the pair in Ivan's favour after 46 minutes of special test action.

Equally as close on the first day was the fight for the third place spot. With KTM mounted Alessandro Belometti looking like he would claim the final rostrum position, a costly mistake on the extreme test dropped him to fourth, which allowed 125cc Husqvarna mounted Bartosz Oblucki to finish third. Behind Bartosz, Yamaha-mounted Italian Maurizio Micheluz finished a distant fifth with Aussie Anthony Roberts sixth - some three minutes behind Cervantes.

For reasons he couldn't quite fathom, Ivan Cervantes was unable to match the pace of Simone Albergoni on day two. With little to separate the pair on the motocross tests Albergoni was quicker on the extreme tests and significantly quicker on the enduro test. As a result of mastering the one test that most riders enjoyed the least, Simone topped the class by 40 seconds to claim his second day win of the season. With Cervantes the runner-up it

Paddock Pointers

☑ The GP of Canada deserved plenty of praise. If nothing else it showed that prior experience of running world championship events isn't necessary in order to put on a first class race and that great natural terrain, plenty of enthusiasm and good weather are the most important ingredients.

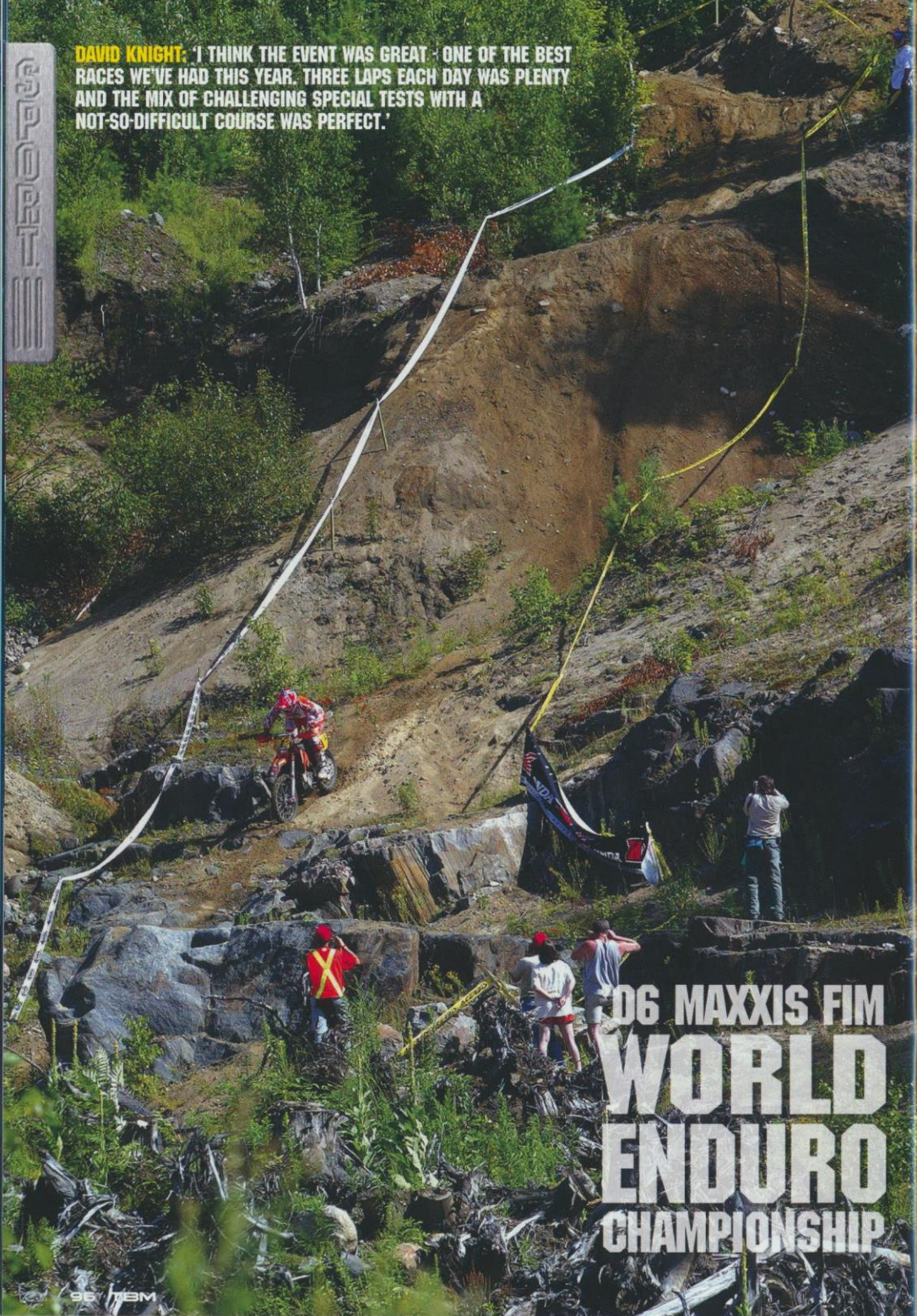
☑ All of the WEC's top teams, as well as many of the lesser (but well funded) privateer squads supported the GP of Canada. UFO Yamaha, Husaberg Factory Team, CH Racing Husqvarna, Gas Gas Moto, TM, Honda HM Zanardo, KTM Enduro Factory Team, Aprilia Racing Team all travelled to Parry Sound. Only the official Beta and Sherco teams weren't present.

☑ Course conditions in Canada were as close to perfect as they could have been. Heavy rain the night before the first day ensured that the special tests weren't too dusty while clear skies meant that it was dry, and very hot during both days.

was Oblucki who claimed the final podium position having started the last lap behind Belometti and then ridden out of his skin to ensure he matched his day one result of third. With Micheluz and Roberts again finishing in fifth and sixth just eight riders scored world championship points on day two.

Finishing at the top of the Enduro 2 class on both days, Finn Samuli Aro was clearly enjoying competing in Canada. Every bit as fast as he was at

DAVID KNIGHT: 'I THINK THE EVENT WAS GREAT - ONE OF THE BEST RACES WE'VE HAD THIS YEAR. THREE LAPS EACH DAY WAS PLENTY AND THE MIX OF CHALLENGING SPECIAL TESTS WITH A NOT-SO-DIFFICULT COURSE WAS PERFECT.'



2006 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

IVAN CERVANTES: 'DAY ONE WAS REALLY GOOD FOR ME. I HAD TO RIDE REALLY FAST TO STAY AHEAD OF ALBERGONI, BUT I ENJOYED THE RACE.'

the Italian round, the factory KTM ace placed comfortably ahead of Aussie Stefan Merriman on day one before finishing close to one-minute ahead of countryman Mika Ahola on day two.

While Aro looked right at home in the Canadian conditions, Stefan Merriman certainly didn't. Despite placing as runner-up on day two, Merriman - who had been hoping for hard packed terrain in North America - was disappointed to find that conditions played into the hands of his closest championship rival. On day two, after several falls and a subsequent knock to his

confidence, Merriman only managed to place fifth.

Third on day one and day two was UFO Corse Yamaha rider Johnny Aubert. Continuing to show that he can master any conditions, Aubert was happy with two third place finishes having not been on a bike since the Italian round of the series where he broke a rib. Second on day two, Finn Mika Ahola was another rider who looked a little rusty at first, but improved throughout the weekend to claim the second step of the rostrum. Clearly Merriman, Ahola and Aubert will need to raise their

game if they are to beat the reigning E2 world champion on his current form.

Of the US and Canadian riders competing it was in the Enduro 2 class that they were expected to do their best. But with just a handful of 'top' US racers riding, the best result in the E2 class came from KTM's Kurt Caselli who finished 11th and 10th on the two days.

Paddock Pointers

☒ The number of US racers that supported the event was pitifully small. In total just seven US competitors took up the challenge of competing in Canada, which was disappointing for both the organisers and the regular WEC riders and their teams.

☒ Luck wasn't on the side of Italian manufacturer TM who committed their full four-rider WEC team to the first of the two North American events. With the exception of Australian Jake Stapleton's third place finish in the Enduro Junior class, TM had a disappointing weekend as Finn Petri Pohjamo crashed out of day one and wasn't allowed to start day two, while Alessio Paoli aggravated his previously already injured left wrist and pulled out of day two.

☒ Less than ten riders reached the finish of the GP of Canada in the Enduro 1 class. On day one nine riders scored world championship points while on day two just eight made it to the end of the day. Of those riders just six were WEC regulars.

Travelling Light...

Afterwards we spoke to the CH Racing Husqvarna team who had made the trip from Italy to Canada to get their take on the event. This is what their team manager had to say...

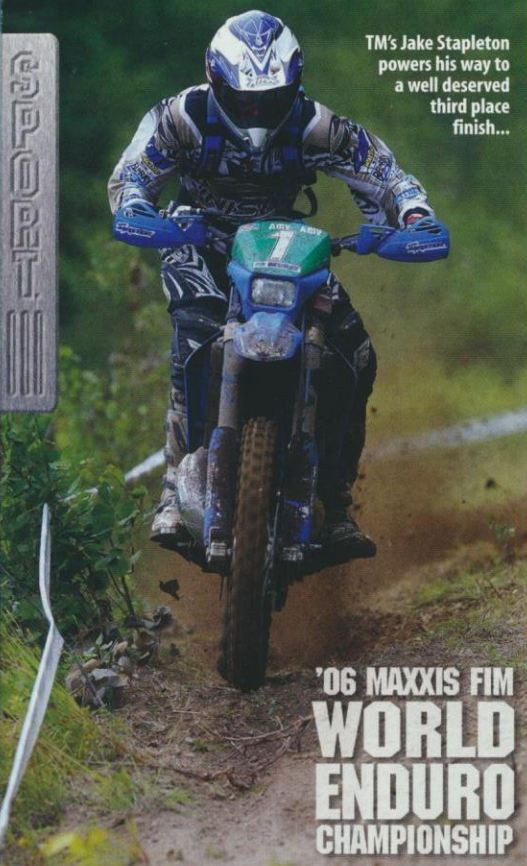
'Initially I think every team manager was a little unsure about the idea of having races outside of Europe. There was a lot of discussion with Alain Blanchard (the series promoter), and with the FIM. I had two main concerns - the first was the cost of getting my team to North America and the second was with the quality of the races we would have there. One thing that manufacturers agreed on was that there is a growing enduro market in Canada so racing there was a much better idea than racing in Morocco, which was the country where the first race outside of Europe was going to take place a few years ago. I think all the teams decided to try the races and see.

'Originally I was supposed to be taking three riders - Bartosz Oblucki, Daryl Bolter and Anders Eriksson, but because of injuries we only took Bartosz. When we knew we were definitely going to be racing in North America the first thing I did was get in touch with Husqvarna USA. I sent them a list of material that I needed and then worked out what the team would need to bring from Europe.

With Husky USA based on the East Coast organising everything was relatively easy - they provided a box-van and a spare bike, which made things a lot easier for us and meant that we just had to send one crate from Italy with a bike and some spare parts in. And only needed to rent one car.

'Things changed when we knew we were only taking one rider. There were only six of us: myself, Bartosz and three mechanics, as well as a representative from Husqvarna USA. If we had had the full team racing then we would have brought one mechanic more.

'Technically the race was perfect. The people involved, the race itself and the organisation were all great. There was nothing wrong with the race, if I have to come back to Parry Sound for a race then it will be no problem for my team. The most important thing as far as Husqvarna is concerned is that Husky USA got good feedback from the race. The Canadian market is growing and Husqvarna USA sold some bikes because of the event and the fact that our team was there.'



TM's Jake Stapleton powers his way to a well deserved third place finish...

'06 MAXXIS FIM
**WORLD
ENDURO
CHAMPIONSHIP**

Winning the Enduro 3 class has become second nature for David Knight. Having amazed everyone by placing three and a half minutes ahead of his nearest rival in Italy, in Canada Knighter did the exact same thing on day one finishing a country mile ahead of Marko Tarkkala before then upping his pace in the rougher conditions on day two to finish two seconds away from five minutes ahead of his injured team-mate.

Winning all tests on both days, DK finished as the overall fastest rider of any class on day two having been beaten by Samuli Aro into second place in the unofficial overall ranking on day one by two seconds.

Behind David, Finn Tarkkala claimed the runner-up spot on both days despite being troubled by the wrist injury he picked up when he crashed out of the Italian GP. With Tarkkala winning back lost points he finished a safe distance ahead of third placed rider Seb Guillaume on his Gas Gas on both days. Keeping himself bike fit during the summer break in the US GNCC series, former BEC rider Paul Whibley returned to WEC competition in Canada aboard an oversized 450cc Honda and finished in fifth and fourth in the E3 class.

In the Enduro Juniors, Husqvarna mounted French youngster Marc Bourgeois surprised a lot of people by topping the Junior class in Canada as he managed to outpace Swede Joakim Ljunggren in conditions that should have suited the lanky Husaberg rider. With 11 seconds separating the two riders, TM UK backed rider Jake Stapleton finished in third having struggled to master the extreme test. On day two Ljunggren reversed the tables on Bourgeois to top the EJ class by 26 seconds while Jake again placed third having crashed heavily mid-way through the day.

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RESULTS - DAY 1

| | | | |
|-----------------------|----------------------|-------------|----------|
| ENDURO 1 CLASS | | | |
| 1 | IVAN CERVANTES | (KTM) | 46:51.77 |
| 2 | SIMONE ALBERGONI | (HONDA) | 47:01.86 |
| 3 | BARTOSZ OBLUCKI | (HUSOVARNA) | 47:59.25 |
| 4 | ALESSANDRO BELOMETTI | (KTM) | 48:13.75 |
| 5 | MAURIZIO MICHELUZ | (YAMAHA) | 49:31.58 |
| ENDURO 2 | | | |
| 1 | SAMULI ARO | (KTM) | 45:16.98 |
| 2 | STEFAN MERRIMAN | (YAMAHA) | 46:11.17 |
| 3 | JOHNNY AUBERT | (YAMAHA) | 46:40.90 |
| 4 | MIKA AHOLA | (HONDA) | 47:41.52 |
| 5 | FABIEN PLANET | (KTM) | 47:42.09 |
| ENDURO 3 | | | |
| 1 | DAVID KNIGHT | (KTM) | 45:18.18 |
| 2 | MARKO TARKKALA | (KTM) | 48:50.96 |
| 3 | SEB GUILLAUME | (GAS GAS) | 49:20.02 |
| 4 | BJORNE CARLSSON | (HUSABERG) | 49:31.46 |
| 5 | PAUL WHIBLEY | (HONDA) | 49:53.84 |
| ENDURO JUNIOR | | | |
| 1 | MARC BOURGEOIS | (HUSOVARNA) | 48:56.24 |
| 2 | JOAKIM LJUNGGREN | (HUSABERG) | 49:07.52 |
| 3 | JAKE STAPLETON | (TM) | 49:24.80 |
| 4 | ORIOLE MENA | (GAS GAS) | 49:24.84 |
| 5 | CORY GRAFFUNDER | (KTM) | 52:37.70 |

RESULTS - DAY 2

| | | | |
|-----------------------|----------------------|-------------|------------|
| ENDURO 1 CLASS | | | |
| 1 | SIMONE ALBERGONI | (HONDA) | 59:14.26 |
| 2 | IVAN CERVANTES | (KTM) | 59:53.33 |
| 3 | BARTOSZ OBLUCKI | (HUSOVARNA) | 1:00:37.08 |
| 4 | ALESSANDRO BELOMETTI | (KTM) | 1:00:37.08 |
| 5 | MAURIZIO MICHELUZ | (YAMAHA) | 1:04:09.74 |
| ENDURO 2 | | | |
| 1 | SAMULI ARO | (KTM) | 58:27.68 |
| 2 | MIKA AHOLA | (HONDA) | 59:20.33 |
| 3 | JOHNNY AUBERT | (YAMAHA) | 1:00:23.90 |
| 4 | FABIEN PLANET | (KTM) | 1:00:27.00 |
| 5 | STEFAN MERRIMAN | (YAMAHA) | 1:01:05.39 |
| ENDURO 3 | | | |
| 1 | DAVID KNIGHT | (KTM) | 56:42.97 |
| 2 | MARKO TARKKALA | (KTM) | 1:01:41.66 |
| 3 | SEB GUILLAUME | (GAS GAS) | 1:02:40.18 |
| 4 | PAUL WHIBLEY | (HONDA) | 1:02:55.48 |
| 5 | MARKUS KEHR | (KTM) | 1:03:57.44 |
| ENDURO JUNIOR | | | |
| 1 | JOAKIM LJUNGGREN | (HUSABERG) | 1:01:54.10 |
| 2 | MARC BOURGEOIS | (HUSOVARNA) | 1:02:31.05 |
| 3 | JAKE STAPLETON | (TM) | 1:03:35.62 |
| 4 | RIGARD WRESSSEL | (HUSABERG) | 1:08:01.82 |
| 5 | CORY GRAFFUNDER | (KTM) | 1:09:05.55 |

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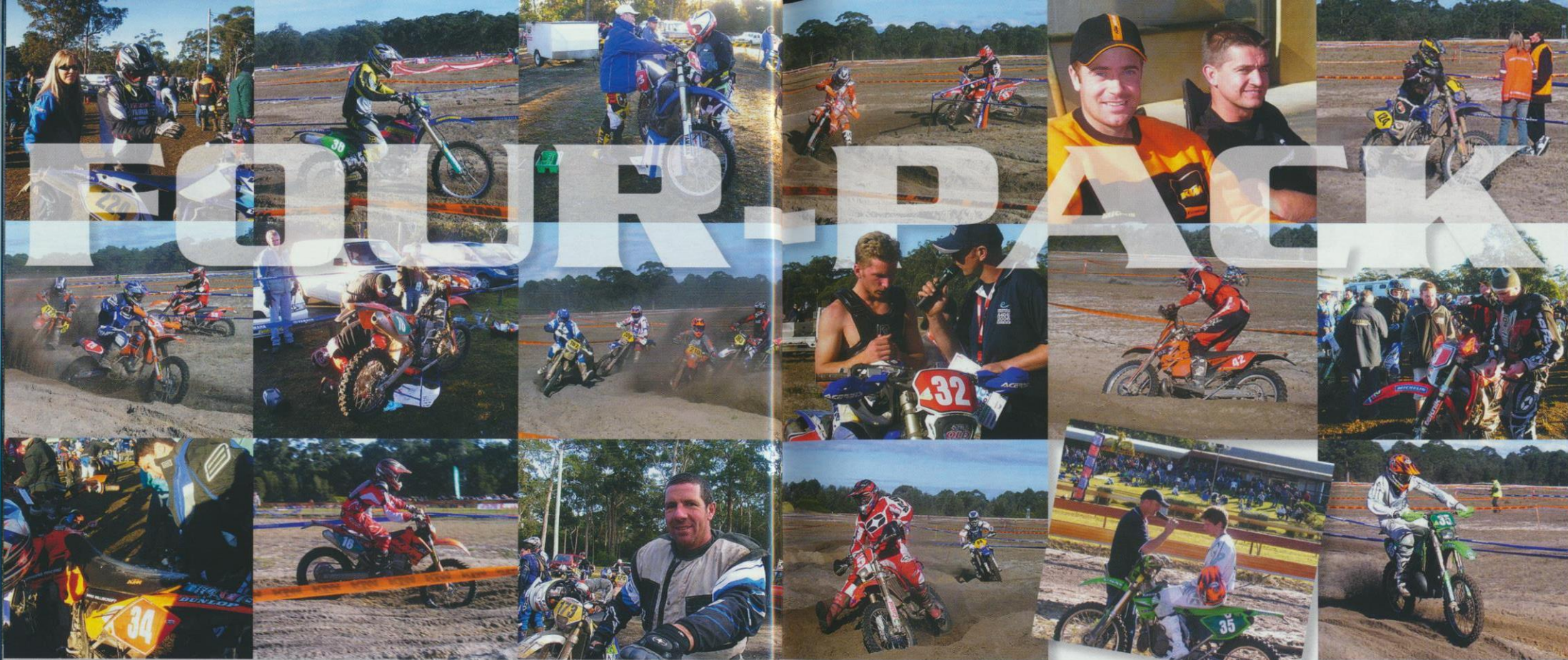
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Jim Jones reports from this year's Australian Four Day Enduro...

It was billed as the 'Battle of the Titans'. Aussie champion Anthony J Roberts (known as AJ), the Yamaha rider from Queensland was going head to head with ten times world champion Juha Salminen from Finland. AJ had raced the world rounds in Spain and Portugal but this was when Juha was over in the USA defending his GNCC championship title. This battle was on Aussie soil and would, claimed the promoters' hype, be a much closer battle.

Naturally KTM wanted Juha to win and if Aussie Shane Watts, also competing in the US were to take 200cc class win that would be the icing on the cake. As a foreign visitor Juha couldn't win a class cup so the overall victory was his only target. Despite this hyped up

rivalry there was a bigger issue at stake, 250 four-stroke sales. KTM had chosen this event to launch the new DOHC 250F in Australia as the quarter-litre four-strokes are currently the dominant class down under. Honda for example had previously sold more than 11,000 XR250s in Aus and since the demise of the XR, Yamaha had taken up the mantle with its WR250F. In fact Yamaha were leading practically every sales category in a very buoyant motorcycle market. Overall there was only one model that prevented them having the top five best sellers. That was the Honda C90 Postie bike used to deliver the mail and which (by virtue of the Post Office ordering hundreds of bikes a year) claimed second place in the sales charts.

The A4DE is Australia's biggest enduro and considered a difficult event. It is held at a different venue each year, mostly in the east, but occasionally in Western Australia. This year it was centred on Mogo, an historic gold mining town just below beautiful Batemans Bay, 200 miles south of Sydney. Two hundred and forty riders

came to the line, ranging from professionals to first timers and included six man Trophy teams and four man Junior Trophy teams from New Zealand and all the Aussie states, except WA. One brave rider even turned up on an XR650, luckily for him the mid winter weather was sunny and dry. Despite the parochial feel of the event the competition at the top was world class with many of the riders using the four-day as a serious workout for the ISDE which is to be held in New Zealand later in the year. The final selection of the New Zealand Junior Trophy squad would take place after the event, and both Australian and New Zealand riders have high aspirations for their 'local' ISDE.

Going Bush

The course was run through the forests and bush with the first test on the out-leg and three others set on a cattle station where Yamaha have a moto park. In a grassy paddock the service crews set up for the day as the course would wind back between the test and the four time controls

before heading out to the last test on the way back to the paddock. This layout gave the pit crews a chance to watch some of the action on the spiral test and the cross country and MX test which was used twice during the day. AJ got off to a good start, setting the fastest times on the first two tests and using the power advantage that his works Yamaha WR450 had in the sandy conditions. His elation was helped by the knowledge that Juha was on a machine he had never ridden before.

But at the end of the first day Juha had a slight lead in the overall results with Chris Hollis (Yamaha) leading the up to 250 4T class, AJ the up to 450 4T and Stuart Bennett (KTM) the over 500 4T. In the two-strokes KTM's Shane Watts was leading on the 200cc while young Josh Strang on the Kawasaki was in front in the over 220cc class. Geoff Ballard, the well known Aussie vet, was leading the Masters class on his Yamaha WR250F.

Day two was a new course further south around Moruya with the tests run on different



terrain. Now the winter weather showed its hand and riders were well wrapped up as they queued outside the parc ferme at 7.30am. First job was to scrape the ice off the bike seat and Juha commented that when it is this cold in Finland they stay in the garage. Off into the bush, the course had less dirt roads than the first day and, with more forest going the riders had to work harder. Now Juha began to extend his lead by roughly five seconds a test except for one test when AJ narrowly beat him. Clearly the Fin had settled down and was claiming to like the new 250, which is fortunate as he will be racing one in the world series in 2007 and 2008. The class results were just the same after day two while in the overall there was no change to the top five positions but Josh Strang had overtaken Ben Grabham, (Honda 450) for sixth spot.

Give me Sunshine

The sunny winter days were perfect for pit crews and spectators and on Saturday they turned out on trail bikes and in 4x4s to watch the action on

the tests. This was the third day and the course was a repeat of the first day with a very cold start and some shivering riders waiting at the start of the first test, Juha and Shane consolidated their leads with some very fast smooth riding and even though most of the attention had been given to those two, the other classes were being hard fought and illustrated the depth of skill that the Australian and New Zealand Trophy teams will bring to the ISDE.

On the final day the riders headed out for a tricky cross country ride to the final motocross test held at the Moruya Racetrack, a horseracing, speedway and motocross venue. The sandy going had some surprises and as often happens, some riders who were in contention for class places retired.

The first race was for the Masters, the old men, and Geoff Ballard remarked that this would be the best race to go in as the track was still fairly smooth. He had to eat his words when leading into the first bend he dumped his Yamaha into the sand. Recovering quickly he

soon regained the lead to win the race and the class. His son Josh was riding in his first Four Day and had suffered from a blocked fuel pipe on day two and lost time. He finished on a high when he also won his race to the delight of his father watching from the pits. Race eight had the crowd cheering as Shane Watts got the holeshot and then gave a demonstration of how to ride a screaming two-stroke flat out and won both the race and the class for KTM. Next race was the big two-strokes and 17 year old Josh Strang looked very impressive on the Kawasaki KX250 as he won the race and took the over 220cc two stroke class win. Already chosen for the Junior team he will surely be a rider to watch as he tackles his first ISDE later in the year.

Now came the race everyone was waiting to see as Juha picked his place on the starting grid. Straight to the front he rode a perfect race, looking smooth, in control and very fast he soon established a huge lead but kept up the pace to the delight of the crowds and watching riders. Afterwards he told the crowd how much he had

enjoyed the event and how happy he was to be in Australia again.


In the next race the crowd was roaring as AJ was only in third place with Ben Grabham on the Honda in the lead. On the third lap it all changed as AJ stormed to the front where he stayed to take the winner's flag and delight the girls by removing his shirt for the interview.

So as expected Juha Salminen took the overall win by 100 second margin over second place AJ Roberts but KTM's problem was perhaps illustrated by the fact that AJ took the 450 class and Chris Hollis took the 250 class - both for Yamaha. Yamaha four-strokes still rule Down Under. Even though Yamaha can claim a successful A4DE the KTM team were satisfied with the overall win and the up to 200 2T and over 500 4T class wins.


Asked if he was disappointed at not winning the overall title, AJ replied that he felt honoured to have raced against Juha who he felt would have helped raise the overall riding standard in Australia. And then with true Aussie tact claimed he was *still* the best rider down under...

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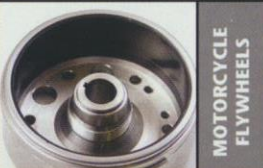
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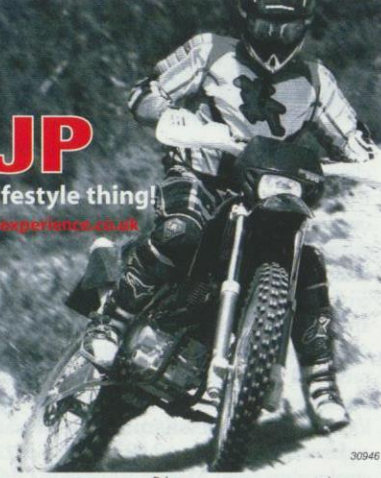
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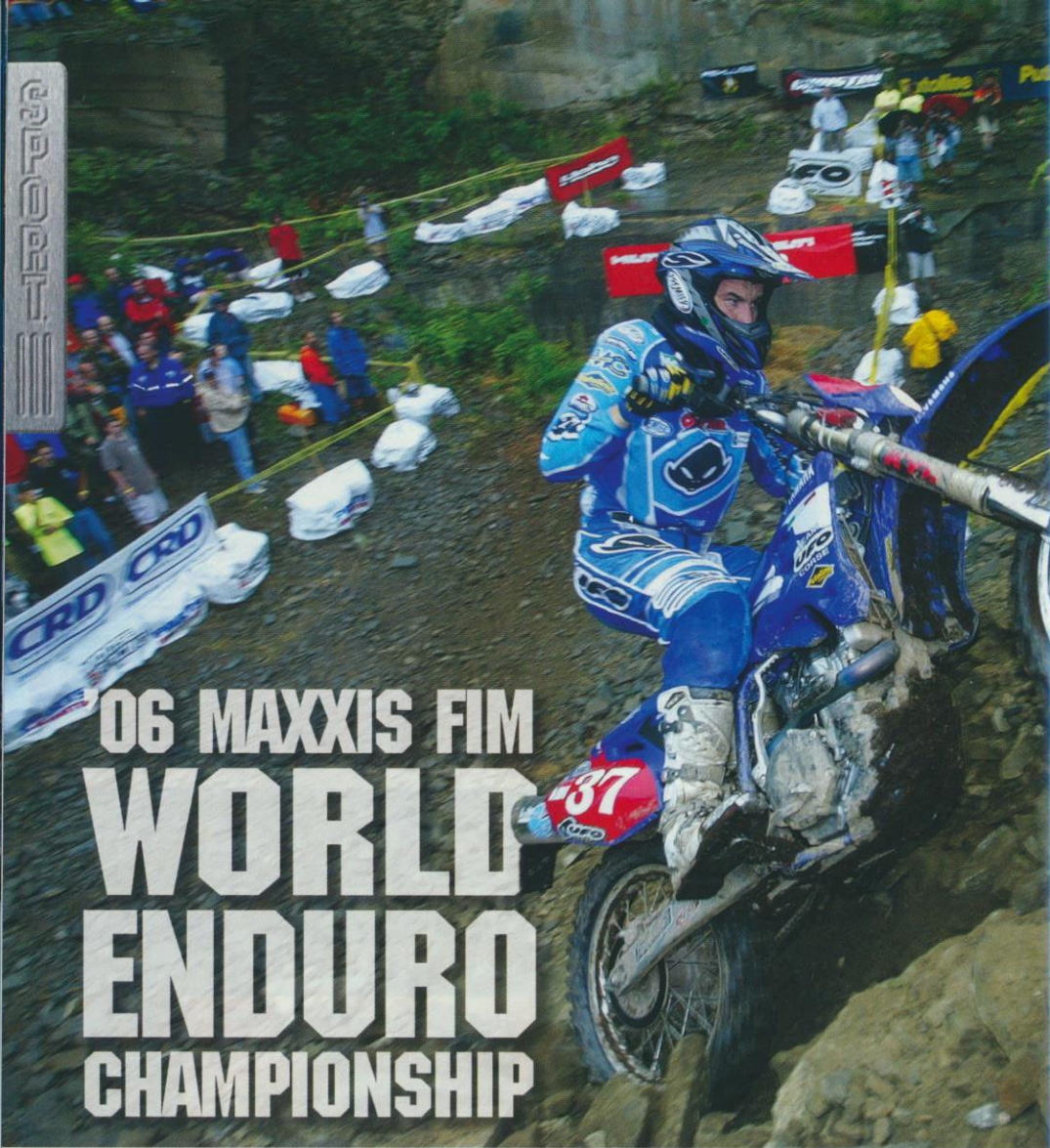
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'06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

Everyone's talking about...
Before the GP of Canada had even finished, rumours were circulating in the paddock that all was not well with the GP of the USA. With severe flooding having devastated the area surrounding the host town of Hancock (with the paddock area under two metres of water and the only road leading to the motocross and extreme test washed away), no one was quite sure what to expect at the quiet riverside town.

And on arrival in Hancock few could believe that such a sleepy, quiet town, with no mobile telephone reception, could exist less than three hours from New York. But despite the shock of just how simple a life the majority of the locals

appeared to live, their hospitality was as warm as the improving weather. And considering what the organisers had faced, the event was hard to fault.

And the winners are...
The GP of USA threw up a few surprise results, one of which was Husqvarna rider Bartosz Oblucki's surprise win in the Enduro 1 class on day one. When the weather turned bad in Hancock, Bart' showed that there is still plenty of life left in the 125cc two-stroke and placed nine seconds ahead of Cervantes. Seemingly stepping things up a gear during the two-hour downpour Bartosz only won two tests but proved to be consistently fast throughout the day and earned himself his first ever WEC



ROUND 6: GP OF USA, HANCOCK, VERMONT. 22-23 JULY

race win as a result.

In finishing in second position, and ahead of his closest championship rival (Simone Albergoni), Ivan Cervantes showed just how much he has improved as a mud rider and matured as a racer over the past few seasons. Where once he would have crashed his brains out trying to win in conditions that he struggles in, on day one he remained focused and upright thinking more about claiming a podium position than trying to win the day. And as a result he

placed 10 hundredths of a second ahead of Albergoni to claim the runner-up spot with the Honda mounted Italian a frustrated third having crashed twice in the extreme test losing around 20 seconds.

Despite his hopes of a double E1 class win it was not to be for former E1 ISDE class winner Oblucki. Losing 20 seconds on the first extreme test due to a 'silly' mistake, Bart' then crashed heavily on the enduro test and put himself out of contention for

PADDOCK POINTERS

- ✔ Considering the devastating flooding caused to hundreds of homes in the Hancock area just weeks before the event, it was amazing that the GP of USA ran at all. With homes washed away, roads destroyed, people killed, and countless numbers of properties flooded, organising a world championship motorcycle race on top of trying to rebuild a community showed just how committed the World Enduro Riders organisational team, and the town of Hancock were to the WEC event.

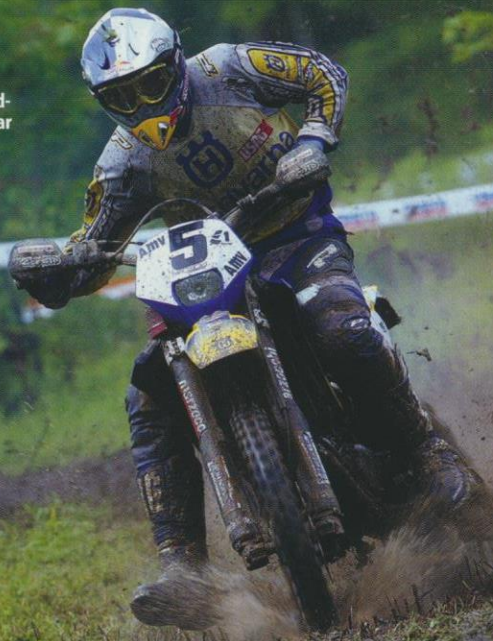
- ✔ Husqvarna claimed their first WEC victory in four years thanks to E1 team rider Bartosz Oblucki. With Swede Anders Eriksson the last rider to secure a win for the Italian team in 2002, team boss Fabrizio Azzalin was more than a little pleased to have finally ended the team's long drought.

- ✔ Finn Mika Ahola performed better in Hancock than he has at any WEC event in the past three years. Claiming his first WEC win by topping the E2 class on day two, the last time the Honda mounted former ISDE winner won a world championship race was when he was mounted on a factory VOR.

the win and eventually placed in fifth place.

With Oblucki finishing down the order Cervantes and Albergoni continued their battle from day one and were separated by just five seconds at the end of the day. With Ivan having made two mistakes early in the day, which put him behind Albergoni by 21 seconds, he then managed to get himself ahead of his rival after Albergoni suffered brake problems on the final motocross test. Finishing the event by winning

Bartosz Oblucki was on fire in the wet conditions taking his Husky WR125 to its maiden victory this year in the E1 class...



'06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

the last two tests, Cervantes placed just five seconds ahead of Albergoni with KTM mounted Italian Alessandro Belometti finishing in third.

It was clear right from the start of day one that Samuli Aro wasn't going to have things all his own way in the E2 Class, finding himself under pressure from both countryman Mika Ahola and

Frenchman Johnny Aubert. Starting well by winning the first three tests of the day Samuli then crashed heavily and lost over 20 seconds. With little to separate him from Ahola the two Finns traded blows for the remainder of the day with Aro just coming out on top by three seconds.

Not to be outdone Aubert rounded off the podi-

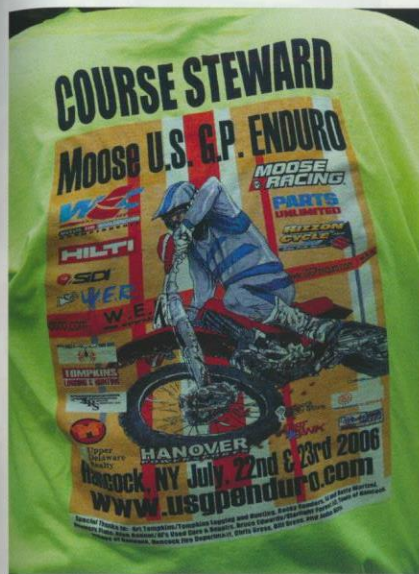
The event...

Despite sections of the course having been destroyed by the flooding round six of the WEC series was every bit as challenging as it needed to be with three very different special tests. With the ground dry before the start of the event torrential rain mid-way through day one ensured that the opening day finished wet but despite the motocross test having been all but flooded, come Sunday morning it was heavily rutted but surprisingly dry.

With the enduro test winding its way up through a wood covered hillside before descending back through the same area of trees towards its finish, much of the tests was run over rock. While the tests started out relatively flat and smooth, by the end of the event the one lined special stage was extremely rough. Taking

around six minutes for the fastest riders to complete the test was extremely slippery in places but a good, traditional style, enduro test. The motocross test was laid out over several grass fields and included several sections of an existing motocross track. With both high and low speed sections the hardest part of the test for many was the short, rock littered climb just meters before the finish.

The most talked about test of the event was the extreme test. Just over two minutes in length it featured slow, technical climbs, descents and turns through woodland before arriving at a small stone quarry close to its finish. With a two metre drop off, a tricky loose rock climb and several other awkward ascents and drops, the test caught out several riders including Stefan Merriman who crashed heavily while attempting to scale one of the easier climbs on day one.



um having placed just 20 secs adrift of Ahola.

In finishing fourth French rider Nicolas Paganon claimed his best ever WEC result aboard his two-stroke Husqvarna and finished at the front of a group of E2 class youngsters that included Spain's Cristobal Guerrero and Xevi Galindo, US rider Kurt Caselli, Fabien Planet from France and Nate Kanney from the US. Placing in a disappointing 10th position was Yamaha's Stefan Merriman who failed to get to grips with the terrain and effectively waved

goodbye to any hopes of winning the '06 E2 world championship.

On day two Mika was out for revenge. Having come close to winning on day one, he took full advantage of the fact that the reigning E2 world champion wasn't feeling too well and following wins on four tests topped the class and claimed his first WEC day win in more years than he cared to remember. With Samuli second and Frenchman Aubert third having crashed on the extreme test, Stefan Merriman could

only manage sixth, which he was far from pleased with.

No one expected any rider other than David Knight to top the Enduro 3 class in Hancock and that was exactly what happened. So much faster and more confident than any other rider in the E3 class at present, Knight was unbeaten on a single test during the event, including the final extreme test of the race on which he stopped to do a burnout for the group of spectators that had gathered to watch.

Second to Knight on both days was Gasser rider Seb Guillaume.

PADDOCK POINTERS

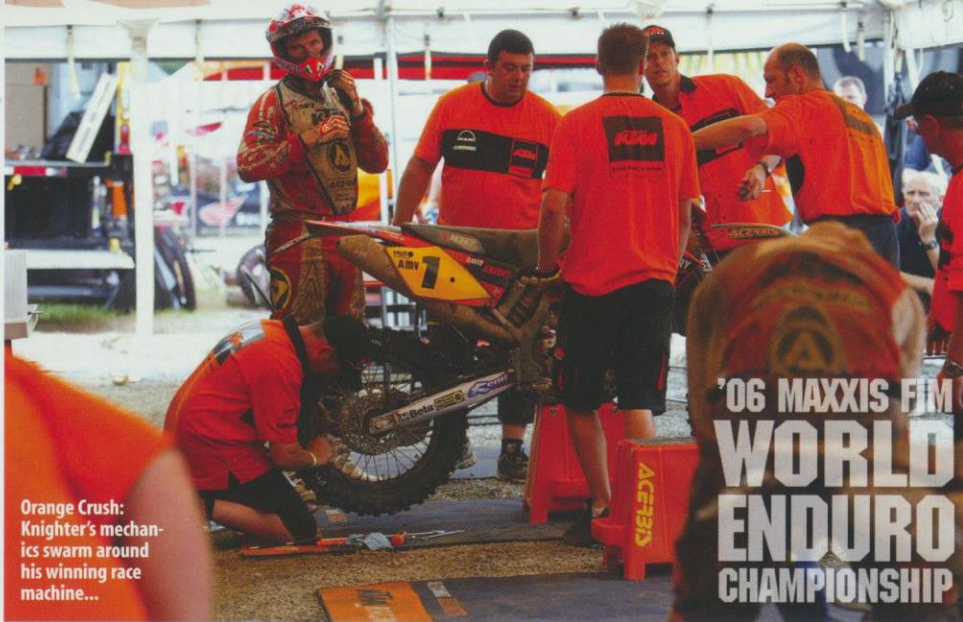
Mid way through the event on day one it rained harder than it has at a WEC race for a long time. Thankfully, after two hours the relentless downpour finished, the sun came out, and the event ran without any problems

The GP of USA was a disappointing event for the factory Aprilia team. With Alessandro Botturi placing 12th in the E2 class on day one before failing to finish day two, his team-mate Alex Zanni fared little better finishing 11th in E3 on day one before improving to ninth on day two.

The second day of the US GP clashed with a round of the US National Hare Scramble series, which was one reason given for the poor turnout of US competitors. Running second in the hare Scramble series Yamaha mounted New Yorker Nate Kanney was forced to pull out of only his second WEC event to race the Hare Scramble

A few days before the race was due to start the paddock area was completely flooded...





Orange Crush: Knighter's mechanics swarm around his winning race machine...

'06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

Runner-up to Knight in the E3 championship following the double DNF suffered by Marko Tarkkala in Italy, Seb seemed to have more fight in him than at any previous round of the series. Placing third on both days having crashed on more special tests, than not was Marko Tarkkala. And sixth on both days was former Brit based WEC rider

Paul Whibley. Now living in the US and competing in the GNCC series, Whibs produced two respectable results and thoroughly enjoyed competing in the WEC again. There was little to separate the top performers in the Enduro Junior class in Hancock. With Swede Joakim Ljunggren on his Husaberg and French rider Marc

Bourgeois aboard his Husqvarna claiming a day win each, the pair were separated by 22 seconds on day one in Ljunggren's favour and by 13 seconds on day two as Bourgeois claimed the top step of the podium. With the two riders trading places during the American event it was left to Australian Jake Stapleton to finish third on both days...

RESULTS - DAY 1

| ENDURO 1 | | |
|---------------|------------------------------|----------|
| 1 | BARTOSZ OBLUCKI (HUSQVARNA) | 36:14.73 |
| 2 | IVAN CERVANTES (KTM) | 36:23.43 |
| 3 | SIMONE ALBERGONI (HONDA) | 36:32.23 |
| 4 | ALESSANDRO BELOMETTI (KTM) | 36:54.01 |
| 5 | MAURIZIO MICHELUZ (YAMAHA) | 36:01.08 |
| ENDURO 2 | | |
| 1 | SAMULI ARO (KTM) | 36:19.35 |
| 2 | MIKA AHOLA (HONDA) | 36:22.58 |
| 3 | JOHNNY AUBERT (YAMAHA) | 36:42.61 |
| 4 | NICOLAS PAGANON (HUSQVARNA) | 37:27.71 |
| 5 | CRISTOBAL GUERRERO (GAS GAS) | 37:49.79 |
| ENDURO 3 | | |
| 1 | DAVID KNIGHT (KTM) | 34:59.57 |
| 2 | SEB GUILLAUME (GAS GAS) | 36:35.85 |
| 3 | MARKO TARKKALA (KTM) | 36:52.91 |
| 4 | BJORNE CARLSSON (HUSABERG) | 37:45.30 |
| 5 | VITA KUKLIK (KTM) | 38:04.83 |
| ENDURO JUNIOR | | |
| 1 | JOAKIM LJUNGGREN (HUSABERG) | 37:58.73 |
| 2 | MARC BOURGEOIS (HUSQVARNA) | 38:21.57 |
| 3 | JAKE STAPLETON (TM) | 38:31.63 |
| 4 | YANNIK BOSSI (HUSQVARNA) | 39:04.11 |
| 5 | ORIOI MENA (GAS GAS) | 39:31.05 |

RESULTS - DAY 2

| ENDURO 1 | | |
|---------------|-----------------------------|----------|
| 1 | IVAN CERVANTES (KTM) | 41:58.68 |
| 2 | SIMONE ALBERGONI (HONDA) | 42:38.04 |
| 3 | ALESSANDRO BELOMETTI (KTM) | 43:43.21 |
| 4 | MAURIZIO MICHELUZ (YAMAHA) | 44:12.27 |
| 5 | BARTOSZ OBLUCKI (HUSQVARNA) | 44:12.27 |
| ENDURO 2 | | |
| 1 | MIKA AHOLA (HONDA) | 41:43.11 |
| 2 | SAMULI ARO (KTM) | 42:02.21 |
| 3 | JOHNNY AUBERT (YAMAHA) | 42:39.27 |
| 4 | XEVI GALINDO (KTM) | 43:12.08 |
| 5 | FABIEN PLANET (KTM) | 43:37.52 |
| ENDURO 3 | | |
| 1 | DAVID KNIGHT (KTM) | 40:32.70 |
| 2 | SEB GUILLAUME (GAS GAS) | 42:50.54 |
| 3 | MARKO TARKKALA (KTM) | 43:50.98 |
| 4 | BJORNE CARLSSON (HUSABERG) | 44:16.89 |
| 5 | MARCUS KEHR (KTM) | 44:16.96 |
| ENDURO JUNIOR | | |
| 1 | MARC BOURGEOIS (HUSQVARNA) | 43:57.87 |
| 2 | JOAKIM LJUNGGREN (HUSABERG) | 44:17.73 |
| 3 | JAKE STAPLETON (TM) | 44:22.33 |
| 4 | RUSSEL BOBBIT (KTM) | 46:16.63 |
| 5 | JAKUB HORAK (KTM) | 48:38.28 |

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ACCESS ALL AREAS

Whether 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. Each month TBM features a different track which, in our opinion, offers an enjoyable day's riding on a well-maintained, safe and interesting circuit...

Cowm Leisure Ltd

Where: Whitworth Quarry, Rochdale, Lancashire

What's It Like: Set in a disused quarry, the five-mile main H&H practice circuit is laid out over 150 acres, featuring steep natural hill climbs, rocky descents, water splashes, bogs, ruts and winding moorland tracks.

The course starts at the bottom of the quarry then climbs up onto the moors, snaking its way towards a tight and twisty mini MX track with some tabletops and doubles thrown in.

There's also a man-made endurocross style circuit, which has dumper truck tyres, telegraph poles, big log sections (a la Kickstart), whoops and some more tabletop jumps.

As the course is fairly technical

in places there's a choice of easy and difficult routes available, making it suitable for novice and experienced riders alike, plus overtaking is easy and safe with plenty of room all around.

And although the quarry is an all-weather venue, it's one of the few places that seems to improve with wet weather - due to the nature of the terrain, nice riding lines and berms get cut in.

Overcrowding doesn't seem to be an issue either, and the course is well marked out.

What It Isn't: A motocross track. The track was designed with disciplined practice in mind, and as such is not a top gear razz-around affair - the main aim is to improve control skills and stamina.

Extra Info: 125cc bikes and over are allowed out on the main H&H loop. There are big rocks

around so punctures do happen occasionally. If you are a regular visitor it might be worth investing in mousses or at least some heavy-duty inner tubes.

Beginners take care - although there are easy ways round nadgery stuff, there are some big hill climbs that could prove quite daunting at first. Saying that, due to the challenging going it makes cracking practice for an event such as the D2D.

National trials events are also held at the quarry, plus there's also a 4x4 course (complete with the expected big holes), so if you do venture off the main H&H circuit to have a go, be aware!

Facilities: The usual snack van is on site, there are toilets and camping is available on request. Marshals are always onsite, plus trained first aiders are also in attendance.

Opening Times: Once a month on Sundays (9.30am - 5.00pm) plus during the summer the track is open on Thursday evenings from 3pm till dusk.

Cost: Main track (Thursdays) £15 per rider (after 7pm it's a tenner). On Sundays it's £25 (ORPA & TRF members £20). For bookings of ten riders and over, it's £15.

Directions: From junction 20 of the M62 (to Rochdale), take the A671 to Bacup. Follow the road to Whitworth (about five minutes away) and when you come into Whitworth take a left turn onto Tong Lane. The quarry is at the top of the road.

Contact: Darren - 07970 717764 or John - 07970 101879. Check out cowmleisure.com for more info. Always call to check availability before leaving home.



OLD GOLD

Back in the early Seventies all four Japanese motorcycle manufacturers had a trials bike in their range. Kawasaki's KT250 was one of the nicest (as contemporary brochures reveal), albeit never really gaining the popularity it deserved, as John Hulme reports...

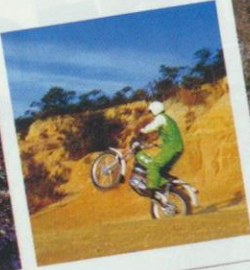


OLD GOLD

Back in 1974 Kawasaki released their gorgeous KT250 (badged the TX in Japan). With a high specification and great looks, the importers had high hopes for strong UK sales...

It came as no surprise when, back in the early Seventies, the big four Japanese motorcycle manufacturers began showing an interest in the burgeoning sport of motorcycle trials. They had spotted a niche in the market which was being monopolised by the Spanish manufacturers Bultaco, Montesa and Ossa, and decided they wanted a part of it. To help each of them develop their new trials machines they required the services of some big name riders. Honda enlisted the help of Sammy Miller, Suzuki opted for the then current British champion Gordon Farley and Yamaha chose the ever popular Mick Andrews. All of these riders had previously been associated with the Spanish companies in development roles.

すばらしいモーターサイクルワールド、トライアル。



“技”を競う。美しいモータースポーツ。

トライアルはモータースポーツのひとつ。でも、モトクロスやロードレースのようにスピードを競うスポーツではありません。自然のさまざまな地形を利用して走ったセクションを、マシンと人間がひとつになって走るテクニクを競うスポーツです。

歩いてのぼるのえむずかしいロックを、ペペリや川の中を、ラフロードを、テクニクとマシンと精神力で何度も何度もチャレンジする。そして、これらを同時に結晶させ、クリアしなければならない。トライアルの真髄は、ここにあるのです。満足感ほかにしみこんでいます。

モトクロスやロードレースを競馬にたとえれば、トライアルは、“技”を競う馬術。70年ほど前、イギリスの西部でマシンの性能を“トライアル”からライダーへと取りつがれ、いま、日本でもすばらしいモーターサイクルスポーツとして注目をあつめています。

基本に忠実に、トライアル心構え。

トライアルには、8の字走行、ワイリー走行のような基本的な動作から、スクアークス、フライング、ヒルクライムと呼ばれる上級のものまで、いろいろな走行テクニクがあります。

何事でも同じですが、ハイテクマシクへの直は、練習のみ、何度も何度もトライし、テクニク・体力・精神力をマシクよく鍛えあげていくことです。

急ぐことはありません。いかに安全よく走るかという観点で、トライアルの真髄に出会って、おもしろいと思えば、トライアルの真髄に出会って、練習を思い出して基本に忠実に……。

マシン性能はライダーテクニク。

特別な条件の中を走破するためには、当然一般車とは違った性能を備えたトライアルマシンが必要で、大きな特徴は、ポンピングタンクやシートが、非常に小さく、スリムにできていること。これは、変化の激しい乗り物とて、身体をすばやく動かし、マシクをとりやすくするためです。

エンジンは、超低速から大きいトルクを引きだせるもの。そして、ブレーキは、水に強い、ソフトな動き。ハンドは、思いどろり操作ができるほど角度の大きいもの。

トライアルを楽しむためのマシンは、これらを充分に満たしているものでなければなりません。

自分のテクニクに適応して選んでみるマシンを選ぶのも、ライダーテクニクのひとつです。

“テクニク”に1位、2位はありません。

競技会では、スタートからゴールまで各所にセクションを設け、その間でライダーがテクニクを競います。セクションは、岩山や山林を抜いたり、川の中を流石を走ったり、多くの困難な障害があり、ライダーは、テクニクはもちろん、体力・マシクの耐久力、そして精神の集中力を必要とします。

トライアル競技は“レース”とはいえません。それは、相手の競争ではないからです。自然を相手に、ひとりひとりが自分のテクニクを競うためのものだからです。

競技会では、ライダーは、他のライダーのテクニクを研究したり、アドバイスを聞いたりして、自分のテクニクを、より以上に磨きあげることがあります。

だから、競技会では1位、2位はありません。トライアルの真髄は、自分のテクニクに挑戦して選んでみるマシンを選ぶのも、ライダーテクニクのひとつです。

OLD GOLD

So in May 1972 Kawasaki recruited Don Smith who had a sound development record with Greeves and Montesa and with whom he had won a European championship (for the latter) and taken them to the prestigious Manufacturer's Award at the Scottish Six Days on a new prototype 250 machine in 1969.

Smith decided to build a brand new machine from the ground-up (albeit the engine was based around the new 450cc two-stroke motor that Kawasaki had just designed for motocross). At the time Bultaco, Montesa and Ossa had bigger capacity engines than the popular 250cc size running in their works machines and so this was the area that Kawasaki decided to look at. By October 1972 they had the 450cc up and running and the trials team in Japan were full of enthusiasm. Three machines were promised for the Scottish Six Days trial in May 1973!

The new machines turned up three days before this tough event and Smith had little time to do much in the way of extra preparation. Nevertheless Richard Sunter, Mark Kemp and Jack Galloway all came away with special first class awards, with Sunter winning the prestigious 500cc cup. The week had gone very well with few problems being reported with the new machines. Though the riders reported back that although the 450cc engine was good to ride it was deemed a bit too powerful for the average rider.

So in July 1973 Smith took delivery of the new 250cc engine he had instructed the Japanese to build for him to try in the existing chassis. Once again it was good - but not quite what he wanted. It had fantastic bottom-end

power but made little in the way of top-end power. So once again he contacted the enthusiastic team at Kawasaki in Japan and asked for more top-end power, but insisted that it should not be gained with the loss of low-down torque - essential in a good trials engine. A few months later in November Smith was instructed to fly out to Japan to try out the new machine. It was just what he had asked for and he immediately signed off the bike for production.

The new 250cc machines arrived early in 1974 with Smith very impressed with the standard of finish and specification. They featured electronic CDI ignition which was a major improvement over the unreliable points ignition system on older machines. The engine also featured an oil injection system which did away with the bother of pre-mixing fuel. The double loop frame was manufactured from small-bore chrome molybdenum alloy tubing making it very light but also very durable. A push-on side-panel allowed easy access to the air filter, and the swinging arm also featured a chain oiler. Once again to ease regular maintenance on the machine. It was very much aimed at the market as a wash and go trialler! And these features along with the smooth lines and tucked in exhaust system meant the machine looked a sure-fire winner.

At the time of the KT250's launch, Smith went on a worldwide promotional tour visiting Kawasaki importers and dealers around the globe showing them that all the family could be involved with trials. The trials schools on these tours proved hugely popular especially in America where the importers were gearing up for the expected trials boom. They blissfully imagined every member of the family would want a KT250 and that trials was the next big boom in motorcycle sport.

How wrong they were. The KT250 was produced in thousands but the general public never really took to the green machines. The typical reaction was that the power was difficult to use and the steep steering-head angle made it awkward for novice riders. In the UK they sold slowly and at the end of 1974 Smith released his two remaining works riders, Nigel Birkett and Richard Sunter. From that point on, the general public lost faith in the brand. Despite Smith carrying on with development of a new machine and continued interest in Japan, Kawasaki gently bowed out of the trials market along with (one by one) the rest of the Japanese manufacturers. Now only Honda remain as owners of the Montesa brand...

Kawasaki hoped the KT250 would appeal to the 'family rider' though the brochure showed the bike's more serious abilities as well. This was in the days when riding trials without a helmet was considered the norm...



Kawasaki hoped the KT250 would appeal to the 'family rider' though the brochure showed the bike's more serious abilities as well. This was in the days when riding trials without a helmet was considered the norm...

What's the Story?



Tony Scarlett

Tony, I said down the telephone, 'I've got a photo of you riding a 250JCM in the Colmore Trial, dropping off a rock in Chips Quarry, which I believe I took in about 1983, can you shed any more light on it..?'

That was my opening gambit to former Yamaha trials star Tony Scarlett when I phoned him recently to research this month's Trials Heroes.

'That's Mike Rapley, isn't it?' he said picking up on my distinctive telephone voice as we haven't met up for many years.

'Anyway if I'm on the JCM' he replied, 'it's probably got a red tank, and it'll be later than '83, it must be 1987' he proffered.

In his day Tony Scarlett from Sheffield was truly an ace trials rider and one of the very best of his generation. His trials story began when as an eight year old in 1975 he started riding trials and quickly progressed to the point where he won the Youth C, Youth B, and Youth A class championships, before moving into the adult scene where he became one of the UK's very best feet-up merchants. But as is so often the case he came up against other top class riders of his era - most notably a certain Steve Saunders - and a British Championship title eluded him. But that can't detract from his serious talents - as Tony won many national trials and travelled the world riding in World Championship events until, at the age of 26 he packed it all in.

'Why did you give up when you did?' was my next question, and Tony was very clear about his answer.

'I called it a day in the early Nineties. I could see the years were passing and there were plenty of good riders around then, all with superb support. Eddy Lejeune had two brothers supporting him; Thierry Michaud had his brother as back up and John Lampkin had three generations advising his career path. I wasn't from a trialling family and we had picked up on the sport when I was a kid. And whilst I did my best with my family behind me, it

wasn't quite enough.

'Then the time came when I needed to work for a living, because although I had enjoyed enough support to break-even, buying a house, getting married and all the other expenses of life meant I needed a proper job. I joined my dad's business and we drifted away from trials.'

However, once established in work, Tony returned to motorsport and had a number of successful years car racing. He twice won the Stock Hatch Championship in a Peugeot GTI and was runner up in the national MG ZR Championship before the factory folded.

'Believe it or not I think that my years of trialling helped with my car racing' said Tony. 'I had a canny feel for setting up a car, and I could just feel when it was all well balanced with loads of grip and it brought me lots of wins.'

During his two-wheeled career, 39yr old Tony - who now runs his own recycling business - rode a wide range of machinery including Majesties, Bultacos for Comerfords, a 240 Fantic, Yamaha TY250 monos (on

which he gained much of his success) and in later years both Gas Gas and Aprilia for the importer of the time, Malcolm Rathmell.

'I've still got the JCM here in my garage' Tony told me, 'but I don't suppose it will be much good now, as it wasn't very good when it was new!'

Asked if he would ever consider making a return to trials, Tony told me: 'Yes, I can see me having a go sometime. I've got most things out of my system now and it would be really nice to meet up with some of the riders I used to mix with, so a return to trials is still possible.'

His talent was sorely missed when he left the scene, and a return now would be welcomed by many people who well remember some of his amazing rides as he notched up national successes - principally on the TY Yamaha on which he made his name. So watch out for Tony Scarlett, I've got a feeling that he may well be back...

'I've still got the JCM here in my garage, 'but I don't suppose it will be much good now, as it wasn't very good when it was new...!'

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Honda XR600, G-reg, MoT, 3400km, never raced, great on-/off-road, exc cond, £1200. Tel 07967 229934 (Bristol)

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Honda XR400R, 2002, T&T, 5600 miles, used but not abused by one geriatric owner from new, £2200 ono. Tel 01384 288055 (West Mids)

Gas Gas EC450FSE, 2004, CRD sump/frameguards, handguards, mousse, new c+s, light green lane use, well maintained, vgc, £2650 ono. Tel (mobile) 07779 277107 or 01249 740744 (Wilts)

KTM 450EXC, 2005 model, 04-reg, Datatag, fan kit, sumpguard, clutch saver, maintained regardless of cost, green lane use, £3250 ono. Tel (mobile) 07831 829442 or 0191 584 2621 (Tyne & Wear)

Honda CRF250X, May 2004, taxed, Pro Carbon hand/sumpguards, Hot Wheels graphics, vgc, £3,000. Tel 07812 142533 (Bolton)

Yamaha WR250F, 2005 reg, T&T, Werx graphics, CRD Pipe, hardly used, new tyres, baby forces sale, £3050 ono. Tel (mobile) 07870 729662 or 01432 360592 (Hereford)

Husqvarna WR250, 2006, white/red, recent c+s/pads, ultra smooth power, highly maintained, going back to 125, quick sale, £3000. Tel 07890 970617 (Cleveland)

Yamaha WR426F, 2002, Fatbars, trail trip computer, FMF pipe with Powerbomb, spare White Bros system, supermoto wheels and standard, £2550 ono. Tel (mobile) 07789 448771 or 01256 333657 (Hants)

Yamaha WR450F, 2004, UK bike, road reg'd, MoT, road kit, never raced, regular oil changes, mint cond, £3400 ono. Tel 07958 497449 (Leics)

Husqvarna TE610E, 1998, 7800 miles, limited edition

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colours, enduro and new SM wheels, manuals, mainly road use, good cond, £1600 ono.
Tel 07747 864294 (N Yorks)

Honda XR250, 1987, road reg'd, no T&T, three owners, new c+s/brushguards/rear fender, all lights work, used off-road only, good bike for age, £1000 ono.
Tel (mobile) 07921 526306 or 0191 383 1168 (Co Durham)

Honda XR250, 1985, twin carb Jap import, 100 percent original, T&T, low seat height, very little use, exc cond, suit enthusiast. Tel (mobile) 07789 301302 or 01942 516712 (Lancs)

Kawasaki KMX200, 1989, T&T, very low miles, one mature owner, can email photo, £1000 no offers.
Tel 01325 268510 (N Yorks)

Husqvarna WR250, 2003, road reg'd, T&T, good green laner/enduro, quick sale hence, £1600.
Tel 07843 690116 (Kent)

KTM 250EXC 4T, 2004, road legal, T&T, elec start, hand/sumpguards, great cond, can email pics, £2750.
Tel 01443 409368 (Mid Glam)

Yamaha YZ400F, 1998, road reg'd, lighting kit, green lane use, tidy bike for its age, can deliver, £1500 ono.
Tel Charlie on 07985 899058 (Warks)

Kawasaki KLX250, 1994, MoT, recent back-end rebuild, new CRD can/front wheel bearings, tidy, £1200 ono. Tel (mobile) 07968 257581 or 01440 702589 (Suffolk)

ATK 604e, road legal, T&T, like CCM, spares easy to get with some included, for sale due to bereavement, £750. Tel (mobile) 07989 533217 or 0151 336 1991 (Cheshire)

Kawasaki KDX220, 2002 model, T&T, one owner, legaliser kit fitted, TAGs, guards, spare plastics, exc cond, £1900. Tel Tony on 01225 443200 (Avon)

Montesa 315R trials bike, 2000 model, 250cc, hardly ever used, exc cond, £1350 or consider swap for decent XR400, cash your way, in Bucks\ Beds area.
Tel Paul on 01234 714173 (Bucks)

KTM 400EXC, 2002, MoT, low miles, green lane use only, bashplate, handguards, fork socks, Trailtech speedo, £2250. Tel 01264 364835 (Hants)

KTM 525EXC, June '04, Farioli model, one owner, documented history, maintained beyond reason, spares, manuals, exc cond, £3600 or consider exc cond CRM250 in p/x. Tel 01773 874819 (Derbys)

Suzuki DR350SE, 1999, T&T, 6000 miles, Renthals, new tyres, exc cond, £1575. Tel (mobile) 07793 774558 or 01778 425509 (Lincs)

Suzuki DR-Z400S, W-reg, black/silver, T&T, 8000 miles, £1800 ono. Tel (mobile) 07817 401471 or 01598753743 (Devon)

Yamaha WR450F, 2004, road reg'd, 1300 miles, recent Michelins/pads/sprockets/fork service, well looked after, vgc, £2995 ono. Tel 07760 191000 (Northumberland)

KTM 400EXC, 2004, 04-reg, taxed, 46 hours' use, mainly trail riding, two owners, owner's manual etc, £3100 ono. Tel (mobile) 07818 037398 or 01225 357887 (Wilts)

Yamaha WR250F, 2003 model, road reg'd, T&T, elec start, sump/handguards, lots of spares, £2800 ono.
Tel 01484 715182 (W Yorks)

Honda XR200 twin-shock, V-reg, good cond, been stood, £425 ono. Also Easy rider 125, XL copy, M-reg, £250. Tel 01482 870435 (E Yorks)

Yamaha WR450F, 2004 model, 05-reg, UK bike, elec start, green lane use, as new, £3200 ono. Tel (mobile) 07812 129815 (Swansea)

Suzuki RM250, 2000, road reg'd, T&T, lighting kit, rad valve, Doma exhaust, £1495 ono. Tel 07896 358333 (Devon)

Honda CRF250X, 55-reg, taxed, Bills pipe, regularly serviced, green lane use only, exc cond, £3100 ono.
Tel (mobile) 07971 572168 or 01373 859351 (Wilts)

Honda XR250R, 2000, T&T, 4800km, top trailie in exc cond, unfortunately not used enough, £1800.
Tel 01384 820450 (W Mids)

Honda CRF100, 2004, still on original tyres, lady rider, hardly used, exc cond, first to see will buy, £1000 ono.
Tel (mobile) 07786 681030 or 01900 817843 (Cumbria)

VOR ENS30, 2002, T&T, new tyres, serviced, little use, too much for me, £2700 or poss exchange for old classic.
Tel 01457 866957 (Derbys)

KTM 450EXC, 2004, 53-reg, 60 hours' use, sumpguard, exc cond, £3300. Tel 01706 223531 (Lancs)

Suzuki DR-Z400E, 2000, MoT, elec start, CRD exhaust, recent service, exc cond, £1595 ono or may p/x.
Tel (mobile) 07742 560868 or 01274 830554 (Yorks)

Honda XR250, 1990, £1000. Tel 01772 785535 (Lancs)

Honda CRF450R, 53-reg, lights, '04 plastics, Q-pipe, speedo, bashplate, Fatbars, handguards, spares kit, used twice, £2500 ovno. Tel 07929 841531 (Essex)

Honda XR650R, 03-reg, 2000km, Rekluse clutch, Renthals, switchgear, exc cond, sensible offers or may p/x for CRF250X/WR250F or similar.
Tel (mobile) 07971 530046 or 01743 872152 (Shrops)

KTM 300EXC, 2006, road reg'd, very little use, hand/sumpguards, vgc, £3595 ono.
Tel (mobile) 07914 412188 or 01246 567556 (Derbys)

KTM 450EXC, 2004, taxed, green laned only, well maintained, new c+s/rear tyre, hand/sump/clutchguards, exc cond, £3100. Tel 07900 272227 (Norfolk)

KTM 450EXC, 2004, very well maintained, bashplate, handguards, clutch saver, new tyres/c+s, vgc, £3000.
Tel (mobile) 07768 698501 or 01249 821647 (Wilts)

Yamaha TTR250, 1993 reg'd, T&T, 11000km, recent tyres/c+s, little off-road use so generally better than average cond. Tel 0115 930 8850 (Derbys)

Honda XR400, 1997 model, road reg'd, one owner, little used by retired gent, alloy bashplate, orig cond, £1500 ono. Tel (mobile) 07816 34561(?) or 01204 63579 (Lancs)

Honda XR400, 2002, T&T, only 1900km, great cond, maintained with TLC, £2250 ono. Tel 01386 710288 (Worcs)

Gas Gas EC250, 2000, T&T, c+s replaced, new rear tyre, good cond. Also Gasser 125 for spares, £1195.
Tel 01332 833698 (Derbys)

BMW F650G6 Dakar, 04-reg, blue/silver, 1700 miles, exc cond, £4150. Tel 01474 354044 (Kent)

Suzuki DR-Z400E, Feb' 04, 53-reg, one owner, currently SORN, complete new plastics with graphics, new tyres/c+s, exc cond, £2500 ono.
Tel 0161 338 5731 (Cheshire)

Gas Gas EC200, T&T, recent top-end/cylinder, Trailtech speedo, frameguards, bashplate, ITR carb kit/power-valve housing, vgc, £1500ono.
Tel 01494 474807 (Bucks)

Husqvarna TE610e, V-reg, yellow/blue, 6500km, exc cond, lack of use forces sale, £2000 ono.
Tel 01824 703041 (Flintshire)

Kawasaki KDX220R, 2003, MoT, 2100 miles, road kit fitted, green laned only, vgc, £2100 ono.
Tel 07879 446030 (Essex)

Honda XR600, G-reg, MoT, original colours, 2000 miles on clock, amazing cond, never abused, £1300.
Tel 07967 229934 (Bristol)

BMW G5800, B-reg, T&T, 45L plastic tank, motorised roadbook, brushguards, completed 2005 Ryedale Rally, great big bike, £1750. Tel 07790 490005 (Derbys)

X-Sport 125 Cooper replica CR3, 2006, five months old, black with gold rims, ridden three times, as new cond, £600 no offers. Tel 01205 722468 (Lincs)

Honda XR250R, 2004 model, 03-reg, two owners, MoT, 2100 miles, local green lane use only, vgc, £2400 ono. Tel 01844 354183 (Oxon)

TBM

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KTM 250EXC, 2002, road reg'd, hardly used, Michelin road tyres, fully serviced inc brakes etc, £400 of receipts, vgc, asking £2350 ovno. Tel 01884 881350 (Devon)

Suzuki DR-Z400E, 2001, MoT, CRD exhaust, wave discs, sump/frame/handguards, Fatbars, £1995 ono. Tel (mobile) 07815 939314 or 0113 252 8658 (Worcs)

Yamaha RT1, 360cc version of DT1, low mileage, little use, good cond, must sell, £1500 ovno. Tel 01373 463253 (Somerset)

Honda XR400, 03-reg, low miles, good cond, no T&T so sell for £1800 ono or p/x CRF230 or TTR250. Tel 01373 463253 (Somerset)

KTM 450EXC, 2003, T&T, 98 hours' use, case saver, hand/sumpguards, rear mousse, D3 maintained, vgc, £2650 ono. Tel Chris on 07791 504718 (Cumbria)

BMW F650GS Dakar, 2000, T&T, 1700 miles, spare new tyres, as new, £2870 ono. Tel 01497 847668 (Powys)

Yamaha WR450F, 2004, 55-reg, only 18km, Acerbis handguards, Pro Taper bars, Gadget frame/sumpguards, £3450. Tel 01233 720980 (Kent)

Husky TE610e, 2000, W-reg, UK bike, never raced, under 6000km, fluoro green mudguards, standard apart from sumpguard, perfect condition, can e-mail photos, £2000. Tel 01357 521973 (Scotland)

Suzuki DR-Z400S, Y-reg, T&T, 6000 miles, Datatagged, many extras, regularly serviced, £1600 ono, wanting an Africa Twin. Tel 07974 973736 (Yorks)

Suzuki DR-Z400SK3, 2003, '03-reg, yellow, only 400 miles, one owner, absolutely as new, must go, £2250. Tel 07977 145027 (Gloucs)

Husqvarna TE410E, 2001, T&T, just over 3200km, nearly new blue supermoto rims and tyres, vgc, £1800. Tel (mobile) 07921 618852 or 01256 327685 (Hants)

Yamaha WR250F, 2005 model, road reg'd, fully road legal, Pro Carbon bashplate, CRD exhaust, ASV levers, Michelins with mousse, well maintained, vgc, £2900 ono. Tel 020 8330 7141 (Surrey)

Three Yamaha XT350s, one F-reg in red/white, one G-reg in black/yellow, both in good cond. Plus third bike dismantled, with genuine manual, many extras and spares, £2150 all in. Tel 07979 772666 (E Sussex)

BMW F650GS Dakar, 54-reg, taxed, 5000 miles, FBMWSH, BMW panniers, heated grips, £4250. Tel 01270 842367 (Cheshire)

Scorpa TYS125F, 2004, one owner, 3000 miles, £1650 ono. Tel 07999 556782 (W Lothian)

Gas Gas EC450FSE, 2003, 2700 miles, one owner, currently SORNed, £1650 ono. Tel 07999 556782 (W Lothian)

Suzuki DR-Z400E, barkbusters, CRD pipe/bashplate, new decals, just serviced, many spares, green lane use only, £2500 ono. Tel 07939 614222 (Powys)

KTM 125EXC, 2006, 20 hours' use, hand/sumpguards, carbon exhaust guard, clutch saver, £3300. Tel 01928 788342 (Cheshire)

Gas Gas EC200, May '03, T&T, history, Mazocchi Shivers, Ohlins, exc clean and tidy bike, could meet/deliver, £1995. Tel (mobile) 07851 632569 or 01733 222876 (Cams)

KTM 525MXC, 05-reg, taxed, 3400km, FSH, mature owner, trail use only, new tyres/c+s/pads, vgc, £3800 ono. Tel (mobile) 07974 900630 or 01202 245064 (Dorset)

KTM 200EXC, 2005, only 300 miles, ARD guards, fork socks, all the original bits and tools, £3050. Tel (mobile) 07817 480233 or 0113 368 4464 (N Yorks)

KTM 400EXC, 2001, T&T, CRD sumpguard, gripper seat, Werx graphics, new rear bearings, greenlane use, vgc, £1995 firm. Tel (home) 01455 610850 or (work) 0116 275 0999 (Leics)

Suzuki DR-Z400S, 2001, blue/white, T&T, one owner, 19000 miles, service history, standard bike, few

spares, £1900 ono. Tel 01622 844312 (Kent)

Honda CRF450X, nine months old, road reg'd, well maintained, serviced after every 250 miles with oil/filter change and air filter clean etc, new bodywork, good condition, £3400 ono. Tel (mobile) 07711 821440 or 01442 253610 (Herts)

KTM 200EXC, 2005, taxed, usual extras fitted, mousse etc, vgc, injury forces sale, £3100. Tel 07970 025118 (Powys)

Yamaha TY250 mono, 1987, front disc conversion, son's bike - recent discovery of girls mean dad's selling, £650 ono. Tel 01636 706846 (Notts)

KTM 200EXC 2T, 54-reg, 100 hours' use, one owner, fully maintained and serviced, handguards, bashplate, clutch saver etc, £2250. Tel (mobile) 07775 938182 or 020 8643 4462 (Surrey)

Yamaha WR450F, 2005 model, 2005 reg'd, taxed, sensible extras, very little use, mint cond, very reluctant sale, £3550 ovno. Tel (mobile) 07736 770282 or 01352 755169 (N Wales)

Gas Gas Pampera 250 mkII, 2003, T&T, 1600km, great lightweight greenerlaner/LDT bike, Renthals, sump/handguards, £1625. Tel 01622 692528 (Kent)

KTM 200EXC, 2001, Y-reg, road reg'd, been raced and may need new plastics but good runner, £1750. Tel (mobile) 07843 308126 or 01939 210616 (Shrops)

KTM 250EXC Racing, '05 model, 54-reg, 337 miles, clutch saver, hand/sumpguards, just serviced, exc cond, £2995. Tel 01925 751413 (Cheshire)

Yamaha WR250F, 2003 model, 52-reg, T&T, road legal, dual start, lots of extras, £2600 ono. Tel (mobile) 07771 937439 or 01484 715182 (W Yorks)

Yamaha TT500, 1981, recent respray and rebuild, very collectable, vgc, £900 ono. Tel 07866 530334 (Shrops)

Honda CRF230, five months old, 06-reg, 235 miles, Pro Taper bars, Trailtech speedo, handguards, bashplate, big saving at £2200 ono. Tel 07876 756842 (Bucks)

KTM 200EXC, 1999, recent full engine rebuild/tyres, exc cond throughout, £1500 ono. Tel 01789 294889 (Warks)

Honda XR650R, 2003, red, T&T, 2000 miles, road legal, road tyres, immaculate, £3000 ono. Tel 07818 402465 (Surrey)

KTM 525EXC, 2003, 73 hours' use, very little off-road use, vgc, £3600 ono. Tel 01902 861995 (W Mids)

Husaberg FE400e, 2003, T&T, 2000 miles, c/w set of supermoto wheels, many extras and spares, exc cond, £2195. Tel 01256 465801 (Hants)

KTM 300EXC, 2002, new tyres/c+s, loads of extras, factory race pipe, original paperwork/video, £2200 ovno. Tel 07780 702398 (W Yorks)

Honda XR250R, R-reg, T&T, new AC10s/headrace bearings, recent c+s, well maintained, vgc, call for details, £1450. Tel 07917 771472 (Herts)

Yamaha XT225 Serow, 1994, blue/white, taxed, 23300 miles, accessories, low trail bike, £1100 ono. Tel Brigitte on 01273 842493 (W Sussex)

Honda XR750 Africa Twin, 1998, white/red/purple, T&T, 12000 miles, exc cond, £3500 ono. Tel Tim on 01273 842493 (W Sussex)

Honda CRF450X, 2005, UK bike, mousse, sumpguard, Acerbis handguards, new plastics, immaculate cond, £3850. Tel (mobile) 07973 718257 or 01924 477877 (W Yorks)

Honda CRM250 mki, F-reg, T&T, full DEP pipe, new c+s/pads, handguards, well maintained, virtually unused for two years, £1000 ono. Tel 01522 829233 (Lincs)

Yamaha Serow, 1998, T&T, new c+s, good cond, £1900. Tel 01782 503998 (Staffs)

Suzuki DR350SEX, 1999, MoT, 6000 miles, fully serviced, all paperwork kept, new tyres, general green

laning, exc cond, £1150. Tel 020 8399 5880 (Surrey)
KTM 400EXC, 2001, Y-reg, MoT, 11L tank, very tidy bike, green lane use, £2450 ono. Tel (mobile) 07877 816953 or 01924 442152 (W Yorks)

KTM 200EXC, 40 hours' use, exc cond, must sell, £2900 ono. Tel (mobile) 07813 754831 or 01803 812861 (Devon)

Beta Alp 200, road legal four-stroke trailie, 2003, 1400km, mature owner, WES silencer, Renthals, £1650. Tel 01633 856750 (S Wales)

Honda XR400R, Aug 03-reg, MoT, one owner, little use due to travelling and ski season, original parts and spares, super cond, career move to London forces sale, £2,850. Tel 07706 865168 (Cheshire)

Yamaha XT600 Tenere, blue/yellow, T&T, lovely ride, £795. Tel (mobile) 07979 063296 or 01202 296497 (Dorset)

KTM 400EXC, 2005, Acerbis handguards, sumpguard, clutch saver, Mousse, superb cond, £3400. Tel (mobile) 07764 625336 or 01449 780302 (Suffolk)

Suzuki DR-Z400E, 2004, €3950. Tel 00 353 (0)86 2595024 (Co Cork)

KTM 300EXC, 2004, new chain/tyres/talesh sprocket, green lane use only, awesome machine, £2800. Tel (days) 07979 367092 (Leics)

Honda XR400, 2003, 3000 miles, new c+s/tyres, IMS footpogs, new CRD sumpguard, good cond, £2200 ono. Tel (mobile) 07918 175989 or 01609 776761 (N Yorks)

Honda CRF230F, 2005, 05-reg, only done 150 miles, sumpguard, Renthals, Trailtech computer, as new cond, £2300 ono. Tel (mobile) 07918 175989 or 01609 776761 (N Yorks)

Honda XR250R, lowered to suit rider 5'5", 2000 miles, well maintained, spares, Rally Pro guards, CRD bashplate, Vortip etc, excellent condition, £2200. Tel 01276 475835 or 01256 742439 (Surrey)

KTM 525EXC, 2004, 54-reg, 40 hours' use, dealer serviced, bashplate, handguards, exc cond, poss plus SM wheels. Tel 01768 352549 (Cumbria)

Yamaha Serow, 1992, T&T, dual start, spare road wheels, rear luggage rack, usual trail extras, £1000 ono. Tel 01768 483712 (Cumbria)

KTM 525EXC, 2004 model, low mileage, never raced, geriatric company director's toy, pristine cond, with SM kit if required, £3500. Tel 01793 751129 (Wilts)

Honda CRF230, 06-reg, four months old, full lighting kit, little use, as new cond, £2200. Tel 01823 336154 or 01884 243363 (Somerset)

Gas Gas EC200, 06-reg, four months old, only done two enduros and one H&H, exc standard cond, change of plans forces sale, £2950. Tel 01823 336154 or 01884 243363 (Somerset)

Honda XR400R, Y-reg, T&T, no off-road use in the last four years, indicators, many spares inc wheels/tyres etc, £1200 ono. Tel Simon on 07974 255778 (Surrey)

Suzuki DR-Z400E, 2003, T&T, Acerbis handguards, Renthals, new c+s/tyres, never raced, well maintained, good cond, £2400. Tel 01904 652899 (N Yorks)

KTM 125EXC, 2003, only 90 hours/2600km, flag handguards, Stealth sprocket, Six Days silencer, plus spares, £2150 ono. Tel 01653 619679 (N Yorks)

BMW R80GS Paralever, 1994, T&T, luggage, Touratech pegs, recent tyres/battery/seat, lots of history, manual, some spares, £2000 ono. Tel 07766 128897 (Oxon)

Honda CRF250X, 2004, 54-reg, road legal, green lane use only, p/x newish trials bike or sell for £2850. Tel 01568 720395 (Hereford)

Kawasaki KDX220R, 2000, X-reg, 950 miles, lowered for enduros, hand/sumpguards, vgc, £1500. Tel (mobile) 07976 360186 or 01905 340025 (Worcs)

Honda XR400R, 2002, T&T, 1900km, fully road legal, one owner, regularly serviced, vgc, £2095 ono. Tel 01603 438076 (Norfolk)

Suzuki DR-Z400SY, April 2002, blue/white, MoT, 3500 miles, FSH, Renthals, Barkbusters, garaged, just serviced, immaculate. Tel 07939 063339 (E Sussex)

SUPERMOTO

Yamaha WR426F 5M, 2003, Dutch import, Q-plate, T&T, inc new dirt wheels/plastics, trick bits, £2650. Tel 07855 806171 (London)

Honda XL600 5M, 1988, MoT, Renthals, new Bridgestone tyres, Megamax can, plus original front wheel/tyre, £1095 ono. Tel 07958 744094 (Warks)

KTM 400 LC4 EGS 5M, 1997, T&T, dual start, Talon/Excel wheels, trail kit included, vgc, £1750 ovno. Tel 01953 456885 (Norfolk)

KTM 640 LC4E 5M, 2001, orange, T&T, recent engine rebuild, c/w off-road wheels, good cond, £2200. Tel 01772 621522 (Lancs)

Honda XR650R 5M, T&T, low miles, never been raced or off-road, gold Talons/polished Morads, loadsa trick bits plus all original wheels/plastics/exhaust/lights etc, can email pics of this immaculate bike, £2600 ono. Tel 07810 114497 (Cams)

WANTED

Wanted engine for Yamaha TTR250, must be in good cond, nothing that burns oil, up to £150, delivery only, can collect locally.

Tel 01736 810256 (Cornwall)

Wanted supermoto and enduro wheels for Honda XR400. Also USD forks and yokes for CRM250. Tel 01455 822187 (Leics)

Wanted plastic fuel tank for 1989-94 KDX200. Tel 01935 872427 (Dorset)

Wanted swap my 1998 Honda XR400R for a Honda CRM250R, XR's in lovely nick with wraparound brushguards, ally bashplate, etc. Tel (mobile) 07999 783147 or 01524 242207 (Lancs)

Wanted Honda XR600 or XL600 engine, working or non-runner. Tel Dave on 07834 268448 (Beds)

Wanted Honda XR750 Africa Twin, '99 onwards, cash waiting or can swap for DR-Z400S, 2001, low miles, with cash difference. Tel 07974 973736 (Yorks)

Wanted Fantic Motor 125/240 Professional Trial, must be in very good original unrestored cond. Tel Chris on 01258 452067 (Dorset)

Wanted parts for Yamaha IT200, headlight, exhaust, sidepanels, anything considered. Tel 01359 233304 (Suffolk)

Wanted urgently IBM issue two. Also swap BMW K100LT for trail or enduro bike 250cc+, BMW comes with all the options, fsh, low miles, exc cond. Tel 01377 219034 (E Yorks)

Wanted sumpguard for KTM 950 Adventure, not stock part, maybe Touratech. Tel Robin on 01327 855811 (Northants)

Wanted KTM EXC speedo. Tel 01494 474807 (Bucks)

Wanted Talons hubs for KTM EXC. Also rear shock spring suitable for 11-12 stone rider. Tel 01242 514856 (Gloucs)

Wanted set of yellow plastics or odd items for Suzuki TS200R or TS125R, must be in good cond. Tel 01206 570438 (Essex)

Wanted 125cc enduro bike, KTM EXC or Husqvarna WR etc, will pay up to £2000, anything considered, preferably in Midlands area. Tel 0116 279 2492 (Leics)

Wanted aftermarket header pipe and larger than standard tank for XR400R, and possibly any other performance parts. Tel 07711 828760 (Gloucs)

FREE CLASSIFIEDS SPARES

Budget brake upgrade or SM conversion, Nissin CBR600 twin-pot caliper with recent pistons/seals/EBC HH pads, a few scuffs, braided hose, Brembo master cylinder, 320mm floating disc 6-bolt Honda CR fitment, can email pics, £70 plus courier/postage. Tel James at TBM on 020 8840 4760 (London)

18in rear wheel to suit 2005 Yamaha, Talon hub, Excel rim, trials tyre, disc, sprocket, spacers, £175. Tel 07973 254579 (Hants)

MX boots, size 11/12, black/blue, brand new, unused, £85 inc p&p. Also Bieffe open-face helmet, kevlar, plus elbow protectors, £40. Tel 07957 371493 (Lancs)

Fox 360 MX pants, 38in waist, orange/grey, high spec with stretch panels, very comfy, used once, like new, £40 plus postage. Tel 01600 861848 (S Wales)

FMF Q-pipe for 1996-2004 Honda XR400/250, inc all fittings, good cond, £150. Tel 01803 812940 (Devon)

Gaerne S61 MX boots, size 11, exc cond, £85. Also 661 body armour, full type, adult size, chest, back, arms, shoulders, kidney belt, £70. Tel 01803 812940 (Devon)

KTM 13L tank, with seat to match, fits 2004-onwards, £140 ono. Tel 01460 68852 (Somerset)

TBM back issues, 74 issues inc numbers one and six, 30-89, 92-125, some missing, offers. Tel (mobile) 07802 571278 or 01536 203957 (Northants)

Exhaust for Gas Gas Pampera, new, £60. KTM rear light/plate holder, 2000-03, new, £20. Mirrors, indicators and harness, offers. Tel 0191 262 7918 (Tyne & Wear)

Supernoto wheels to fit WR250/450F, silver Talons, black Excels, wave discs, Avon Distanzias, small fender, c+s, like new, £600 ono. Tel 01947 604326 (N Yorks)

Complete collection of TBMs, issues 1-125, includes eight binders, £150 ono. Tel 07813 276290 (Bucks)

Loads of parts for 1981 Yamaha XT250, many brand new inc electrics, controls, wheels, piston and shock, phone for details. Tel (mobile) 07962 836170 or 020 8390 0496 (Surrey)

Hazlewood single-bike trailer, lightweight alloy construction, bed and axle split for easy storage, will carry any bike up to 340kg, collection only, £150. Tel (mobile) 07966 605561 or 01685 870328 (S Wales)

Yamaha TTR250 spares, 14T front sprocket, new brake/clutch levers, new sparkplug, two new front sprocket locking tabs, will post at cost, £20 the lot. Also 120/90-18 enduro tyre, new, road legal, will post at cost, £20. Tel (mobile) 07966 605561 or 01685 870328 (S Wales)

CRD bashplate to fit Yamaha TTR250, used on 2004 bike but will fit previous models, fitting kit, exc cond, will post at cost, £40. Tel (mobile) 07966 605561 or 01685 870328 (S Wales)

DEP system to fit 2003-04 Yamaha WR250F, front pipe exc cond, tail pipe some marks, £90 plus p&p. Tel 07980 311581 (Lancs)

Fork legs for Yamaha DT200, vgc, £30. KL250 forks, £25. Suzuki TS250 CDI, £15. Headlight for early '80s XR, £10. Tel 01246 435297 (S Yorks)

Michelin AC10 road legal MX tyres, new and unused, front 80/100-21, £35. Rear 110/100-18, £45. Or bargain £70 the pair plus p&p. Tel 07752 067590 (Cheshire)

Honda XR600R bottom-end, complete, brand new crank re-build and balance, new gearbox bearings and seals, can post, £175. Tel 07752 067590 (Cheshire)

Honda XL185 engine, complete, came from a runner, cam and top-end all look good, getting rare now and great for upgrading your XL125, only £95 ono.

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FMF Powerbomb to fit WR250F, £90. FMF Power Core IV, £125. WR400F tank and seat, fits 426F, best offer. Tel 01404 47652 (Devon)

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Rear mudguard to fit Serow, with light, £15. Front fender, £10. Headlight, £10. Right-hand panel, £10. Seat for KLE, £20. Manuals for Transalp, DR350 and DR650. Tel 01446 721588 (Glamorgan)

Dainese body armour, large, used, good cond, £40. Plus Axo knee protectors, hinged, £10. Will post at cost. Tel 02920 843643 (S Wales)

Original metal tank for Suzuki DR-Z400S, yellow, unused, from 2005 model, retails at £230.71, for sale at £100 ono plus carriage to UK address. Tel 0161 338 5731 (Cheshire)

TBM issues 1-131, offers. Tel 01494 474807 (Bucks)

Standard cat for 1997 BMW R1100GS, vgc, £100. Standard headlight, £20. Tel 01494 474807 (Bucks)

Breaking KTM LC4 620LSE, all parts available, job lot, £600. Plus Duke II parts, LC4 675 motor in bits and good cond, other LC4 parts available. Tel (mobile) 07812 854108 or 01827 287157 (W Mids)

Four-bike trailer, braked, 13in wheels, light-board, jockey wheel, large toolbox, road ready, £325 ono. Tel 01491 680566 (Berks)

Kawasaki KDX parts, parts/workshop manuals, IMS pegs, SFB alloy ignition cover, White Bros sumpguard, air filter, Pulse alloy filler cap, HJC Kawasaki helmet size large, phone for prices. Tel 01380 729982 (Wilts)

Dismantled 1985 Honda XR600R and XL600LM, plus late XR600R barrel, unstarted project, £750. Tel 07979 772666 (E Sussex)

Gas Gas supernoto wheels, gold hubs, black rims, standard discs, as new, £400. Tel 01928 788342 (Cheshire)

Remus exhaust to fit Africa Twin, inc connecting pipe, road legal, three months' use, cost £250, accept £150 ono. Tel 01865 858843 (Oxon)

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CRD radguards for CRF450X, kitbag full of goodies, ring for details. Tel 07752 888216 (London)

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Tank bag for BMW F650GS, official BMW accessory, unused, £35 plus postage or collect. Tel 01305 786315 (Dorset)

Breaking 2003 Suzuki DR-Z400S, IMS 13L tank, Talon wheels, FMF Q-pipe, jetted carb, plus much more. Tel 01322 554339 (Kent)

22L tank to fit Honda XR600R, £110. Leather covered seat for same, £80. Soft pannier rack for XR600R, £30. Tel 01625 668966 (Cheshire)


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