

this changes everything

DUAL COMPOUND KEVLAR GRIPS REINFORCED

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

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

The softest material Renthal has ever produced

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

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



DUST DEVIL

KTM'S LC4 REPLACEMENT BREAKS COVER IN BRAZIL RALLY

Plus:

- Doing the Rounds
- Mitsubishi L200
- Suzuki RL250
- Right to Ride
- David Knight
- The Patman

INSIDE... TYRE TEST PT 2

TESTING THE TOP SEVEN BRANDS

EASY DOES IT!

SL230 V TTR250 V CRF230 V TE250 V PAMPERA

2007 Hondas Tested • BEC Plus | What's Wrong With World Trials?

SEPT '06 £3.20 133



ONCE IN A LIFETIME

• EVERTS •

• STEWART • CARMICHAEL •

23/24. SEPTEMBER. 2006

MATTERLEY BASIN
WINCHESTER



MIX OF NATIONS

G R E A T B R I T A I N

2006

Book now to guarantee your place at the 60th Motocross Olympics

Tickets available from

www.mxofnations.com or call 0845 4566536



Bike it
Promotions

3117

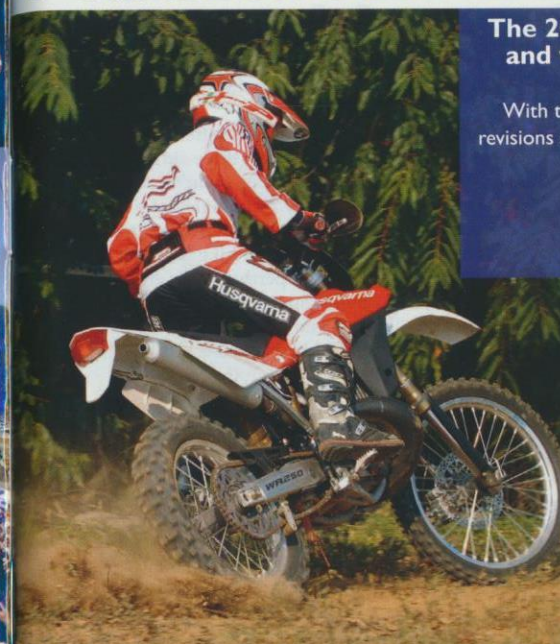
Husqvarna

Power Slide into 2007

The 2007 Husqvarna Off Road range is now ready and will be arriving at the dealers in September.

With the stunning new Red/White colour scheme, a host of technical revisions and a new pricing policy, the 2007 Husqvarna range offers ultra competitive motorcycles at ultra competitive prices. Now there really are no excuses...

Ride Husqvarna, Play Different.



WR125: 2007



TE250: 2007



TE510: 2007

Contact your local authorised Husqvarna dealer for details

DEALER	COUNTY	TEL	DEALER	COUNTY	TEL
Meredith Motocross Ltd	Avon	0844 545 0412	SS Racing	Shropshire	0844 545 0429
A4 Moto	Berkshire	0844 545 0391	Freestyle Ltd	Sussex - East	0844 545 0402
St Blazey Moto-X	Cornwall	0844 545 0430	QB Motorcycles Ltd	West Midlands	0844 545 0420
SR Performance	Derbyshire	0844 545 0428	Bike Tech	Wiltshire	0844 545 0396
Albion Motorcycles Ltd	Devon	0844 545 0392	NTB Racing	Yorkshire - North	0844 545 0440
Mr Scooter	Dorset	0844 545 0416	Cobb & Jagger Ltd	Yorkshire - West	0844 545 0398
GH Motorcycles	Essex	0844 545 0404	The Off Road Action Shop	Gwent	0844 545 0431
Just Bikes	Essex	0844 545 0408	ATV Adventure Xtreme Ltd	Scotland	0844 545 0394
Husky Sport	Hampshire	0844 545 0400	Tom Adamson Motorcycles	Scotland	0844 545 0432
Infinity Motorcycles Ltd	Hampshire	0844 545 0407	Trevs Motorcycles	Guernsey	0844 545 0434
Dave Fox Motorcycles	Kent	0844 545 0401	Paul Dedman Motorcycles	Isle of Man	0844 545 0417
Motosupplies	Lancashire	0844 545 0415	Bobs Motorcycle Centre	Jersey	0844 545 0397
Motorcycle HQ	Middlesex	0844 545 0414	HM Motorcycles	Ireland	00353 429 338811
Keep Biking Ltd	Northants	0844 545 0410			

Summer Madness!!! - Great prices on 2006 models

WHILE STOCKS LAST!!



WR125
NOW JUST £3699.00!*



WR250
NOW JUST £3999.00!*



TE250
NOW £4499.00!*



TE450
NOW £4599.00!*



TE510
NOW £4699.00!*

All prices quoted are 'Ready to Ride' MSRP which includes PDI, First Registration Fee and 12 months Road Fund License.

www.husqvarna-moto.co.uk

Play Different

EDITORIAL

Winning Isn't Everything

They say that 'second place is first loser'. It's one of those meaningless slogans dreamt up by a bloke with an arm full of tribal tattoos and a head full of Nike Air. And while it may help flog a few overpriced T-shirts to people whose idea of looking cool is to nail their eyebrows to their forehead, thankfully it's not a code by which anyone with a shred of moral conscience lives their lives.

I mean it must be great being the winner (I'm assuming, 'cos I've never *actually* won anything on a motorcycle), but it's not the be-all-and-end-all. For the majority of people who live their daily lives outside the empty cliches of marketing departments, the world is a much more sanguine place. 'Ya' win some, ya' lose some' might be a more appropriate phrase - though in my case 'ya' lose some, ya' lose some more' is strictly speaking more accurate.

No matter... we bring up our kids to believe that although they strive to win, it's no shame if they don't. It just encourages them to practice more and try harder next time. So it's a shame that importers can't be a bit more like a seven-year-old child - and try again. One of the things I'm most proud of about TBM is that we always attempt to establish some sort of winner in our multi-bike shootouts. It's not a definitive claim that 'this bike's good and that bike sucks', but more of a carefully considered opinion arrived at, after riding various machines back-to-back (usually with a number of different riders), and occasionally having raced them and/or measured their respective outputs on a dyno. After all we're a consumer magazine peddling consumer advice. Consumers deserve to reap the benefit of that advice. And the most persistent question asked of us is... which bike should I buy?

Of course we could fudge the issue and do what BotoX magazine did recently in a three-bike test when they declared by way of startling conclusion:

'Or you could just toss a coin to decide, that's probably easier.'

Putting aside the incongruous nature of such glib comments (you try finding a three-sided coin), the upshot of it is to render the test you've just been trawling through, absolutely meaningless. I mean are you really telling me that there's nothing to choose between different makes of bike in terms of handling, power, weight, performance, ergonomics, equipment, build quality, spares availability, warranty, price, looks, residual values, ease of maintenance or brand kudos? Because if that's the case, then what's the point of buying the bloody magazine in the first place? And if there is a difference, well the reader needs to know about it.

Of course a cynic might say: show me a world without winners and I'll show you a happy Ad Sales Department. Because there's no doubt some people still believe magazine tests are weighted in favour of frequent advertisers. Though of course that argument rings a little hollow with TBM tests given that a Sherco recently won our 450 shootout against a KTM and a Honda - and Sherco just about never advertise their bikes.

No, the trouble with picking winners is that by inference there are 'first and second losers'. And while nobody likes their bike to come second in a test, the fact remains that some bikes perform better than others. And instead of whingeing about it and accusing us of bias, importers could do a lot worse than taking on board the comments and addressing the problems at the factory. Because there's no doubt in my mind that the real winner is the manufacturer who loses a test, listens to its customers and critics, then goes away and makes their bike even better.

Sometimes in life it pays to be 'first loser...'

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, Kevin Hulme, Patman, Cyril Despres, Kylie Maebus
Designed by: Andy Riley

ISSN 1359-0324

TBM

Editorial Address:
TBM PO Box 9845
London W13 9WP

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

Subscriptions:
Tel: 020 7903 3993

Advertising Manager:
Natalie Watson
020 8840 6848

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

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

Company No: 3051747. All rights reserved.

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

CONTENTS

NO.133

SEPTEMBER 2006

6 PERSPECTIVE

Images capturing the essence of dirtbiking...

12 NEWS

All the latest from the world of dirt bikes...

16 RIGHT TO RIDE

Murky goings-on in the world of NERC...

20 FIRST CHECK - '07 HONDAS

Testing Honda's new metal...

28 LETTERS

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

36 BUMBAG BODGES

TBM Readers' finest bumbag bodes...

40 TALKING DIRTY

Chris Evans discovers not all donkey-work is boring...

42 COMPLETELY RUTTED

Williams bemoans the lack of test rides available...

44 THE PATMAN

When someone says, 'I betcha can't...' just walk away...

48 DOING THE ROUNDS

Mark Williams gets the heads-up on Hertfordshire...

54 AIRS & RACES - PART 2

Seven sets of FIM tyres shoot it out for supremacy...

70 EASY, TIGERS...

TBM brings together five seconhand EASY RIDERS...

80 TESTED #1

We test the Fox Airframe body armour...

82 TESTED #2

...and some Endura CoolMax boxer shorts...

84 CARRY ON - MITSUBISHI L200

The latest version of the L200 double cab pick-up...

88 TRICK BITS

More gadgets and gizmos for your gratification...

90 KNIGHT SPEED

Knighter gets down and dirty, in his garden!

92 RALLYE DOS SERTOES

Cyril Despres describes his dream ride in Brazil...

100 BRITISH ENDURO CHAMPIONSHIP

Round 3, the Tywi Enduro...

106 WORLD'S APART - WTC HITS HAWKSTONE PARK

Behind the scenes all's not well at the top of the sport...

112 ACCESS ALL AREAS

Golding Barn Raceway in the South Downs...

114 OLD GOLD

This month, part 1 of the Suzuki RL250 story...

118 WHAT'S THE STORY?

Doug Theobald, Dot factory rider of the late '60s...

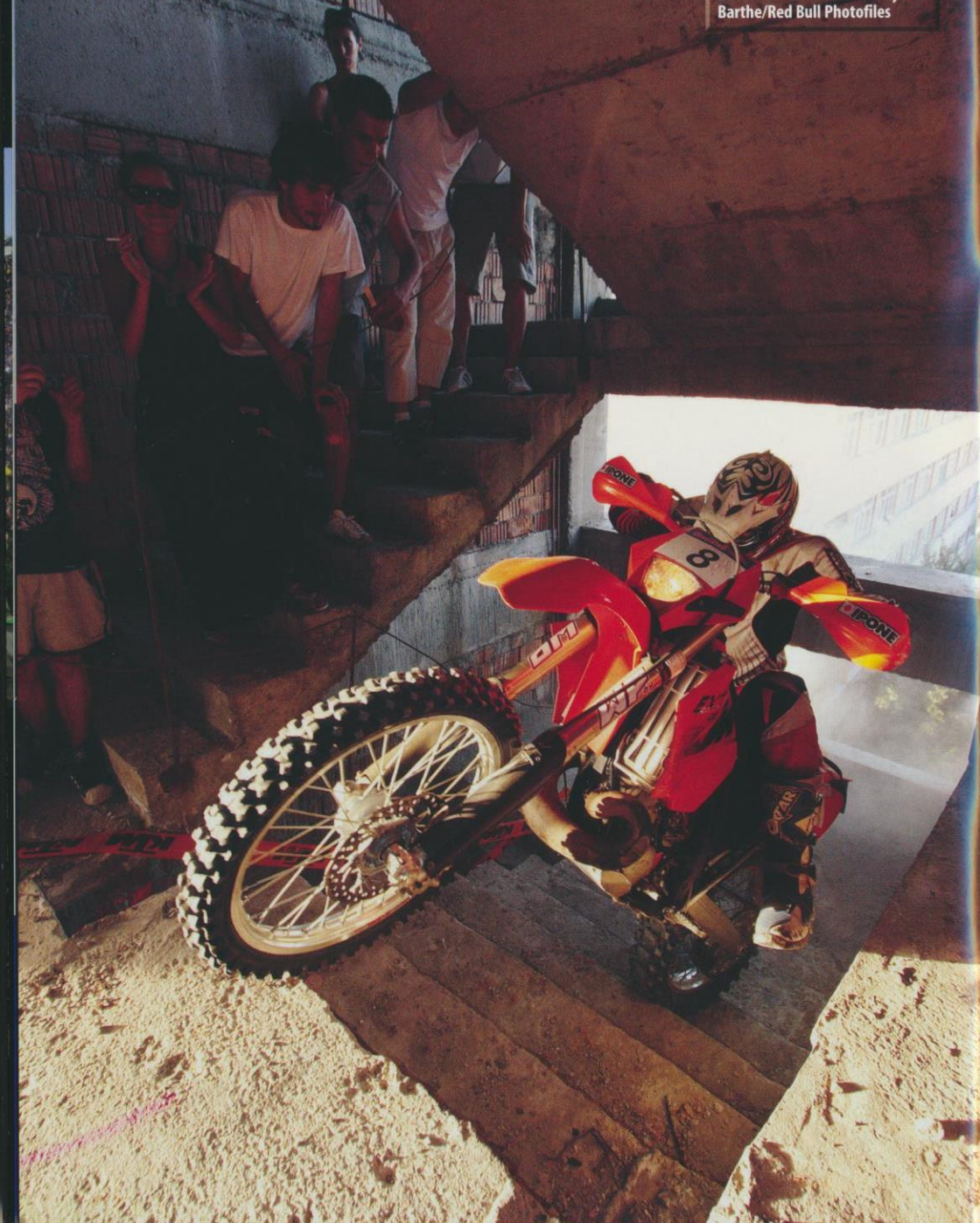
A panoramic view of a coastline at sunset or sunrise. The sky is a mix of blue, orange, and yellow, with scattered clouds. The sea is calm, and a small rock is visible in the distance. The foreground is dominated by dark, silhouetted hills.

PERFECT

Vroom with a view: This is one of the sights that'll greet you if you're taking part in this year's Rally of Discovery - Cornwall. see rallyofdiscovery-cornwall.co.uk for more info... Pic: Louise Hillier

PERSPECTIVE

Stairway to have-fun: This year's Red Bull Romaniacs extreme rally had a surprise in store for competitors. KTM EXC sure beats a Stannah stair-lift. Pic: ©Cyrille Barthe/Red Bull Photofiles



Are you "Ready to Race?" www.ktm.co.uk

MOTOCROSS & ENDURO TEST RIDES » REFRESHMENTS » GOODY BAGS »

KTM TRY-OUT DAY



KTM IS COMING TO A TRACK NEAR YOU - JUST RING THE DEALERS BELOW TO PRE-BOOK YOUR TEST RIDE ON ANY OF THE FOLLOWING MODELS:
125 SX, 250 SX,
250 SX-F, 450 SX-F,
125 EXC, 200 EXC,
250 EXC, 300 EXC,
250 EXC-F,
450 EXC RACING
AND 525 EXC RACING

TOUR DATES

TUESDAY 2ND OCTOBER
TREVOR POPE MOTORCYCLES -
TONY MOTO, WINCHESTER
02392 521111

TUESDAY 10TH OCTOBER
ONE 11 MX -
PRESTON DOCKS, PRESTON
0845 6121112

TUESDAY 17TH OCTOBER
GEAR 4 MOTORCYCLES -
EAST TRAX, SUTTON BRIDGE
01778 345653

TUESDAY 7TH NOVEMBER
JIM AIM MOTORCYCLES -
ESSEX MX, NORTH WEALD
01787 460671

TUESDAY 14TH NOVEMBER
SUSSEX SPORTMOTORCYCLES -
GOLDING BARN, BRIGHTON
01444 871553

£25 PER SESSION. AGE RESTRICTIONS APPLY. TERMS & CONDITIONS APPLY.
WE RESERVE THE RIGHT TO REFUSE OR CANCEL TEST RIDES AT ANY STAGE. OTHER RESTRICTIONS MAY APPLY.

Brazil Brush: The Rally Dos Sertoos swept through the Brazilian countryside, where the locals came out to watch the show...
Pic: Rally Dos Sertoos

PERSPECTIVE



NEW 4 OLD



KTM has unveiled their brand new LC4 690 engine, and with it news of a planned rally replica for 2007 utilising the new motor.

The recently developed 690 single cylinder powerplant will offer reduced levels of vibrations, especially at lower revs, and is claiming a big increase in mid-range power.

The weight has been reduced by a claimed three kg (when compared to the LC4-E), plus there's a six-speed gearbox and a power assisted clutch that should reduce the amount of lever pressure needed to operate it by about a third.

The bike pictured is the factory version, but the planned race replica will be very similar bar the graphics as shown here.

This rally rep will be ridden in the forthcoming Dakar Rally for the first time by the KTM factory team and customer bikes should be available from March next year. If you can't wait that long, get along to the EICMA Motor Show in Milan in November this year where it's being previewed...



SNIPPETS



☛ BRIGHT SPARK

Following on from Plain and Simple's CRF spark arrestor query in last month's TBM, Honda have looked into the £170 quoted price and agreed the cost is an anomaly. It'll be reduced shortly.

Furthermore should any reader come across any other parts price discrepancies please get in touch with us.

☛ MAKE IT BIG

There's some last-minute entries available for the TBM sponsored Fred Rist Memorial Trail Bike Trial on 17 Sept. Organised by Neath MCC, the event is a round of the British Trail Bike Championships and the route will be around 35 miles long, featuring sections suitable for trail and enduro bikes alike. Cost is £18 - call Audrey Collins on 01639 882241 to arrange an entry.

☛ COME A CROPPER

The Yorkshire Enduro Club is running their annual enduro in Cropton Forest on Sunday 24 September. The course will consist of a number of 20-mile laps depending on class. All classes from trail bike up to championship will be available.

Call Andrew Smith on 07776 403419 for more details or for regs log onto enduronews.com.

☛ INSPECTOR GADGET

Oops. The number we gave for Gadget Racing in response to the 'On Guard' letter in issue 131 was incorrect. Gadget Racing can be reached on 01205 359555. Sorry!



pencilled in for Aug/Sept '08, the new-engined bikes are expected in early '09, although we reckon that to stay competitive, an '08 launch is what's needed.

Meantime, word is that the planned 2008 450/510 bike will get a heavily revised motor, new frame, linkage and swingarm, plus there'll be a move back to using the smaller fuel tanks, good news as we've found the current 9L tank on our TE250 a little on the large side.

Watch out for a complete bodywork overhaul as well, given that the current design is nearly four years old.

And UK Husqvarna importers Husky Sport have just confirmed official pricing for the '07 enduro range, with savings of up to £750 on last year's prices. The new bikes will be available from mid-September.

Italian manufacturer Husky have unveiled their all-new, smaller, fuel injected 250 and 450 motors. Other developments include a cartridge gearbox and radial titanium valves, with the 250 lump boasting a claimed dry weight of just 22kg.

With production presently

WR125	£4199
WR250	£4499
TE250	£4999
TE450	£5299
TE510	£5399



ELECTRIC CURRENT



This is the official pre-production version of the re-designed XT electric bike from GoBlade (as reported in May's issue). The only items left from the original T-6 machine we tested back in November 2005 are the footpegs and seat.

The 60v lithium ion powerplant is claimed to produce 28bhp and have a 0-30 second time of four seconds, with a top speed of 45mph.

For the extended three-hour single charge runtime, re-charging is estimated at around an hour (from a standard plug socket) and should cost around 50p in electricity to do so.

New features include the frame, digi speedo, different wheel/tyre combos, fork leg protection and larger 250mm front brake disc. Limited production is underway now and a street legal version is planned for early '07. Expect a test of the new bike shortly...

HARD CORE

Frenchman Michel Gau managed to hold off multi-WEC champ Gio Sala to win the third Red Bull Romanics enduro in Romania.

Unfortunately fellow countryman and past double Red Bull winner Cyril Despres had to retire on the second day due to aggravating an old injury.

Starting out from Bucharest, the extreme six-day event took place across the South Carpathian Mountains, consisting of mainly technical single-track going across rocky, woodland terrain.

And as always the final showdown was

nothing short of spectacular, with competitors doing battle over tree trunks, wrecked cars, truck tyres, ramps and walls, plus having to ride to the top of an under-construction six-storey building - check out the Perspectives pages this month for the action...



PRO FINAL (TOP FIVE)

1	MICHEL GAU	FRANCE	KTM	38:29:0:0
2	GIOVANNI SALA	ITALY	KTM	39:45:0:0
3	ALEX ANTOR	ANDORRA	KTM	41:13:0:0
4	RIAAN VAN NIEKERK	SOUTH AFRICA	KTM	42:58:0:0
5	DARRYL CURTIS	SOUTH AFRICA	KTM	43:3:0:0

PICTURE: HERWIGPEUKER.COM/RED BULL PHOTOFLES

INTERNATIONAL MOTOR CYCLE & SCOOTER SHOW

SHOW TIME

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

It all takes place from 28 October to 5 November at the Birmingham NEC and features live action demos and have-a-go events, as well as an exclusive race-paddock featuring displays from some of the world's top race teams.

And for the first time ever there will be the Thunderdome, an action-packed bike stunt show.

To be entered into the draw to win a free pair of NEC tickets, just email show@trailbikemag.com with your name, address and phone number. For more info, check out motorcycleshow.co.uk or call 0870 352 2006.

E-COMMERCE



At last - the first online bike auction site is here. First reported back in TBM's March issue, the new site promises to be a 'slick version of eBay that's just for bikers, built by bikers'.

And to celebrate the launch, you will be able to list any of your bike-related item for free for the first three months. Check out e-bikes.co.uk now...



This autumn, the fashion is retro - in true Norman Retro Enduro style. Taking place in Beauval en Caux near Dieppe in Normandy on 15 October this classic event, now in its second year, is four laps of a 25km route in beautiful French countryside with a timed special stage on each lap.

There are three classes - pre '76, '77-'78 and '80-'82. Bikes must be road registered, MOT'd and taxed, have basic on/off lights fitted front and rear, and a horn. No monoshock, water-cooled or disc brake machines are allowed.

The event attracts the likes of Arthur Browning, Dave Bickers and Johnny Giles, and is a very relaxed, weekend-long affair, with dinner, music, entertainment and bar on the Saturday night. A central parking and camping area is also available.

To enter, call Marion Bazire (who speaks good English) on 00 33 235 328169 and leave a message. Cost is 42 euros per rider. Hope to see you there...

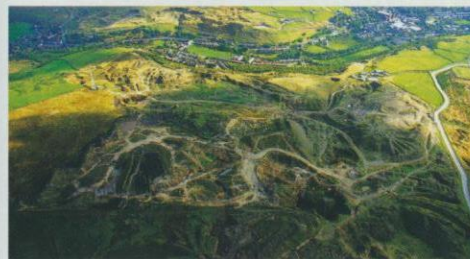
COWM CRISIS

A teenage rider tragically lost his life during a practice session at Cowm Quarry in Rochdale, Lancashire, on Thursday 10 August.

15-year-old Matthew Entwistle, riding with a friend, appeared to lose control of his 125 KTM 'crosser and plunged down an 80 foot drop, suffering multiple injuries, and was pronounced dead at the scene by paramedics.

The Rossendale Mountain Rescue Team and police also attended the scene where Matthew's body was recovered shortly after 6.30pm. Rescuers said the slope ran down about 60 feet, but then turned into a 20-foot vertical drop.

The 150-acre quarry has hosted trials championships for the last three years and is a well known off-road riding centre. All practice sessions have been cancelled until further notice. Our thoughts are with Matthew's friends and family at this difficult time.



AROUND THE WORLD

It's your last chance to win one of three copies of the official 'Mondo Enduro' book, plus the supporting DVD (with new cover and 16-page booklet).

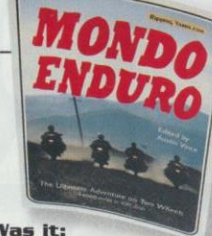
All you have to do is guess how many 'Mondo' miles the boys clocked up between London and Uzbekistan.

And seeing as most of you who have entered so far have been a way off the mark, here's a multiple choice answer to make things a bit easier:

Was it:
A - 5964 miles
B - 17960 miles
C - 9279 miles

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, try rippingarns.com and aim-image.com/shop to order the book/DVD online.



Improving motorcycle industry sales have gone up one percent from last month, and are now two percent ahead from this time in 2005.

Recovering from last month's nine percent drop the Trail/Enduro sector figures have risen by one percent this time around, although the Adventure Sport boom may have subsided, now ten percent down from the same time last year.

Both sectors remain stable at present with no new entries, although over in the Trail/Enduro chart the Suzuki Van Van has beaten Yamaha's

WR250F into second place this month by 13 units. And the BMW 1200 GS still reigns supreme at the top of its table with yet another 121 machines sold - outselling the top performing sports tourer, the Honda CBF 1000 - by an impressive 213 units. figures as follows...

ADVENTURE SPORT		
1	BMW R1200GS	980
2	BMW R1200GS ADV	499
3	Honda XL125V	395
4	Suzuki 650 V-Strom	281
5	Suzuki DR-Z 400S	245
TRAIL/ENDURO		
1	Honda XR125L	572
2	Suzuki RV125	229
3	Yamaha WR250F	216
4	Urban DZ125	205
5	Yamaha XT125R	201

RIGHT TO RIDE

Mark Williams reports on murky goings-on in the world of NERC...

Well NERC is a reality now... Or is it? Rather depends on where you live is the true answer. Because here in Wales the bill has yet to be ratified by the Welsh Assembly. According to a written reply from my local Assembly Member Lisa Davies, and a tabulated schedule of the Bill's various clauses which she enclosed, the relevant sections 61 and 62 are 'Not in force' here in the principality and the suggestion is that they won't be ratified until November.

The upside of this is of course that we who live here can carry on riding RuPPs for a couple more months before they become RBs. The downside being that even more riders will descend on this beautiful part of the world, often in large, organised groups, causing ire amongst many locals and any bobble-hats they come across. And as I reported in July's Right To Ride, local councils, particularly those in Mid-Wales, are zealously slapping TROs on any BOAT or UCR they want to stop us riding along... often on fairly spurious grounds.

These grounds can be challenged if we've been given notice of a proposed TRO, but getting that notice involves keeping an eagle eye

The upside of this is of course that we who live here can carry on riding RuPPs for a couple more months before they become RBs. The downside being that even more riders will descend on this beautiful part of the world, often in large, organised groups, causing ire amongst many locals and any bobble-hats they come across.

on the 'public notices' classified in the relevant local 'papers, or demanding - as some TRF groups have - that councils notify them accordingly... Which they are then bound to do. And in the case of Wales, any council wishing to impose more than three consecutive TROs on a byway has to apply to the Welsh Assembly for permission, which provides another opportunity for scrutiny.

NERC Notes

As mentioned in July's TBM, there is now an onus on interested parties to record significant vehicular use on erstwhile RuPPs over the past five years and in the case of TRF members, forward it to their regional RoW Co-ordinators. This in turn may be used to justify legal claims against Restricted Byway status and lead eventually to them becoming BOATs. But it's a quite demanding and time-consuming process which many local TRF groups just can't be bothered with - as cynicism over the passage of NERC and

our impotent protests against it have set in.

But as one TRF member from the West Country pointed out, 'You might find it instructive to ask your local police/Crown Prosecution Service if they have any intention of enforcing NERC providing responsible use of RBs continues. You also might find it instructive to ask your local RoW department what steps they have taken to establish which routes were mainly used by vehicles post Foot & Mouth?'

The reason being that there was no such thing as private use of a public carriageway, eg: a RuPP, prior to NERC and anyone - farmer, postman, householder, site workers etc - paid their road and council taxes for the right to travel along them. Effectively extinguishing that right is one thing, prosecuting people still exercising it to go about their daily business is another. If, and it's a big 'if' considering how some people have abused green lanes, trailriders using them recreationally in, say, ones and twos at sensible speeds, will authorities want to set awkward legal precedents by prosecuting them?

And of course those farmers, postmen etc, traveling along a RuPP should have their journey recorded by anyone gathering evidence for any legal challenge to RB status.

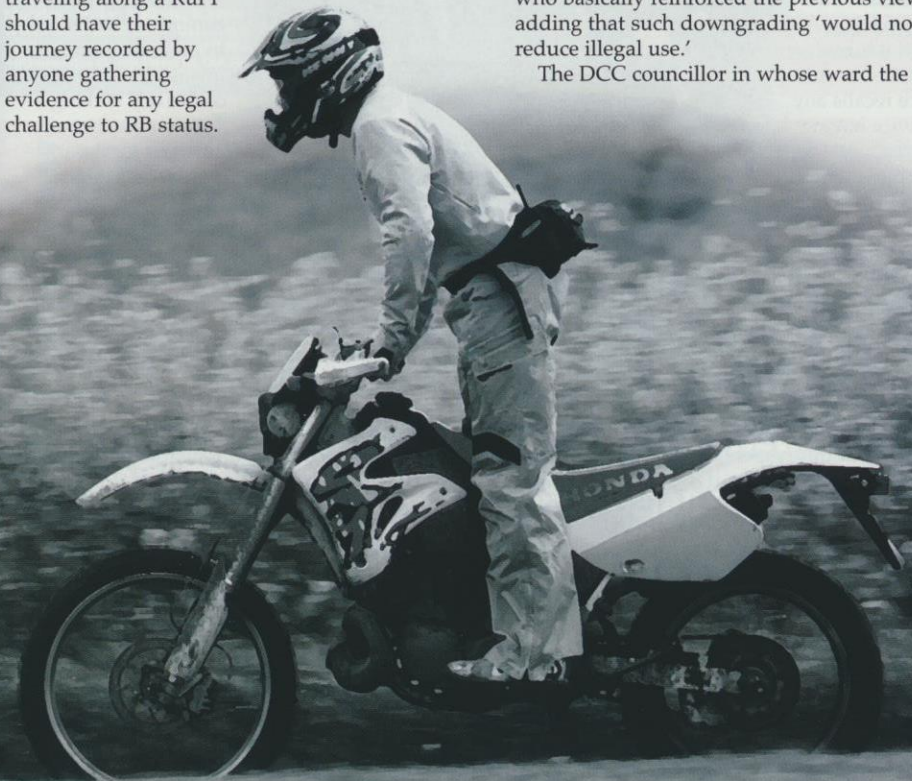
Conspiracy Theory?

Talking of legal challenges, Devon TRF Group are considering a judicial review against their local county council (DCC) over the granting of a TRO in a case which could have repercussions countywide.

Hiller Lane is a fairly unremarkable, but useful half-mile of UCR which runs from GR 887706 to 891711 in the parish of Haccombe-with-Combe, near Newton Abbot. The familiar complaints of unlicensed, often under-age riders on noisy 'trials bikes' (!) were brought up at a parish council (PC) meeting in April 2003, but after some successful police prosecutions, complaints diminished. The 'problem' was nonetheless regularly raised at subsequent meetings, but after consultation DDC Highways officers advised that there was insufficient grounds for downgrading Hiller Lane to a bridleway, as requested by the PC.

Turning down DCC's offer to erect 'Unsuitable for Motors' signs at parish's expense, the PC submitted the matter to the next level of the DCC hierarchy, the Chief Highways Engineers, who basically reinforced the previous view, adding that such downgrading 'would not reduce illegal use.'

The DCC councillor in whose ward the parish



falls carried on the campaign and got an item on the October 2004 agenda of DCC's Highways & Traffic Orders committee and, again, Highways officers recommended no action be taken to downgrade. However the committee as a whole didn't accept this and resolved to seek a TRO, but that decision was not ratified by the DCC Executive Member for the Environment to whom that committee reports. (Are you still with me? I hope so).

Clearly unsatisfied, the aforementioned councillor managed to persuade the Executive Member to rescind his vote 'in the light of further advice received.' Quite what this advice was is subject of a Freedom of Information Act enquiry but, consistent with DCC policy, whether or not the Highways committee could seek a TRO would have to've been subject to the advice of the County Solicitor, although it turns out that no-one in his office recalls any such advice having been given.

And this is where things get particularly murky.

The PC offered to pay half the cost of advertising the TRO and it is understood that a parishioner, one of six whose properties front Hiller Lane, allegedly made a 'significant donation' - believed to be several thousand pounds - to the parish funds in this respect. This was also the same person who carried out detailed monitoring of the lane.

Press Complaints Omission

Subsequently there were 99 letters of objection to the TRO that was advertised in February 2006... and none in support, so unsurprisingly the Highways & Traffic Orders committee when it met in June recommended that no action be taken 'due to there being no significant safety issues' (the grounds on which TROs are invariably sought). But after protests of the 'yobs tearing around intimidating people' variety, the unanimous vote was that the TRO should go ahead. The next day the front page of Torquay's

Herald Express echoed the protests about 'bikers driving local people' off Hiller Lane, wrongly identified it as a bridleway and omitted to mention the 99 letters critical of the TRO. No surprises there, then.

The committee chairman subsequently denied having received a letter from a Devon TRF member objecting to the TRO and suggesting, not for the first time, that 'unmetalled road' signs be erected at either end of Hiller Lane warning users that they may encounter

vehicles (as on numerous other Devon UCRs), despite the fact that the

letter was placed in his County Hall pigeon hole. Indeed none of the committee members who were sent the same letter in the same manner acknowledged its receipt, nor was it mentioned at their meeting. Odd, that.

When it was pointed out to the chairman, Gordon Hook (LibDem), that his committee had acted in the manner of an inward-looking parish council by making a decision that benefited but a few local parishioners rather than acting as the Highway Authority and properly considering the facts and appropriate professional advice, plus the objections of significant members of the public, he dismissed this by claiming the decision was 'local democracy in action.' Mr Hook has

gone on record as saying that he allegedly doesn't believe in following national guidelines in such matters, eg Making the Best of Byways.

Now the worry emerging from all this is that if this decision, and thus the way it was reached, isn't challenged then other parishioners with a bit of money and muscle will seek to lobby parish councils in order to engineer the same 'solution' to the 'problem' of MPVs using what they regard as 'their' green lanes. Which is why the Devon TRF group are carefully considering the hugely costly business of a judicial review - ironically having been told by the DCC County Solicitor that this is their only recourse.

Interested parties should watch what happens with great concern, as either way, an important precedent could be set...

RIGHT TO RIDE



NEW Carole Nash Off Road Policy!



CAROLE NASH
0800 630 0036

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

When it comes to insurance, nobody offers more

Monday - Friday 8.30am - 6.30pm Saturday 9am - 5pm
www.carolenash.com. Calls may be recorded.
Off Road insurance currently not available in Ireland.
Authorised and regulated by the Financial Services Authority.

HAVEN
TRIALSPORT
Official agents for the LONGRIDE
Tel: 01469 532600 • Fax: 01469 531743
WEST MARSH LANE, BARROW HAVEN, LINCS DN19 7HA
www.trialsbike.co.uk

Importers of Honda CRF 230 -
the ultimate greenlaning machine



£2895 o.t.r.

CRF230 Parts Stockist - mail order available

ON & OFF
COMPETITION CLOTHING DISTRIBUTORS
Beta GASCAS SHERCO

2005 Gas Gas EC250	£3250	2004 Honda XR250	£2250
1996 Suzuki TS125R	£1195	1996 Husqvarna FE600	£1295
2002 Kawasaki KX65	£1150	2003 Yamaha YZ85SW	£1295

31138

Leisure Trail UK

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



2006 EXC's TO CLEAR - 400 EXC £4795 - 450 EXC £4895 - 525 EXC £4995
2007 KTM EXC MODELS IN STOCK PLUS ALL NEW 250 EXC-F
ALL USED KTM's, CRM'S & TRIALS BIKES etc PICTURED & DETAILED ON
OUR REGULARLY UPDATED WEBSITE PLUS DETAILS OF ABOVE OFFERS
LARGE CLOTHING & ACCESSORY DEPT WITH ALL THE TRIALS, TRAIL, ENDURO OR MX KIT YOU NEED
KTM EXC 250RFS, 625 SMC, 990 SUPER DUKE, 950 ADVENTURE, BETA Rev3 TRIALS DEMO BIKES AVAILABLE



Full range of 2006 Beta Rev3 Trials bikes now in stock

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

ALL CRM 250 PARTS STOCKED



OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM

0115 973 2466

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

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





Honda recently launched their 2007 enduro line-up in the sandy back-woods of Belgium. TBM were there to test out the changes...

RED

Both the 250X and 450X (pictured) have received changes for 2007...



In the grand scheme of things, little has changed on Honda's CRF250X since it was launched back in 2004. For its second year, the SOHC thumper received some new graphics and, after it (rightly or wrongly) earned itself a reputation for undoing its own rear wheel spokes, a stronger and lighter rear hub. And that was it. 2006 saw a few further refinements including shedding a combined total of half a kilo from the swingarm, shock body, rear hub and forkguards, and the front spindle was slightly repositioned. Hardly what you'd call swingeing changes, and really the kind of stuff

where you'd have to ride the models back-to-back to notice any difference, if at all. Only for 2007, things have changed...

With KTM launching their twin-cam 250F and Yamaha upping the ante by ally-framing the WR-F, something needed to be done to bring the relatively low-revving Unicam CRF up to speed with the screaming DOHC opposition. And so the biggest change with the '07 250X is the adoption of the piston and rings from the CRF250R and new cylinder head porting 'inspired' by the R-model MXer, with an altered ignition map to suit. To round off the

LINE

RED LINE

250X gets the motocrosser's piston and porting for '07



'performance' mods, the 37mm Keihin FCR carb has been given a new accelerator pump and linkage to improve throttle response, whilst the transmission has also been fettled with the use of a stronger clutch basket and centre.

Chassis-wise, it's just a matter of refining what was already there. This time around it's the front hub which has been put on a diet, along with the rear chain guide, and there's now a one-piece cover over the twistgrip end of the throttle cables to help keep the dirt out. Wow!

Without changes to the suspension or any major chassis modifications, the 250X handles in the same predictable way it always has - assuring rather than exciting. To really sharpen things up it's best to run the forks up through the yokes a little, something which really helps make the most of that lightweight chassis and gets the 250 turning like it should do. Although the 'R' machine has received a whizzy new front master cylinder which has improved what was already a decent set of stoppers, the CRF-X's Nissins remain unchanged. No worries, there's still plenty of feel and power...

Red Blooded

Now those engine changes may not sound massive, especially in light of what some of the competition are up to, but they do have quite an effect on the X's character. Riding-wise, it's still instantly recognisable as a CRF motor, only it feels like it's been on the vodka-Red Bulls. That bit snappier than before, the SOHC lump seems to have much more urgency about it and is that bit more eager to rev-up - obviously making the bike feel more racy. Which is exactly what it needed. There's doubtless some new-found power from those modifications, though what is in question is whether the 250's lost some of its low-end tractability in the process. It was hard to tell in the deep sand of our Belgian test track though I suspect that it may not hook up in greasy conditions *quite* as well as last year's model. Nonetheless, it definitely feels like an improvement, as a mini-thumper should make you want to cane it, which'll ensure it's more appealing to racers. After all, 250cc isn't really the *ideal* capacity for a trailie all-rounder and if you want something with *real* oomph then you should buy the 450...

...Because the CRF450X has barely changed at all for next year. It too has received the new accelerator pump, the throttle cable cover and the new chain guide, though that's the full

Honda has yet to decide whether it's going to bring the CRF230 into the UK next year...

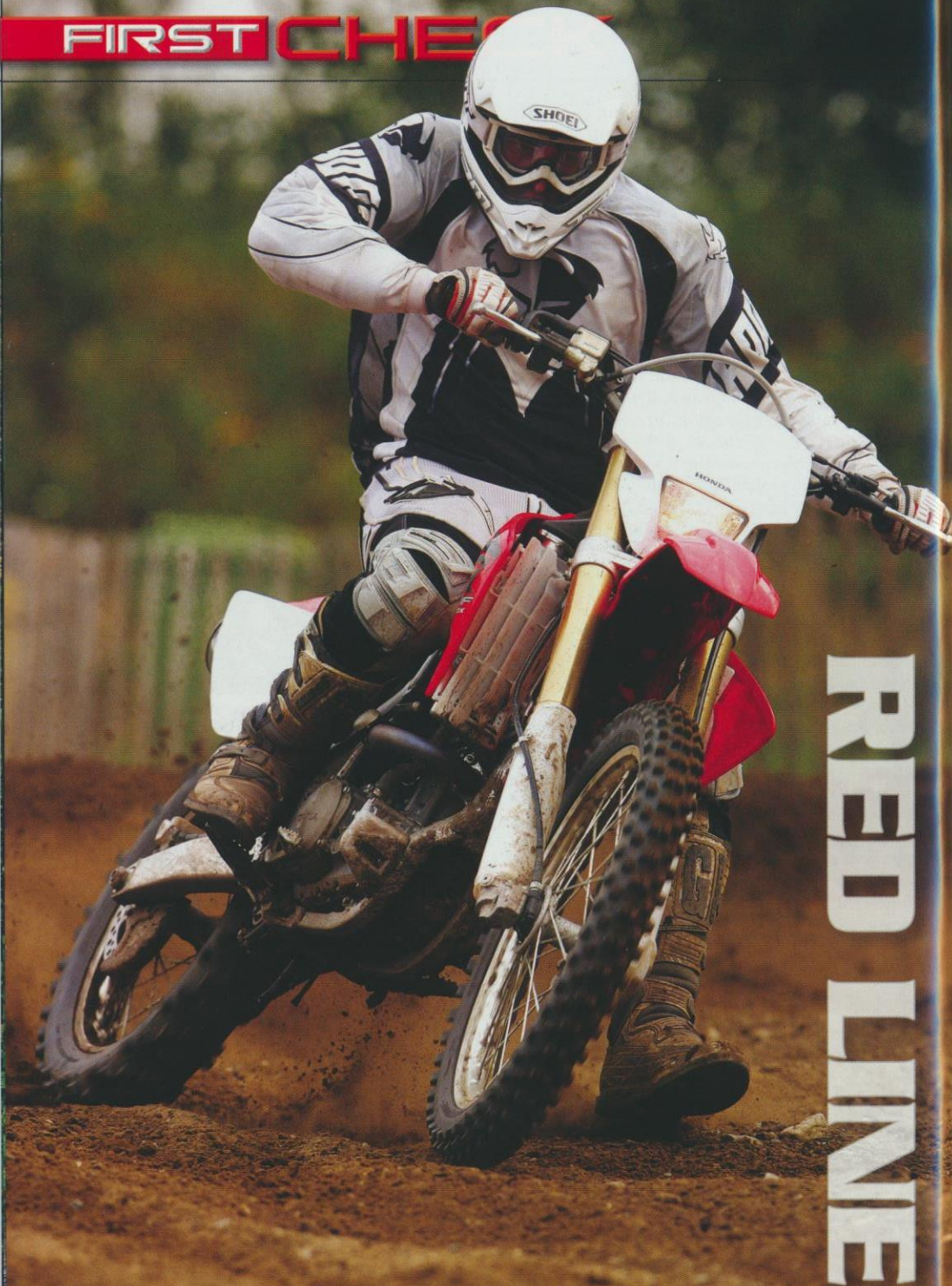


extent of the modifications! So it rides very much like last year's bike, and the year before that one's, too..!

Despite not having quite the same stomp as, say, a 450EXC, the CRF simply digs in and drives. The way that the 450X finds traction is really impressive, and means you can simply short-shift your way up the 'box and still end up flying along. Combined with the stable chassis this makes for a pretty easy ride, until, that is, you enter the trees. We've said before that the Honda doesn't have quite the same compact feel as the Euro bikes and if you're reasonably tall the low-set bars can be awkward, meaning that the Honda takes that little bit more effort to jink through the woods. Anyhow, the 450X continues to be a great all-rounder which, with a few specific mods, should appeal to trail riders and racers alike.

Red Current

Big bike fans will be pleased to hear that the XR650R will remain available as an '07 model. Unlike Australia, where draconian regulations have resulted in the popular six-fifty being dropped from the range, we've no such worries



RED LINE

and the six-fifty stays in the fleet... for another year at least. Nothing's changed on the Big Red - there's not so much as a new set of grips let alone the much-needed leccy boot - but then we never really expected it to.

And small bike aficionados may be encouraged to hear that Honda UK *might* be bringing in the funky little CRF230F now that it's an official European model for 2007. At the time of going to press, Honda were still undecided about the air-chilled 230, though if they do become available as official imports they won't be in the road-going spec that the grey importers currently sell them. Instead the bikes will be in the 'bare bones' light-less guise that they leave the factory, which is slightly at odds with the company's claimed target market for the 230F. The official line is that the bike is intended as a fun bike or to get youngsters into enduro, which is so far wide of the mark I don't know where to begin.

Okay, so if you've got a bit of land then you could have a laugh razzing around on the little 230 (it was probably the quickest way to get around the tight and twisty course on the launch!) and its easy-going manners mean that it's a great novice machine to get *anyone* into dirtbikes. But quite how a low-specced, closed-course only, MX tyre-shod fun-bike relates to enduro we're not really sure. Anyhow, we all know that (once up to road-legal spec) the CRF230F is far better as a super-lightweight, low seat trailie (why else would Italian Honda importers HM build *three* different road-kitted versions in varying specifications?) and if the price is right an official 230F may prove



The 230F may be in Honda dealers next year. See p70 for a review of the CRF against a bunch of other easy-going trailies!

tempting for a home-built trail conversion.

What's far more likely to get kids into enduro is if they bolted a set of lights to the new 150cc MX thumper! There's no official information on the bike yet, though rumours have been spreading for a few months that the bike is set to replace the two-stroke CR85 as the future of schoolboy MX. Which means, as was mentioned in last month's editorial, Honda are gradually killing off their two-strokes and if you want a new CR125 or 250 to convert for cross country or enduro use, you'd better pick one up now.

As you'd expect of bikes soon to be deleted from the range, the MX strokers haven't changed at all this year, 2005 being the last time they received any updates.

For 2007 both of the MX thumpers have received a number of updates far in excess of



XR650R continues on in the Honda range for another year at least...

RED LINE



those on the enduro bikes, the 250's cylinder head work and new cam being the most significant of the tweaks.

Well Red

It'll be interesting to see how the 250X stacks up against the new machines from KTM and Yamaha, as well as the current TBM 250 thumper shootout winner, the Husky TE250. Will the Honda's extra zip be enough to take on the twin-cams? Well... riding-wise it's certainly going to be closer than in previous years, where the CRF has proved competent, yet failed to excite. In terms of equipment however, the Honda's left eating the other bikes' roost, as every other 250 enduro thumper is now available in road-legal trim. Even a neat little digi speedo would help keep the opposition within their sights, though with the factory possibly focussing on the needs of the far larger US market it often seems that if the States don't want it then we don't get it. Ho-hum.

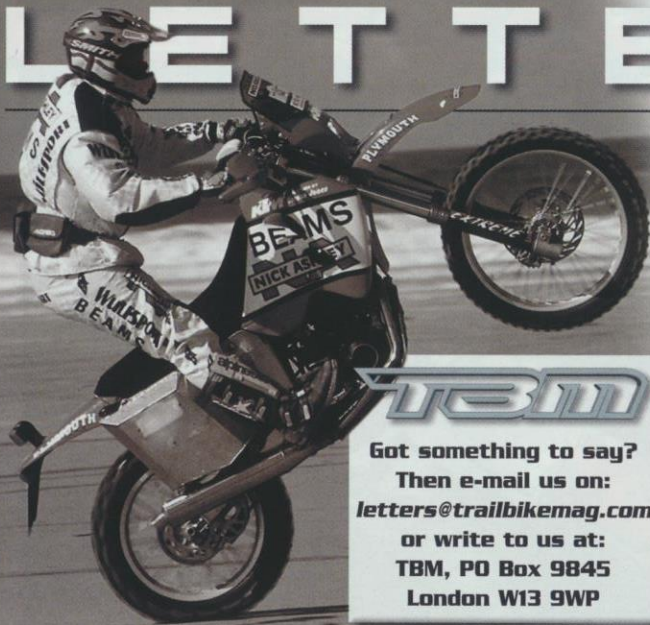
With the 450X virtually unchanged it'll doubtless carry on selling in steady numbers as a bike which excels at one thing - being pretty good at

everything! The 230F, however, is the real 'mystery machine'. If they do bring it in and it's cheap enough then we could see trail riders buying an official machine and converting it themselves rather than opting for an unofficial, though road-ready, dealer conversion. Or there's always the chance that some switched-on Honda dealers will come up with a road kit themselves!

If the pricing's wrong however, then it may simply become an expensive play bike... We'll know in a month or so, when Honda UK have made their decision and the off-road prices are announced (there's only likely to be small increases over the 2006 figures).

Maybe next year we'll see some more radical changes in the enduro range. Perhaps a big-bore CRF lump will replace the XR650, and there's always a chance that both the motocross and enduro bikes will feature fuel injection. But for 2007 it seems to be *steady as she goes* on the good ship Honda...

Thanks to: Scott Grimsdall and 'Disco' Kev from Honda UK for a great launch.



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

their lives? Of course not. It's up to us as individuals to determine how we use the products available to us, and to encourage their legitimate use by our friends and/or offspring. Furthermore I very much doubt that the sort of people who are causing problems with mini-motos are likely to be readers of a 'responsible magazine' (as you put it) like TBM. Be wary of wanting to ban (or censor) our freedoms Eric, it's this sort of short-sighted thinking which led to the needless legislation of which you are rightly critical...

Stroke Play

Dear TBM

With the renewed interest in two-strokes, how about a 250 two-stroke shoot-out, coupled with a back-to-back 250 two-stroke v 250 thumper (or even a 450 four-stroke)?

Anyway, still a great mag, I really liked the recent articles such as the Red Marley Hill Climb, GPS guide and Access All Areas - more of this please! Keep up the good work.

Gerry Andrews
via email

Good idea Gerry, we haven't done a two-stroke v thumper shootout for a little while - though we have done various different versions of this test in the past: 250 Gasser V 400 Berg (TBM83); KTM 125EXC v Yamaha WR250F (TBM91); Maico 400 v Yamaha WR450F (TBM111); and Yamaha



It's high-time we ran another two-stroke versus thumper test. See *Stroke Play*...

WR250Z v Yamaha WR250F (TBM67). We'll get onto it as soon as we can...

Short 'n' Sweet #1

Dear TBM

Help! I'm looking at trail bikes for the shorter rider. I have an old Cagiva W12 500cc trailie that's great, although I'm looking to sell it as it's really a bit too big for me to take too far off-road.

Y'see, I'm only five foot six inches tall and more importantly, a complete off-road novice/numpty. And to that end, have you done any comparative

reviews of the latest crop of 230 bikes?

My head is beginning to spin between the CRF230, the new XR230 and new TTR230 and the venerable Serow 225. What's your opinion of all of these bikes, and what is the difference between the two Hondas anyway? On the face of it, some of the seat heights aren't all that low, although I guess they'd compress to a more manageable level with

TTR230 is Yamaha's version of the Honda CRF230...



my 11 stone on board. I'd only be doing some light trail riding so would one of these 230s do the job or should I just stick with the Cagiva? Please help before my head explodes!

Michael Wainer
via email

Michael, you might like to check out this very issue, which has got a five-way 'easy rider' test in it - including two Honda 230s! Unfortunately it isn't always possible to get hold of the bikes you mention as they are all grey imports and some dealers haven't got the foresight to register one and loan it to a magazine - cos that might cost them a coupla' hundred quid (conveniently forgetting the fact that it might also generate them thousands of pounds in revenue

Moral Responsibility

Dear TBM

I have been subscribing to TBM for about three years and look forward to it every month. During that time we have had enormous changes and legislation within the sport.

With this in mind I was horrified to see the advert on the inside back page of the August issue for mini-motos. I question whether as a responsible magazine you should be accepting advertising for these bikes that ultimately encourages their use and drags our chosen sport further into the abyss!

Eric Cook
via email

Eric, any bike (or product for that matter) can be used irresponsibly - even a perfectly legal one - like

these are. Using your logic, should TBM stop running ads for all motorcycles, on the basis that some of them might just be used illegally at some point in

WELCOME TO POWER OFF ROAD
More powerful, more durable, less maintenance, more fun! All bikes we built to the highest quality.

<p>The amazing RAMPAGE BIKE PRO</p> <p>This bike is a true adult size dirt bike featuring an 180cc (not 125cc) engine producing over 11hp. This bike is capable of speeds of over 80mph. This bike also uniquely features ADJUSTABLE LONG TRAVEL AIR DEFLECTORS. This feature allows you to adjust ride height and load which enables you to perform the highest of air jumps. The ultimate dirt bike has arrived! THE RAMPAGE BIKE PRO</p> <p>Features: Hydraulic disc brakes front and rear, starting using electric start, adjustable suspension, large wheels, manual gear box and 6 month warranty.</p> <p>Only £390+vat</p> 	<p>RAMPAGE PIT BIKE 110cc/125cc</p> <p>Powerful engines, electric start, top speed of 70mph, hydraulic disc brakes front and rear, 6 month warranty.</p> <p>Only £175+vat</p> 
<p>Quad 50cc</p> <p>Honda engine, electric start, automatic (3 speed semi auto also available), disk brakes, 6 month warranty.</p> <p>Only £219+vat</p> 	<p>Quad 200cc</p> <p>50mph, stunning styling, double 18mm suspension, electric start, reverse.</p> <p>Only £399+vat</p> 

Due to the high quality of these bikes, there is high demand throughout the UK, if you are interested in becoming a dealer please e-mail your details to us.

Visit www.poweroffroad.co.uk for info Email: info@poweroffroad.com or call: 0870 850 8614 or 0870 850 2131 LOW DEPOSIT FINANCE ON ALL



LETTERS

over the next few years). Whatever, TBM will always strive to bring you tests of unusual machinery, but please don't assume that just because you haven't seen a bike appear in TBM, that we haven't been trying to get hold of one. In answer to your specific enquiry, if it were me I'd definitely opt for something a bit smaller and lighter. Then sit back and watch your riding improve...

Short 'n' Sweet #2

Dear TBM

I recently enquired with several dealers about buying a Yamaha XT225 Serow and was told that it has been discontinued, so I wonder if you could feature an equivalent bike in TBM?

I was told by one dealer that the Yamaha 'Tricker' 250 is the nearest comparable bike. I recently saw a young Japanese woman at a petrol station with one of these. It was all black, had a small sloping fuel tank and a small headlight but is it as agile and quiet I wonder?

Maurice Courcha
via email

Maurice - the fabulous little Serow has never been an



30 TBM

official Yamaha import so I'm confused as to which of the several dealers you've made enquiries with, have told you otherwise. There is in fact a new (and redesigned) XT250 Serow as well as the Tricker you mention and both are currently only available through grey importers. Rest assured we'll be aiming to get test rides on both these bikes over the coming winter months...

Moto Cross

Dear TBM

First off, great mag! Always full of articles written with intelligence, insight and passion.

Unfortunately, I have just been reading through the TBM forum and I really can't believe what I have read there. There was a post referring to an article about a lad who was caught riding someone else's MX bike on a bridleway, and the police now want to crush it.

A lot of people had posted replies saying how bad it was that the police wanted to do this, how they have/haven't got the right etc, but not one single person said 'bl*ody good job!'

Because of idiotic scum like this, we are all faced with reactive legislation like the NERC Bill and the loss of places to ride. If people ride on bridleways or footpaths, uninsured, untaxed and without a license, then they should have the bike crushed and their testicular area trampled by every one of us that has lost out because of their actions.

'Fireman Fred'
via email

Brace Yourself

Dear TBM

You may recall that I wrote a few months ago to enquire about shorter enduro boots that I could wear (comfortably) with my rather long knee braces.

My problem is that the bottom of my brace interferes with the top of the boot, which I cannot fasten properly. At the time, you could only recommend trials boots, but you warned me that I would be compromising safety, so I stuck to my standard enduro boots.

But in issue 131 on page 101, you reviewed the X-Tight boots and commented that their ratchet-strap system 'solves this problem rather niftily'. This sounds great, but from your review I do not fully grasp why this is the case. Can you tell me why and how the X-Tight system solves the problem of the brace getting into the upper part of the boot?

Thanks in advance and keep up the good work!

Miguel Ruano, London
via email

Miguel, it doesn't solve the problem of the brace getting into the upper part of the boot, it's just that the manufacturers of this particular boot are aware that a number of riders now wear knee braces and have designed a boot which can accommodate the lower part of a knee brace and still do up easily. Whether you find that they 'interfere' with each other

Acerbis X-Tights should prove easy to fasten over knee braces...



is down to you, but when we tried on the boots in our office (without knee braces) we found that the new ratchet system worked a treat...

Am I bovered...?

Dear TBM

I've been a subscriber of the mag for three years or more and buying it for a number of years before that. I like the mixture of enduro, trail riding, trials and the odd MX bike review, plus the A5 size is great on the plane when flying out to Europe on my three or so trail riding trips a year. So how about a review on trail riding companies from the experienced racer or beginner's point of view?

Anyway, the reason for my letter is I have noticed of late you're getting lazy in finding out some details for some of your readers whose letters you are using to fill up your magazine.

For example, the reply to the letter (Saving Gas) in TBM 132 - 'Chris, we're not sure who makes specific protective equipment for Gassers', plus in the same issue (Change The Tune), 'We'll keep you posted Dave,' about his enquiry of

GAS GAS

MOTOS LTD

31126



**'07 MODELS AVAILABLE NOW!
ORDERS NOW BEING TAKEN**



**'06/'07 EC200 'HOBBY' IN STOCK!
£3531.80*** inc. VAT *recommended guide price only, discount possible



MOTUL

Castrol X-TRONIC

Shell RACING

Elf

AGIP

NOVOGR EX

FINNA

MICHELIN

NEW UNBEATABLE DISCOUNTED '06 PRICES!
Too crazy to print!
Contact your GE Dealer for details!

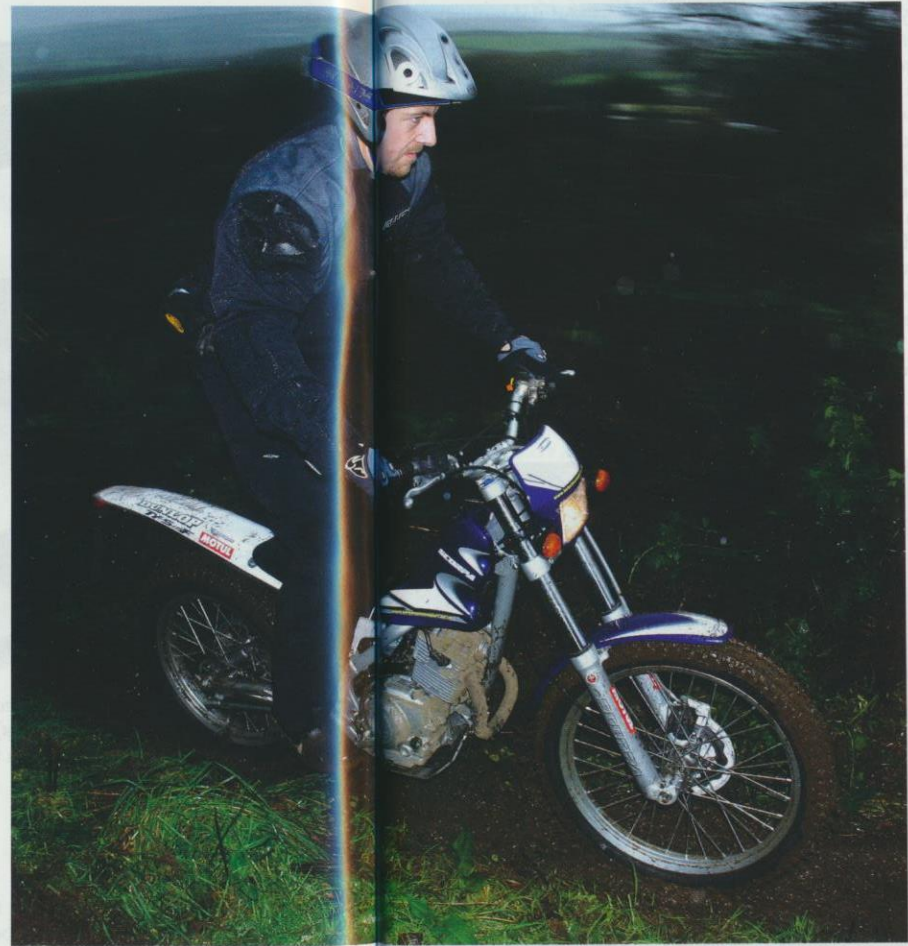
**'06 EC200 / EC250 / EC300
STILL AVAILABLE - CALL FOR BEST DEALS!**

GAS GAS MOTOS LTD
OFFICIAL UK IMPORTERS OF GAS GAS MOTORCYCLES
Harpur Hill Industrial Estate, Harpur Hill, Buxton, Derbyshire, SK17 9JL, UK
www.gasgasuk.com
tel 01298 766813 fax 01298 766816
www.gasgasshop.com mail@gasgasuk.com

LETTERS



The Scorpa Long Ride makes a great 'low impact' trailie...



where to source a HGS exhaust from.

It's not just the person writing in that wants an answer - it's lots of others in the same position that can't be bothered or didn't think to ask you about that particular subject, as is the case with me with regards to the HGS pipe.

I have a KTM 200SX for MX practice tracks and a few hare & hounds events a year. So, at the Hawkstone International this year I got talking to a mechanic from the KTM UK team who was singing the praises of HGS exhausts on their bikes. He even gave me the basic jetting changes I would need as a starting point.

And the MX press came up with where to actually get one of these exhausts from - try Hardcore Racing on 01487 813755.

I hope this helps Dave from IoM. And TBM, as they said to me at school... must try harder!

Tim Sutcliffe
via email

We've sent James into the corner with a Duncie's cap, Si's been given 100 lines and Mel's gone to fetch the cane. Ooh-err...

Cause and Effect

Dear TBM

Hello all at TBM. Firstly I would like to say the usual thanks for the great magazine, the only informative publication dedicated to the real world trail rider that also excellently covers the pro

events as well as those open to the average likes of me.

I think that without your efforts many new riders would not have been exposed to riding dirt bikes in more interesting ways other than motocross and also wouldn't have been so informed about the legislative threats that face us. So with gratitude expressed I will move on.

Without going over the causes of what threatens our pastime I would like to just raise a couple of my own thoughts of how I propose to overcome some of the difficulties that this legislation is bringing.

1 - I am joining the TRF and would urge everyone to do so and if possible make a donation.

2 - I am buying a van to transport a small trial/trail bike around in (Scorpa Long Ride SY-250F seems like a good choice) although I have purchased neither yet.

While I will still keep my dualsport thumper to ride to local lanes I thought that discreet little bikes like the Scorpa don't tear up the ground or have a huge presence so I figure they are good at getting to awkward places and they appear to ride lanes and trails almost un-noticed.

However, having not yet owned or ridden anything like this I wanted to ask you at TBM how suitable a bike like this would be at keeping up with all the other TRF members or am I completely misunderstanding the Long Ride concept?

Andy Johnston, Purfleet, Essex
via email

Andy, the Long Ride is absolute perfect for what you want it for. Go for it...

Sand Blast

Dear TBM

Good job on Part One of the Tyre Test in the last issue - I always wondered what all the pros and cons of each 'in tyre' option was, although I think I will stick to my HD tubes until I become a millionaire and have

my own mechanic!

On the subject of tyres - I was hoping you could give me some advice. I lost the plot a couple of months ago and decided to enter the Weston Beach Race for the first time ever and I don't have a clue how to prepare for it.

I have looked online for proper sand paddle type tyres but can only find them in the US. Would they be the best option and do you know anyone in the UK who stocks them? If not, what is the next best thing? I don't think my half-worn trials tyre is going to cut the mustard.

Also, do you have any other handy hints you might want to pass on - I have heard whispers of putting stockings over radiators to stop them

DIRTBIKEBITZ

Summer Deals...



One Industries Trooper Helmets
£199 ~~£149.99~~



Oakley Goggles Oakley Crowbar
£49 ~~£34.99~~



AlloyMX Vented Summer Kit
£189.99 ~~£105~~



EVS Protection Knee / Elbow Kit
£24.99 ~~£19.99~~



Sidi Boots Sidi Raptor
£159.95 ~~£139.99~~



EVS Protection Flux Body Armour
£99.99 ~~£79.99~~



Enduro Drink System 2.0 ltr
£24.99 ~~£15.99~~



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



ASV F3 Levers Unbreakable Levers
£46 ~~£39.99~~



One Industries Alpha Graphics
£50 ~~£44.99~~

0870 220 7177 Wheels Wings & Water Ltd
Sindles Farm
Aldsworth
Emsworth
Hampshire
PO10 8QS
Check the website for more great deals

WWW.DIRTBIKEBITZ.COM

LETTERS



clogging with sand etc. Any help would be much appreciated because my sand riding experience amounts to a drunken fling after a beach party one night...

Peter Cuthbertson
via email

Peter, in our experience you can't prepare enough for Weston. Sand tyres are exactly what you need (though not the

US-style paddle tyre), but a specific MX-type sand tyre such as a Pirelli Sandcross (if you can find one) or a Michelin Starcross Sand 4 which has the knobs arranged in curves. Make sure that you specify 18in rear though because most MX rear tyres are 19in. Any good tyre dealer should be able to source these for you if you give them enough notice. Pulling stockings over the radiators is a good trick, as is replacing your brake pads for new harder versions, running your chain very loose (because the links

clog with sand and tighten up) and using a steel (not alloy) rear sprocket. We'd also recommend that you waterproof all your bike's electrical connectors, run a filter-skin on the air-filter and fix grab-straps to both front and rear of your bike. Plus remember to run taller gearing and a bigger main jet if you're on a two-stroke. However our best advice is to prepare yourself with an extended peak on your helmet, a good hydration pack and plenty of spare goggles. Good luck mate...

And here's exactly what you don't want for competing at Weston..!



AJP

www.ajpexperience.co.uk

AJP PR4 Enduro 200 - Only £2995



European 125cc and 200cc Supermotard and Enduro from only £2495. Try before you buy - The AJP EXPERIENCE offers a days trail riding in Wiltshire on a 200cc PR4 Enduro from only £130. What's more we'll give you your money back if you buy any new AJP bike during the next year* Call us on 01225 777093 for 2006 dates. *Conditions may apply

AVAILABLE FROM

Adar MX, Bridgend 01656 728008 • Adly Moto, Staffs 01889 577552 • AMCH, N. Wales 01352 742122
Behind Bars, Warwick 01926 855541 • Just Ride, Powys 01873 810660 • Midwest Racing, Wilts
01225 791179 • Tony Moto, Hants 01962 884111 • Wadhurst Country, E. Sussex 01892 784438
AJP is distributed in the UK by MCDA Automotive 01225 777093. Dealers required in some areas

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

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

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

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



Other legal services available on request.

MICHAEL TAYLOR

&

ASSOCIATES
SOLICITORS

Call the experts now:

0208 437 0707 ask for Jon Robertson

This firm is regulated by The Law Society

POWER PARTS & POWER WEAR
NOW IN STOCK!

NOW TAKING DEPOSITS
ON ALL 2007 KTM MODELS!

06 KTM BIKE CLEARANCE
SPORT MINI CYCLES



SENIOR ADVENTURE £1,150
50 SUPERMOTO £1,395

EXC CLEARANCE
LIMITED STOCK PHONE FOR FULL DETAILS



125SX SPECIAL PRICE
LIMITED STOCK PHONE FOR FULL DETAILS

KTM PARTS & MAIL
ORDER SPECIALIST

WORKSHOP FACTORY TRAINED MECHANICS
OFFROAD ACCESSORIES IN STOCK
PART EXCHANGE WELCOME

FULL STOCK LIST AVAILABLE AT
www.ams4ktm.co.uk
OR CALL US - LARGE SELECTION AVAILABLE

AMS motorcycles
www.ams4ktm.co.uk **KTM**

NEW KTM SUPERSTORE
NOW OPEN - ALL MODELS IN STOCK



07 KTM 250 EXC-F
IN STOCK CALL FOR DETAILS

KTM SOLUS SUPERSTORE

AMS MOTORCYCLES (J9 M5) OAKFIELD CLOSE,
TEWKESBURY BUSINESS PARK,
TEWKESBURY, GL20 8PF

01684 292929



BUMBAG BODGES

At last - TBM Readers' finest bumbag bodes...

The Missing Link

❖ Back in my youth, when I was indestructible and nothing was ever a problem, me and a mate bought an old DT175 between us. We didn't know that it could go wrong. All we knew was that we put petrol in one end and got fun out the other.

I can't remember most of the bush mechanic bodes that we performed on it, but the one I can remember with pride was the day I fixed the chain.

I was by myself, messing around on the trails and land in Wiltshire (this was in the 80s when there was such a thing) and somehow the chain link either got broken or the clip came off. As I said, I never worried about anything so I

had no tools except for a pair of vice-grips that were being used to clamp the exhaust on.

I decided I could either walk the couple of miles home or get creative.

Using the vice-grips I nibbled a piece of high tensile wire off a nearby fence and using the grips to hold it, and with two stones, first bash it into a U shape, then thread it through the links and then twist the ends. It worked, and it got me home.

A few years later I was taking to a fencer friend about the relative merits of the different types of fencing and he said that if it was mild steel it probably wouldn't have been strong enough and would've worn through.... Hello ...hello ...are you still

there....wake up!
Great mag.

Will Glover

Two-p or not two-p?

❖ Just a quick story about a bodge on a KTM. I live over in the Isle of Man and was out on the tracks with a few Geordie lads. It was raining as usual and there wasn't much visibility. Anyway I ended up getting cross-rutted and coming to a complete stop. Next thing I hear was a loud clang as my mate Freddy runs into me. No one falls off so we carry on to the end of the track only to discover that the top of Freddy's radiator was missing (it had hit my exhaust and

Bumbag Winner

Gas Attack

❖ I was at a trials training camp in Devon with two of my mates and our respective offspring a couple of years ago, when George, the eldest boy, managed to lose a small screw from his throttle on his Ossa.

I duly laid out my bumbag in all its glory on the seat of my XR200 in order to effect a repair when Sam



(George's cousin), suddenly launched his Gas Gas off a tree trunk and hit my XR side-on, scattering all my tools up in the air... and into the stream behind us!

After picking Sam up, I then spent over an hour searching the streambed for the assorted tools and parts, managing to find everything except the odd nut and bolt. I now keep all the tools in the bumbag except the ones I am actually using, as I don't want to go through all that again...

Shaun Matthews
Burnham on Sea, Norfolk

Bumbag Winner

Race Relations

❖ Not a dirtbike related story, but a two-wheeled one nonetheless and featuring a bumbag. My dad, brother and myself decided to have a go at minimoto racing whilst on holiday in Spain nearly ten years ago now. My Dad always wears a bumbag on holiday with his cash, fags, lighter, a few plasters and some antiseptic wipes, as I am kind of accident prone, and therefore the butt of many jokes.

Anyway, we hire the bikes, line-up on the grid alongside two Germans lads, and the flag drops. We all pelt off for 20 laps of backside-almost-on-the-floor two-wheeled battle. Britain versus Germany. We can't lose, the pride of the nation is at stake!

17 Laps and it's a German in the lead, followed closely by my dad, who is valiantly trying to pass the blatantly cheating sausage-muncher. I'm closing on this monumental struggle for the lead, when my dad makes a move to pass that is worthy of Rossi himself.

He slipstreams Herman the German up the straight (all 40ft of it) and as they tip into the sweeping left hander he ducks up the inside



I dive round him and manage to catch the cheating git, despite the tears of laughter almost blinding me.

Back in the pits, the Germans have vanished, my dad is fuming, his talent and effort now soiled, his backside looking like a very rare rump steak! It seems he was very lucky though as his bumbag took the brunt of the impact and spared him from too much injury.

Also the antiseptic wipes (intended for my clumsy self) came in very handy. The bumbag then proved its worth even more (as if it needed to do so) by covering the gaping hole in his shorts and his lightly grilled derriere for the long walk back to the hotel.

Nathan Kedwards
Sutton Coldfield

broken the filler spout). Anyway ten minutes later we were back on our way having used a bit of metal putty to replace the filler spout and a 2-pence piece for the rad cap!

Alan
Douglas, Isle Of Man

Falling For It...

❖ The first time I used a Camelback as a bumbag I forgot to fasten the belt straps. On my way to meet the lads for the ride-out, unbeknown to me one of the clips lodged between the sidepanel and exhaust of my CRM. When I arrived in the car park full of waiting green laners, I jumped off the bike only to fall over as the strap tugged me, then as

fell I ended up pulling the bike over on top of me. 'First off of the day' award was secured, with some predictable gestures from the lads!

Ian Allder
Herts

Gripping Yarns

❖ The scene: 1997, a remote RuPP somewhere just north of Salisbury, a swift lunch hour trail ride with a friend. Happily whizzing along when the throttle-cable snapped at the handlebar end. Only the nipple had broken off, but I was now left with the option of either tweaking the idle speed up and riding the 8-10 miles back to work at constant engine revs or something more

and levels with his arch rival. At this point the foul playing swine heaves out his elbow and bashes my dad in the ribs. Dad is jolted off line, he hits the kerbing and fights to regain control, but the bike weaves violently and he is thrown off the back landing squarely on his bum(bag) and bounces down the track for a couple of feet.

ingenious...

The friend that I was riding with had, amongst many other items in his bumbag, a very small pair of mole-grips and a small pointy screwdriver. Using the screwdriver, I made a tiny hole in the handguard just in front of the brake lever (about 1in outboard of the pivot point). This hole was large enough to allow the throttle cable inner to pass through, but not the outer sheath. The cable was duly threaded through the hole and mole-gripped to the top of the front brake lever. The screw adjuster on the brake lever was then wound almost completely out. I was now able to start the engine and control the throttle by pulling on the front brake lever to

BUMBAG BODGES

Bumbag Winner

Eee By Gum

Many moons ago I had an '83 Husky WR240 which I used for trail riding and the occasional enduro. My mate Mick had an '84 KX250 used for trail riding and blasting around his few acres. The local branch of Multiple Sclerosis Ireland used to (and still does) have an annual climb of Galtymore as a fundraiser. Mick and I decided that we would take part using our bikes rather than walking. We duly got our sponsorship cards and began collecting. Many of the general public were doubtful that we could reach the top on bikes but this helped rather than hindered our collection.

The day of the climb was dry and clear, perfect for the occasion. We set off nice and easy along the dirt road which formed the lower part of the ascent, not making too much noise as we passed those who had set off in front of us and exchanging the usual banter with people we knew. The going got a little trickier as the summit got nearer. We had to track back and forth as a direct route would have been too steep. I was in front and concentrating on my own progress as stopping would probably have meant going back down and starting again.

I breathed a sigh of relief as I reached the small plateau that formed the top of the mountain. There were several people already there admiring the view, obviously early starters. I was expecting Mick to be close behind but there was no sight nor sound of him. Then I heard a two-stroke starting up, revving for a few seconds and dying again. This

accelerate, pushing the lever away to decelerate. If I needed to actually use the front brake in an emergency, I could dip the clutch, rev the rods off the engine and the brake would then work. The trip back to work was completed in good time, only a few minutes late.

As the bike was an import (Aprilia Tuareg 600), the

correct replacement cable was out of stock and took about 3-4 days to arrive, but I was able to live with my 'bodge' for the duration (it didn't take too long to master the revised throttle technique, and only use the rear brake).

Tony Smith
Woodbridge

happened several times. I walked back down to where the sound had come from. There was Mick with the KX thrown against the side of the hill. The problem was immediately obvious. He had fallen off and the tank had taken a hard knock from a protruding rock, leaving a hole by the petrol tap. As soon as the bike was put in an upright position petrol came pouring out at a rate which would empty the tank in no time.

What could we do? I was relatively new to trail riding and had nothing in my bumbag that would help. Mick didn't even have a bumbag. We walked up to the summit so at least Mick had completed the climb. Then I had a brainwave. Chewing gum would plug the hole. The problem was that neither of us had any.

We asked the people around us if they had any. No joy there either. As more people reached the top we asked them as well. Eventually a woman said she thought she had some and after rummaging around in the bottom of her backpack she produced two sticks of the precious stuff. They tasted like they had been there for a long time but nevertheless we thanked her and slipped back down the hill to the stricken KX. The gum was moulded into the hole and fingers were crossed. It worked. We reached home.

Twelve months later Mick asked me round to his place for a blast around his land from which the hay had just been cut. When he pulled the KX out of the shed the chewing gum was still there and still doing its job. Several years later he sold the bike and I'm proud to report that the gum was still there keeping the tank sealed. Wonder what the new owner thought of it...

John Cotter
via email



gear4
limited

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

30656

VISIT THE UK'S PREMIER KTM SUPERCENTRE

2007 BIKES POWERWEAR POWERPARTS
INSTOCK AND ONLINE

2007 EXC/SX MODELS NOW
IN STOCK



FULL 2007 MODEL RANGE AVAILABLE
INCLUDING THE ULTIMATE 250 EXC-F

VIEW USED BIKE STOCK ONLINE

mail order hotline 01778 380 380



4 Stroke Heaven
400 EXC-R Now £4500*
450 EXC-R Now £4500*
525 EXC-R Now £4500*
*inc Slip-on Akro



2 only

Shop online
@ www.
DirtBikeBook
.com



Ltd Edition
Six Days
in Stock
Now!

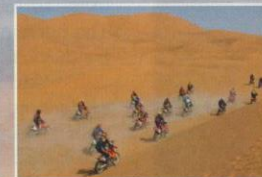


www.gear4offroad.co.uk



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

31143



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

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

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

DAVID LAMBETH.CO.UK
RALLY & OVERLAND

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

TALKING

This month, Chris Evans discovers that not all donkeywork is boring...

DIRTY

Now just occasionally in this column I very gently rip the p*ss out of certain persons that gravitate in the world of TBM, myself included. But that doesn't mean I don't have feelings. In fact - as anyone who knows me well will tell you - I am a very sensitive soul.

So when the mysterious 'Spike' wrote in the letters page in August's TBM that he was 'disgusted with Chris Evans in the June issue - a page worth of twaddle that had nothing to do with motorbikes,' I was frankly a little upset. Seeing my 'ugly mug' (copyright Spike) contorted with emotional hurt, my girlfriend consoled me by cooing, 'Mais cherie, c'est bullsh*t - your life is nothing but moto, moto, moto'. To be honest I think her 'doux mots' might have been slightly double-edged - but she does have a point. Take last month for example.

At a time of the year when the whole of France downs tools and heads 'en famille' for the campsites of the south, yours truly spent a whole five days with his nearest and dearest and the rest of the time crossing the world in pursuit of his lifelong passion.

First up was the Rally Dos Sertoos in Brazil (that you should be able to read about elsewhere in the mag). I had already been to Rio de Janeiro five times when working in MotoGP but the advantage of off-road riding in general, and rallye-raid in particular, is that you get to visit a whole lot more of the country, and frankly I was knocked out by what I saw.

The scenery was absolutely stunning and the people certainly know how to party. We spent most of the time in the Bahia state, located in the north of the country, and at every bivouac the locals came out en masse to encourage us, check out the machinery and generally get down to the serious business of having a good time. The north of Brazil is the poorest part of a country that has massive disparities of wealth, but unlike Africa, where there is often a 'them and us' feeling, in Brazil we were welcomed with open arms and absolutely nothing got nicked.

On a planet that is becoming increasingly homogenised there were some fascinating discoveries to be made, but in deference to Spike I'll limit myself to sharing with you just a few of my motorcycle related finds. With 800,000 locally produced bikes per annum, mainly in Honda factories located deep in the Amazonian forest, I saw a number of models that never get to our hemisphere.

Prettiest of them all was an electric start XR400-based trail bike, but there were also a number of South American entrants on home grown, rear drum braked XR250s. Interestingly

the CRF230 that we can get in the UK is an export only model, with the vast majority of machines produced being scooters that can be bought for peanuts on five-year credit deals and that alone has been responsible for the total collapse of the donkey market.

As a result of the scooter boom you can now buy a good condition beast of burden for as little as three quid, though they are a bugger to get on as hand luggage - unless of course you chop their legs off...!

As you might imagine, the post service have been quick to mothball their fleet of hoofed transport in favour of two wheels, but in doing so have been forced to fit an unusual accessory - a handlebar mounted aerial. At first I thought it was so that Brazilian posties could stay in permanent radio contact, but the real reason is much more bizarre.

One of the Brazilian children's favourite pastimes is kite fighting, the idea being to cut your opponent's lines. To this end they grind up glass, mix it with glue and then coat their lines with the resulting paste. The downside of this seemingly innocent pastime is that the country is strewn with lethal severed kite lines that were regularly decapitating unsuspecting postman until the aerials were introduced.

After barely a week back home, I was off again to Romania for the Red Bull Romaniacs event and to speed up progress on my latest trail-riding project. And again I discovered an utterly fascinating country.

Ceausescu's legacy has left the country with some extremely ugly towns, scarred with innumerable jerry built tower blocks, but fortunately even that mad idiot couldn't ruin the absolutely stunning and largely mountainous countryside. Again, the contrast between the urban nouveau riche and the rural poor was extremely marked but happily, with no Honda factories yet installed, the donkey market remains buoyant.

So there you are - apart from a day on a KTM 950 Super Enduro and two days on a beautifully prepared 'extreme' enduro bike I didn't actually do much riding myself, but as my girlfriend observed there was plenty of 'moto'.

And that for me is the beauty of our sport. Whether it takes you to the other side of the world or 25 miles up the road, it allows you to encounter people you wouldn't normally meet and takes you places you wouldn't normally see.

For Spike it would seem that motorcycling starts when his bike's engine goes 'brum, brum' and stops when he hits the kill-switch. So I would like to respectfully suggest that maybe he's the one not getting the most from his chosen pastime...



LONG DISTANCE OFF-ROADING IN FRANCE



REMAINING DATES FOR 2006

- Morvan 1/2/3 Nov

Dates for 2007 out shortly

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

UK agent for the
Dakar Rallye

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

Tel: (UK mob) 07900 826719

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

COMPLETELY

Mark Williams bemoans the lack of test rides available...

RUTTED

It's something that fills us all with the excitement of anticipation... yet also, paradoxically with dread: the 'let's-buy-a-'new'-bike' moment. Excited anticipation - obviously because we've learnt from our current hack, and all the ones that went before it, what we really, really want out of a dirtbike (which might only be one that's not shagged-out). Dread - because the chances of buying something that's no better, and possibly worse at meeting our needs could easily be the very expensive consequence.

And both of these emotions ran through me, albeit for a very brief moment last month when I thought seriously about getting rid of my TT-R 250. The occasion was one that I'm sure isn't uncommon and exudes a dread of its very own, namely the looming conclusion of the bike's road tax which, in this particular case, meant that it would have its first ever MoT. And having just spent a lot of time, trouble and money not managing to get my roadbike through an MoT, I panicked a bit and thought to myself, well why go through that hassle again? Why not in fact give

'Having just spent a lot of time, trouble and money *not* managing to get my roadbike through an MoT, I panicked a bit and thought to myself, well why go through that hassle again?'

someone else the grief and buy something new? Well of course I don't really mean 'new' because I'm about to move house and I need some very expensive dental work and it's hard enough earning a living as a freelance scribbler and, and... well you get the pathetic little picture.

But faced with this dilemma - delicious or dreadful as it may be - the next question is always, 'What would I buy?' Frankly I don't want to go backwards and buy something that only starts with a kick and/or is too flighty and/or maintenance-heavy or just anything that's too heavy, period, for a lazy old sod like me. Which actually ruled out a helluva lot of bikes, especially if I was hoping to pay more or less what I reckoned I could get for a well-sorted if slightly worn-looking 2003 TT-R250. Which is, I reckoned, about £2250-2500 (OK, I can hear the laughter now).

So my long list of caveats ruled out a Pampera, a KDX220, a CRM250, a DR-Z400 and anything made by KTM... It might get me a well-used, ie race-thrashed CRF250X or WR250F, but

good though both bikes are, I figure they'll need lots of spanning compared with my trusty TTR to remain in optimum nick. And are not especially comfy, or indeed forgiving to ride. Which brings us back to the question which TBM and indeed I have intermittently asked many times in recent years, namely where are the modern trailies and why aren't the official Japanese importers officially importing those that do actually exist?

I won't sully your mind and my keyboard with the arguments and cynically speculative answers to this, but not for the first time it led me to think seriously about grey imports. For all of, ooh, 30 seconds at least.

A handy, purpose-built trailbike like the CRF230, for example, is now pretty commonplace in the UK just as the CRM250 was before it... indeed still is. But for spares you are at the mercy of a few specialists who, with the best will in the world aren't going to be able to supply the same degree of support, and perhaps range of parts, as an official importer... especially once a model is discontinued in its home market.

But with a CRF230, which even I might consider a tad underpowered and undersized, costing around £2900 as a spanking new grey import, once again I'd have to be looking at secondhand and straight into the maw of the 'spares availability' lottery. Which actually brings me, 'At last,' I hear you groan, to the point of this piece. Which in fact was a modest quarter-page advert on page 53 of July's TBM. MCDA Automotive, for that's who were responsible for it, are the new importers of AJP's range of trail and supermoto machines, examples of which have been tested by this magazine on a number of occasions and have fared fairly well by the exacting standards of hardmen Barnicoat and Melber (and possibly toughgirl Falconer too, though my Alzheimers has got the better of me here).

Never having ridden one myself, however, my first hand experience of AJPs has been carressing their cycle-parts at various Dirt Bike Expos and, as far as carressing goes, being pretty impressed. Frankly I'm not bothered that their air-cooled Jap-clone Taiwanese engines are dated - so is the TT-R250's actually - because I go trail-riding, not racing, but the rest of the plot looked pretty purposeful to me. And although at just under £3000, a new one would again be slightly more than I can afford, if I could find, say, a one year old example I'd at least have the comfort of knowing it had official importer back-up.

But I still haven't ridden one. And tucked away in the almost undreadably small type of MCDA Automotive's wee advert was something very

'The practice of test rides has become common with the more zealous bike dealerships provided, of course, that you have sureties and insurance in order, which of course makes good business sense. But I know of no other opportunity potential punters have to sample something trail-friendly in the relevant conditions...'

unusual, the offer of a day's trail riding aboard one of their 200cc PR4s, the cost of which would be deducted from the price of any new AJP machine bought within the following twelve months.

And that's what got me going. Relying on a quick spin aboard friends' own machines is okay as far as it goes, but that's still limited my experience of what's available on the market. Whereas if you're thinking of buying a new or used car from a franchised dealer, you will of course get the chance to drive it... often for a day and certainly for an hour or so. And even some latterday Arthur Daley flogging dodgy motors off a back street lot will give you a spin before fleecing you.

The practice of test rides has also, in recent years, become common with the more zealous bike dealerships provided, of course, that you have sureties and insurance in order, which of course makes good business sense. But with the exception of the KTM Off-Road Biking Experience - which is essentially all about race bikes - I know of no other opportunity potential punters have to sample something trail-friendly in the relevant conditions, although in their hey-day, CCM did briefly offer such a scheme.

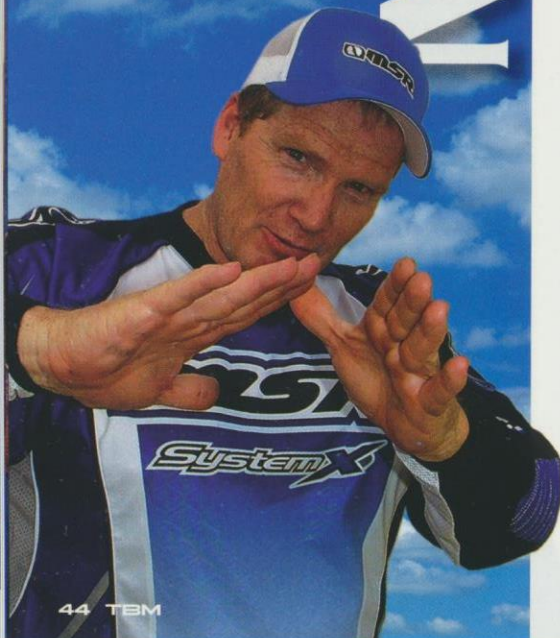
OK, dealers and importers will squeal with horror at the mere idea of letting us loose on some brand new ironware which might very well come back battered and certainly worn. So hats off to MCDA for making it possible, albeit at our expense and on machines that aren't quite cutting edge, or even popular.

But the long and short of it is that I didn't take up the AJP offer because I decided on reflection, that I rather liked my TT-R250 and the cost and hassle of taxing it were worth it after all. It's funny how that happens...



Patman reckons that when someone says to you, 'I betcha can't...' you should just turn and walk away!...

THE PATMAN



So there we are driving along at 5:30 in the morning, watching the sun come up and talking the pre-ride smack as usual, when Mike suddenly points out the van window and says quite excitedly, 'Hey, would ya look at that?!' He had a tone of urgency in his voice like he'd seen a UFO or something. So I hit the brakes, cut the radio and rolled down the window. In a second, we were all three staring out into the pasture adjacent to the road.

As we tried to get a grip on what we were looking at, Will mumbled aloud, 'what tha hell...?' There was a brief moment of silence, then all three of us burst into a roar of laughter. What we saw staring blankly back at us was... a cow. A cow that appeared to have no legs below the shoulders. Upright but resting flatly on its fat belly, in deep black mud that used to be a pond. Ya see, here in Texas it's not unusual to see cattle everywhere. We often have to dodge them on the racetracks, and just as often ride through vast sections of desert littered with their bleached white skulls, just like in the movies. But what was funny was that this particular brainless bovine had wandered out into a dried up pond to get a drink of what little water remained in the middle, and had sunk into the mud all the way up to her underside where she'd stood motionless ever since. Funnier still was that she was contently chewing on the last sprigs of grass within her reach as if nothing had happened.

We laughed again, rolled up the window, turned on the music, and pulled away. The trail boss will come fetch her directly I figured.

'Cows have got to be the stupidest animals on the face of the planet.' Will chuckled.

Onward we drove.

Lucky for us we were the first to arrive at the gates and the trail-park opened on time. Which was not always the case as the ageing caretaker would often have to be roused from sleep by an impatient rider beating on his cabin door. But the day was going our way so far and we paid five bucks and found a spot to park under the shade of a tree - out of the already hot Texas sun.

Marshal Creek Park isn't a bad practice area for being the closest riding park to the city. It is bordered on the north end by a nice creek, which if followed leads to a lake with a long and wide, white sandy beach. The area also has several natural loops, or sections, where you can practice stadium-style jumps, tight enduro type trails, or two kilometre long sections of deep sandy whoops, my personal favourite. Will likes the 'bowls' where he wows us with his monster airtime, and Mike can often be heard off in the distance blasting down the beach on the big KTM at 150kmh.

After a brief bout with the little used and overgrown trails, we emerged into a clearing

at the very tip of Fisherman's Cove, and were stopped dead in our tracks in amazement at what lay in front of us. Or rather what didn't. We cut our motors and sat looking. Three weeks ago this was prime fishing area, a cove 300m wide and over a half kilometre long. But now, from the knobs of our front tires to the main body of the lake, stretched 500 or so metres of crusty, cracked, and foul-smelling black mud. The top having been baked by the sun, bore a layer of dry looking crust, but having been at the bottom of the lake for decades, who knows how deep the goo underneath really went. Mike decided that someone should find out...

'Betcha can't ride across it' Mike taunted.

'You're outta your mind.' I replied. 'You're gonna get stuck out there, and I for one am not planning on getting that filthy muck all over myself trying to pull your ass out!'

'C'mon, I'll go first' he said, as he brought the 525 to life, and carefully headed around to the north side of the cove, hugging the tree-line. Already he was churning up the crusty surface.

Just as Will raised his boot to start the Yamaha, he looked over and said, 'This is gonna be great, I'm up for a laugh!' And off he shot alongside the rut the KTM left in its wake.

'I aint pullin' him out' I thought to myself as I joined the others.

So Mike, slowly riding along the tree-line, gets about a quarter of the way around, not really to the centre of the bay, but far enough to be back on the sandy beach. Then without any hesitation at all, spun around, hit the gas, and like a motocrosser out of the gate, thundered across the ten metres of white sand toward the black goop. I think maybe he got into third gear before the crusty surface gave way and started to bleed the power from the big four-stroke. Will and I were already stopped in the sand, laughing.

Now my friend Mike's about two metres tall. He of course has the bike fitted with bar risers and tall seat foam, and when he gets his weight back, his butt's completely off the rear fender, and was in fact collecting a load of the huge globs of roasted crap all over his backside. All in all making for a hilarious moment. And yet by some miracle, just as the orange bike had only a handful of rpm left, it set the front tyre on the solid beach on the far side of Fisherman's Cove. He dropped the bike, and with his arms raised above his head, danced around in circles, whooping and hollerin' like a madman. Then suddenly he stopped and pointed directly at us.

I turned toward Will and said, 'No way, man, I'm not gonna...' but Will was already gone.

From halfway up the beach he came, at full tilt - the little YZ250F bouncing off the rev limiter and screaming in protest. Just before he reached my position he turned toward the dried up bay, and proceeded to cut an arc five metres farther

'What was funny was this particular brainless bovine had wandered out into a dried up pond to get a drink of what little water remained in the middle, and had sunk into the mud all the way up to her underside...'

up the inlet than Mike had. Closer to the lake and deeper in the sludge. The bike screamed. Great chunks of black roost flew ten metres in the air. Will tugged backward on the bars, again and again. He downshifted from fifth to fourth to third to second then first. The poor little bike was running out of steam. With five metres left to go, Will had to put his boots in the slop and paddle it the remaining distance, but sadly... he made it.

Sadly, because now there two of them over there and one of me over here. They were dancing, I was not.

Way over there they stood. Will, hands on hips and Mike waving and yelling for me to 'come on down'.

What was I to do? I had no choice but to 'man up' to it, and show 'em how it should be done...

Suddenly I realised that my current situation was worsened by having allowed Will to go ahead of me. As now I was clearly obliged to add a third trench to the existing two, and it'd have to be at least another five metres closer to the main body of water, or be worthless.

Now... you who are without vanity, can cast the first stone.

Spurred on by the success of my companions, I brought the mighty YZM to life, and headed up the beach toward the inlet to the cove. Once at the shoreline, I turned around and backed the rear wheel right up to the water's edge. My plan was to do this hard and fast. And I needed all the room I could get.

So once again came the motocross style start. Once again the thunderous cackle of a big open-piped four-stroke shook the leaves from the surrounding trees. And once again a lone rider blasted down the beach hugging the inland side of the shoreline, and building speed like a bottle rocket. Then as I arrived at my turning point I pitched the big Yamaha inward as sharp as I dared at that speed, and rocketed across the narrow strip of sand towards the black, smelly quagmire.

My strategy had been to make a bold statement, and cut a line that was easily 8-10 metres north of Will's, straight across the widest part of the cove. With my weight obscenely far back and



the throttle against the stop, I made a streak for the opposite shore! I was going fast. Really fast!

At first the 450 didn't even slow down. In fact, rather than instantly sinking to axle depth, the bike skimmed across the top of the fragile crust like a jet boat skipping across a smooth lake.

At that moment I was convinced that I would make it in grand style. Now straightened up still hauling ass, and a third of the way across, my fresh knobbly was firing black roost from the back of the bike like a snow blower!

Just then the engine hinted at a loss of rpm. Instantly I shifted down into fourth, never letting off the gas. We were flying! This would be all over in a few seconds.

Perhaps it was my intense focus on the far shore, or maybe my smug satisfaction at knowing I was about to make a clean run of it. Either way, I'm not precisely sure what prevented me from seeing the log. But I will tell you this, at that speed, the bike didn't even tremble when it hit, it simply vanished from underneath me! Just for a millisecond all was quiet. I only had an instant to do what people do in this situation, and that's stretch both arms out to the front like Superman. Why do people do that? I wonder.

Amazingly there was no pain. But the sound of a 115kg human sliding across mud on his chest at 100kmh is actually very humorous. It sounded kinda' like the long drawn out sound that comes from the final contents being expelled from a squeeze bottle: 'fit fit fity fit fit'. Then all was completely black. But not completely quiet. I could hear throngs of laughter coming from the far shore. From my position about halfway across, face down, I tried to look up but now laughter had overcome me as well, and I found myself uninjured but completely helpless in the goop. The high-pressure mudflow had found its way past my belt, and unable to escape through my boots, had filled my pants to capacity. Likewise my jersey. With my arms outstretched as they were, my sleeves had rolled up under my armpits. And my goggles were now around my chin and of course full of the wretched smelling funk.

Still laughing at the hilarity of it all, I tried to get up and signal to the guys that I was okay. But then a really funny thing happened.

Now the first thing ya wanna do after a crash like this is to scramble to your feet to prove to everyone you're okay. But it didn't happen like that. What happened instead was that as I tried to push myself up off my chest, the stinky black mud, unable to support my weight, quickly swallowed both of my arms and in an instant I was once again on my chest, only now with my arms straight down below me! Now my helmet's chin bar is stuck in the mud directly in front of me like a pig on a platter, and I can no longer move my head in any direction. Moreover I now fear that I'm on the verge of passing out due to my incessant laughter, and the fact that the chinstrap is the only thing holding my head out of the blackness. Meanwhile the guys on shore can't hear me laughing, but can see my whole body shaking assume that I'm convulsing!

Needing to put an end to this ridiculous situation and unable to pull my arms out from under me, I thought that I would pull my knees up under me and try to sit upright and then pull my arms out. But once again I was thwarted by the viscous mud's inability to support my considerable weight. And my knees merely sank down to my crotch so that now the only part of me visible to those on the beach was my helmet, and my ass pokin' up in the air like a cheap hooker!

So there I was. Once again resting on my belly with both hands now about a metre straight down below my chin, with my legs in a similar position, and me laughing so hard I was crying.

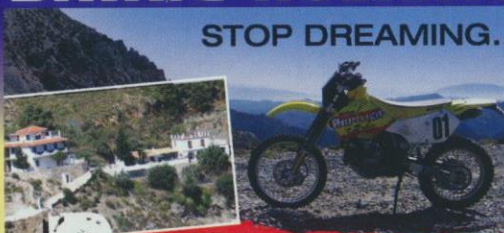
And though I could hear both of my riding partners screaming 'are you alright?' I was powerless to answer.

It's odd what ya think of at a time like this... I thought about the cow.

Don't worry about ol' Patman though. It was only a minute or two later that a guy and his pretty girlfriend having witnessed the whole spectacle, used one of those six-wheeled ATVs to come out and fetch me and my scooter out of there. It was nice of her to try to hide her giggles. I did lose both of my gloves though. How embarrassing.

With my clothes filled to bursting point with mud, thus forcing me to walk 'bow-legged', and unable to put my arms down at my sides, I looked like a soiled version of the Michelin man. Seeing that I was unharmed, my 'good friends', now rolling on the ground with laughter, announced that I smelled so bad that I'd have to ride in the back of my own trailer on the way home. Next weekend, I think I'll just work on the fence...

'The high-pressure mudflow had found its way past my belt, and unable to escape through my boots, had filled my pants to capacity. Likewise my jersey...'



STOP DREAMING.

Redtread

PROFESSIONAL OFF ROAD TOURS IN SOUTHERN SPAIN

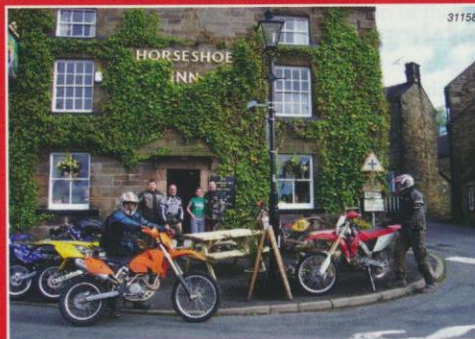
• Ride in the spectacular scenery of Southern Spain near the holiday resort of Nerja
• Various packages available • Day-rides • Training for novices • Long-weekends • All-inclusive week long holidays • Packages include accomodation & protective clothing* • Tours guided by Ian, Ex British Enduro Champion • 30 years off-road experience • Single riders or groups welcome • Stay in the Redtread Mansion • Check website for details or phone now for booking availability

AS FEATURED ON: **BBC** **mm**
LIVING IN THE SUN men&motors

*please contact us for full details.
Ring 0207 871 2687 or 0034 627 834430
www.redtread.com

TRAILTOURSRUS

The Peak District guided tour experience from the Horseshoe Inn at Longnor



Call Landlord/Guide Corbo on
01298 83262/07855 053 558

Greenlaning is our business

PEAK DISTRICT DIRT BIKE TOURS
SUZUKI DRZ400 HIRE BIKES, WITH KIT AND INSURANCE FROM £170 PER DAY, OR BRING YOUR OWN.

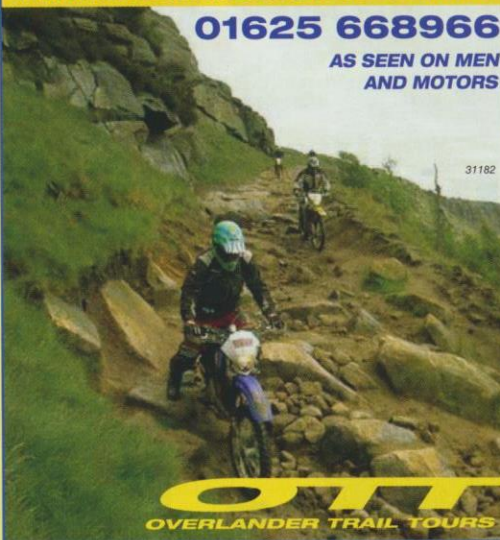
2000 MILE DESERT ODYSSEY TOUR SPRING 07
CALL FOR DETAILS.

OPERATING 7 DAYS A WEEK.

www.overlandertrailtours.co.uk

01625 668966

AS SEEN ON MEN AND MOTORS



OTT
OVERLANDER TRAIL TOURS

TRAIL RIDING!

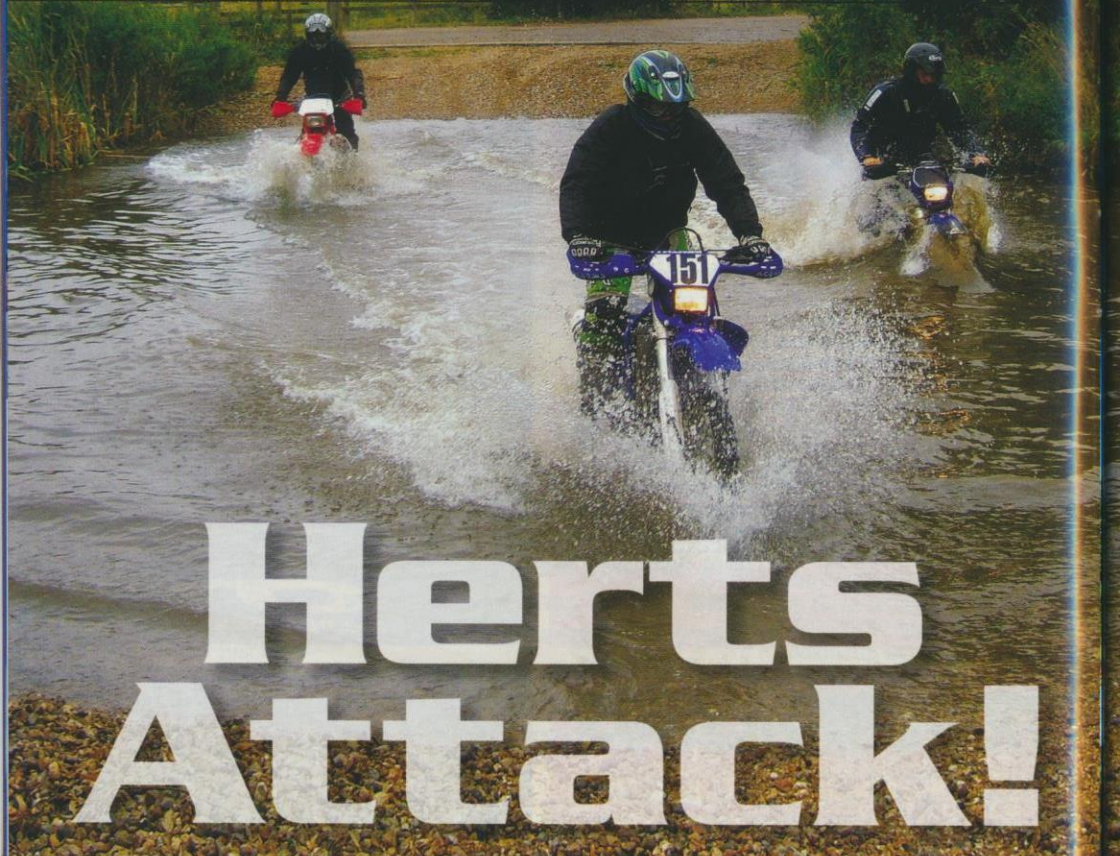
WHY JOIN THE TRF?

- FREE MONTHLY MAGAZINE 'TRAIL' KEEPS YOU INFORMED.
- THE ONLY MOTORCYCLE CLUB FIGHTING LOCALLY & NATIONALLY TO KEEP GREEN LANES OPEN!
- SHARE INFORMATION & EXPERIENCES
Annual Membership only £30 or you might want to make a donation to the Fighting Fund (cheques payable to 'Trail Riders Fellowship')



The Membership Secretary, TRF,
PO Box 343, Market Drayton,
Shropshire TF9 1WT

www.trf.org.uk



Herts Attack!

Mark Williams gets the heads-up on Hertfordshire...

Sods' Law seems to dog this writer whenever and wherever he goes about his Rounds. Usually it's a puncture (or two) and sometimes it's the crap weather... but this time it was both. Which, in the case of my scamper around Hertfordshire was particularly ironic because after months of drought the heavens opened the morning I left mid-Wales.

And also because the slow puncture that greeted me when I took my bike off the trailer had somehow occurred *on* the trailer during the four-hour drive to Luton!

Yes, Luton. Not the first place you'd think of for an ideal day's trail riding, but of course the Wyvern Tavern on the eastern side of the town was just a convenient assembly point for the

wittily acronymed GLC, aka the Green Lane Crew. Rather like the lads from LARF who conducted me around Leicestershire for the July issue, the GLC got together as a consequence of becoming somewhat disenchanted with the activities - 'or lack of them,' as one of their number complained - of their local TRF group.

Although not strictly speaking a club as such, the GLC developed around an internet forum started by Paul Massey and has some eighty-odd participants from as far afield as Berkhamstead and Central London, of which about half regularly get together and go riding. They roam far and wide too, often up to Cambridgeshire and sometimes to Wales, and the more intrepid do enter the odd enduro. Naturally, and thanks to



The gang's all here...

Paul (see below), they'll also be going to Andalucia this autumn.

The general ethos of the GLC seems to be to have as much fun as possible for as many people as possible who share their, ahem, lighthearted attitude to green laning. They have pub nights several times a month and ride together a lot in various permutations, but despite the loose-knit nature of their group, and driven by Paul's considerable graphic talents, they manage to produce a very professional and indeed amusingly profane newsletter. Plus some excellent DVDs of their joint exploits...

Luton Wanderers

Indeed, such was their enthusiasm for showing me a good time that a whopping eleven of their merry band managed to take a day off work, the largest number of dirty boys I've ever done a round with, and certainly the most amusing. Which is why my usually impolite introductions to my riding companions will have to be kept to a blessed minimum this time...

Mike Cook is an engineer for Thames Water - 'fixing leaks of one sort or another,' he explained cryptically, and rides a mighty 525 KTM EXC.

Barry Hedge, another Katosh rider but in his case aboard a 400, works for, 'or at least I'm employed by' as he quipped, British Telecom. As an engineer, apparently.

Paul Massey, aka 'Woodgnome' for some reason 'tis best not ask about, edits their witty little newsletter (which isn't above taking a pop at me and TBM... the bloody ingrates). He rides a WR400 and his day job, if you can call it that,

is as a director of a graphics company and of Andalucian Trail Tours (whose ads you may well have seen in TBM). Lucky guy.

Steve Logan who, as a fire brigade watch manager makes sure your house doesn't burn down, also rides a WR, in this case a 250. Nicknamed 'Firesorter', unsurprisingly, Steve was my original contact with the GLC.

Grant Fox is also in the business of crisis management, in his case as an instant response manager for Network Rail, although I forgot to ask him if he

attended the Hatfield Station disaster. His bike, a WR450, did turn out to be a bit of one, though.

David Kay - or 'Captain Chaos' as he probably doesn't prefer to be known - works as a private banker in the City and for my money (not a lot, but I could do with a loan) was the most stylish rider of the afternoon aboard his XR400.

Young Trevor Ferguson is an estate agent which, as I'm currently trying to sell and buy a house I can safely say is not perhaps the most popular of trades, (and which is also why I could use a loan from Dave Kay), but a nice guy who rides a WR426. Nicknamed 'Ten Tin', as in 'tinnies', as in canned lager for reasons I can't possibly imagine.

Steve Buck, a CNC Engineer (something to do with computerised design, I was told in my state of bafflement), is yet another WR rider, a quarter-litre model this time.

Rich Moore was the sole 'stroker pilot of the day on his Gas Gas EC300, which is kind of ironic since he salvages and sells BMW bikes for a living, a job which gives him plenty of time for adventure touring... on a damn great four-stroke, naturally.

Neil Cavanagh, a great giant of a man who has unfortunately attracted the completely undeserved nickname 'Cav the Chav' (once again, I didn't like to ask), is the final benefactor of the Yamaha Fest aboard his WR250. And he runs a company selling engineering equipment.

Finally there was Adam Katlifsy (hope I've spelt that right) on one of the only two kick-starters that miserable wet day, an XR400 and who, like Barry, gets paid by British Telecom.



Herts Attack!

I Know Nothing

Now before we get dirty, I should tell you that this is almost the first Round I've done where I'm completely unable to boast vacuously about my familiarity with the locale.

But on the basis of what little I did know about the area (Easyjet's home airport, location of Vauxhall's sprawling factory, motorways and trunk roads all over the place), I rather doubted that there'd be much trail riding to be had here and suspected that we'd be doing a ton of road-work further north and east to get to the dirty stuff. Once again I was wrong as hell... so let's get going.

Barry, 'Bazza' or, less kindly, 'Baldilocks' as he is known, was our leader for the day and had planned a nice circular route which added up to about 54 miles on my odometer, I'd say at least half of which were off-tarmac. Inevitably, first of all we had to deal with my bloody flat rear tyre in the pouring rain but fortunately Paul's missus raced down from their house up the road with a bottle of tyre sealant, and with a filling station handily located across from the pub, we were off and running with minimal delay.

Our route took us south past both the aforementioned Vauxhall plant and the airport exit, down onto the A1081, right onto a minor road

that led us over an M1 paradoxically gridlocked by road-widening works and then onto what the lads knew as Pepperstock Lane. This turned out to be a precursor of much of the going that was to follow, a long, heavily tree-girt BOAT with a reasonably even surface, but one made slippery as hell by the recent rain on hitherto parched and packed earth. Eminently rompable though, as long as you didn't brake too hard for the many twists and turns.

This lane brought us out just north of Markyate where we did a left onto tarmac for a few hundred yards and then right onto a UCR which took us into Markyate itself, from where we sped southwest towards Roe End and then along an arrow-straight UCR with fields on either side. This rose up (slightly) to Dedmansay Woods where the track hung south towards Studham and involved more slithering around with a nice little jump as it emerged onto tarmac.

Keeping Studham on our right we dropped down into Ballingdon Bottom (ooh-er-missus) and left the tarmac immediately into heavily rutted woodland where an incorrect setting on my camera failed to capture the drama of grown men furiously footing it. Hurrah!

A little more roadwork in a southerly direction east of Jockey's End (ooh-er, etc, etc), then into

Who'd have thought that there'd be this sort of riding so close to Luton?



Redbourn before dropping down south before hanging a right along another grassy UCR which took us to the first of two fords - in quick succession - at the village of Redbournbury.

Both of these were wide and a good foot deep - gawd knows what they'd be like during really a wet winter - and the second one got the better of both Adam and Capt. Chaos on their Hondas whilst one of them had something lurking beneath the surface that punctured Bazza's front tyre - so for once I wasn't going to be the only one who'd got flat-footed.

Both the Hondas eventually started after much kicking and/or cursing, but the absence of a pump (or a filling station), meant that a lone sparklets cylinder only got Bazza's sealant-filled tube up to about half the ideal pressure. And as Rich sardonically pointed out, being full of 'very thin' Co2 rather than air, it eventually oozes out through the valve.

So after much mucking about, we eventually moved northeast along a UCR and a BOAT towards the bottom end of Harpenden. Somewhat astonishingly, a couple of short-ish, but nicely undulating BOATs then took us through the heart of what Bazza described as 'a posh housing estate' right in the centre of the town, and damn good fun they were too.

We emerged from these for a little back street roadwork, past a sewage works (nice!) before hitting yet another ford, this time cunningly concealing a large concrete slab to catch out the unwary (which happily didn't include any of us). A filling station on the B453 enabled us to stop for gourmet Ginsters pasties (or something roughly resembling them), whilst poor Bazza buzzed off to find another filling station where the air-line actually worked to further remedy his puncture.

Pubman Class

In fact it wasn't until someone finally produced a canister of pressurised sealant that Barry managed to do the job properly, so off we lurched northwards for a brief-ish scramble up our first



some woods where the narrow track was particularly twisty and bedeviled by quite a lot of exposed roots which, owing to misted-up goggles and the dark tree cover, led me to nearly - but not quite - almost losing it a coupla' of times. We came out of this onto Gaddesden Row from where we quickly took a UCR northwards - wide, grassy and rutted and with just enough light for a grainy photo-op.

Ford Unpopular

This led onto another wide, grassy easy-going UCR with a bit of tree cover due east, eventually hitting tarmac above the appropriately named Greenlane Farm which we meandered along back under the motorway, then skirted around



Herts Attack!

real hillclimb of the day.

Turning left off the B625, this turned out to be a loamy (and greasy) ascent with a few ruts 'n' roots and humps to concentrate one's mind and throttle action. But after almost running out of puff it was good to hit the Bright Star pub in Peters Green where we stopped to wash the taste of industrially-produced pasties out of our gobs and chew the fat a bit.

'We like to take things at our own pace,' explained Paul, 'which basically means stopping a lot at pubs!' Highly civilized, if you ask me, and if they do, as they're threatening to, run a GLC enduro next year, I trust there'll be a Pubman Class.

By now the rain and drizzle had pretty much abated, but it remained heavily overcast for the rest of the afternoon. Nevertheless I chanced a panoramic shot of the lads riding a UCR that rose up through a recently harvested cornfield and thence on into woodland where it twisted along towards Bendish. But instead of going there we turned sharply right along a very rutty, and thus tricky UCR through fields to a corner of the B651.

However we left the tarmac alone and immediately turned northwards down a steep,

flinty-strewn gully for a few hundred yards and across the road into the hamlet of Whitwell. From there we barreled northeast along a leafy BOAT, past the mellifluous pong of another local sewage works before doubling back on the road south from St Paul's Walden and into Whitwell.

Just half a mile of tarmac brought us to the bottom of a slightly muddy ascent which gave way to the usual mixture of slippery, stony and rooted single track before reaching the road north of Grove Farm. We carried on northeast and onto (I think) Whitehall Lane which was a well - ie not problematically - surfaced BOAT through woodland and fields to the east of King's Walden.

Steely Resolve

Once on the road again we veered left in the direction of Ley Green where we turned north-east onto a BOAT where a brace of sturdy steel posts made it clear that 4WD vehicles were definitely not welcome. Apparently this track had been TRO'd for some time to let the damage caused by such transports recover, but it was still quite rutty and somewhat challenging.

Matching steel posts at the other end prefaced more tarmac and some ominous pops and bangs



from Grant's exhaust - and I should know as I was riding right behind him.

After skiddadling, in my case somewhat gingerly, along a lengthy, heavily rutted track that went around the edge of several fields and through a bit of woodland, Grant decided to stop and take a look see at the cause of the noise. Great minds, or at least cynical prejudice, determined that this was probably a head-gasket problem on a bike he'd only recently acquired to replace a stolen KTM.

But after checking that the oil level hadn't diminished unduly and there was no nasty emulsion evident, he decided to press on regardless, albeit carefully.

The route then took us further north to the left of Tatmore Place, a country pile of some description, and along a UCR bedevilled by some ruts which being largely hidden by tall grass, caused some pain... well, at least for me. Eventually this reached its tricky conclusion on the minor road that led towards Gosmore.

Hanging a left on this road took us past Wellhead and onto another field-skirting UCR which soon led into an evil little single rutter which in turn became a brace of deep, muddy troughs made all the worse by a couple of day's precipitation. Unfortunately my camera ran out of digital storage before I could capture some of our number getting their bikes, if not their bods,

comprehensively covered in gloop... and fortunately no-one was on hand with a camera to record yours truly again being one of them.

Spiked Again

With the popping and banging courtesy of Grant's Yam increasingly providing an extra loud soundtrack to our progress, Bazza led us up a steep, slippery little hill and into what turned out to be the village of Great Offley. And what conveniently turned out to be the car park of the Red Lion pub, yet another of the GLC's regular watering holes.

And whilst we waited for a round of farewell drinks and mammoth doorstep sarnies, Neil revealed the third puncture of the day, though fortunately another canister of pressurised tyre sealant materialized and whilst the rest of us drank and chatted, he was rather cruelly left to sort it out.

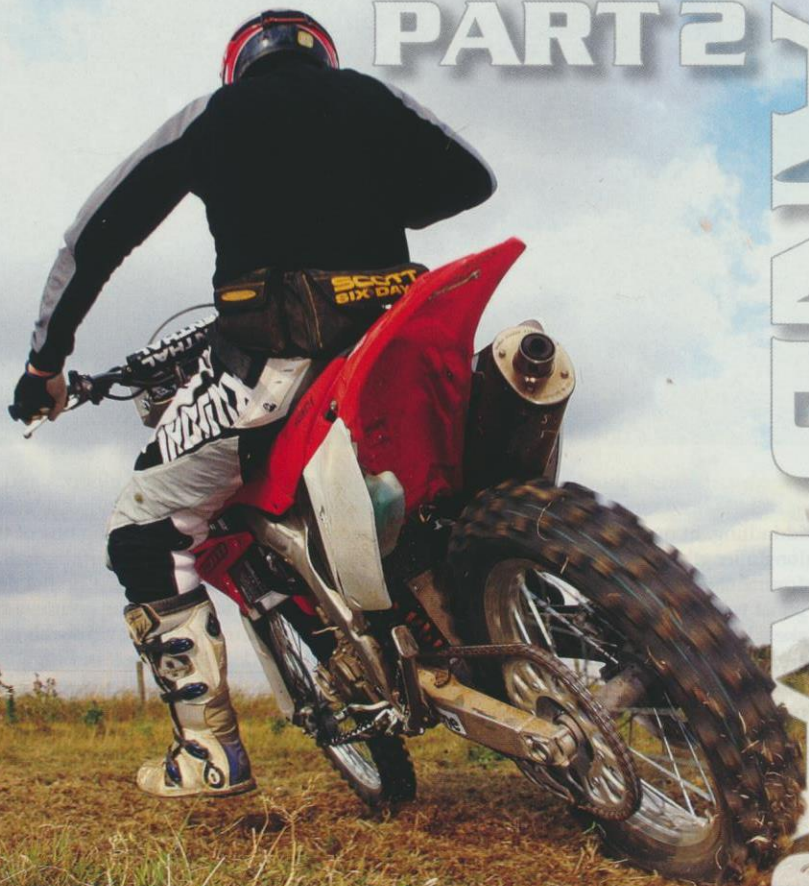
That wasn't quite the end of the day's dirty stuff though, because the way back to Luton and the Wyvern Tavern took us south west along a brace of lengthy BOATs. Both of these tree lined tracks were of a decent width and not at all demanding, thus providing an enjoyable blat to end a great day's outing... despite the unkind weather and the plethora of punctures.

Who'd have thought you could have so much fun within a few miles of Luton...?

AIRS

PART 2

AND RACES



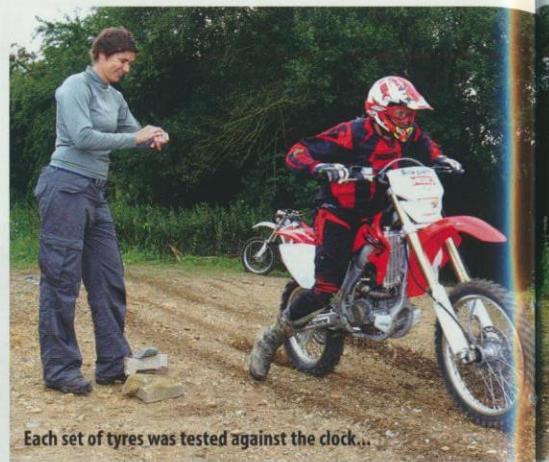
**It's finally here!
Part two of the TBM Tyre
Test and we're getting
rubbered-up with the
tyres themselves...**



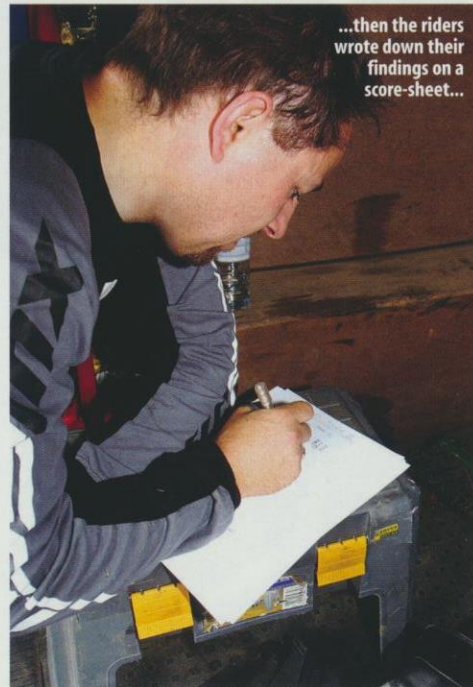
Tyres are as vital a part of your enduro bike as the oil coursing through the motor, or the brakes which slow your speed. They're (hopefully) your only contact with the ground, governing how fast you can go, how quickly you can stop, and how well you get around the corners. So you want to be running the best rubber you can get...

But what defines the 'best tyres'? Well in an ideal world it would be those which gave the most grip, the greatest stability and the best feel in all conditions. But we all know that what will work in deep sand probably won't give too much grip on wet rocks. And longevity and cost are also factors for all but the top sponsored racers, as not everyone can afford to swap-out their tyres after one day's riding.

For obvious reasons we had to limit this test to one type of tyre only. Dirtbike rubber can range from super-aggressive motocross hoops to block pattern trail rubber, and as each is intended for a very different use there's little point in comparing the two. However FIM enduro tyres are governed by restrictions in their construction (see boxout) and compulsory fitment in many enduros. And because of their road legal status and broad-ranging abilities, are a popular fitment with many riders.



Each set of tyres was tested against the clock...



...then the riders wrote down their findings on a score-sheet...

Tyres and Tribulations

Much of the reason it's taken 12 years to conduct a multi-product TBM tyre test is that we've never come up with a way to control the ground conditions so that they're exactly the same for each set of tyres. Mud and dirt moves with each passing wheel, with ruts and berms developing in the corners providing greater traction. And on enduro terrain (as opposed to a graded MX track) there's little that can be done about this, so we've still not come up with a way to keep

the test truly scientific. Instead we decided that we'd take a view on this mid-test, once we knew how the circuit was developing, and as it transpired during our late-summer test the ground barely cut-up at all.

It's also worth emphasising the point that we could only try the tyres in the conditions available on the day and on the terrain of our track. Which means the best tyres on a sunny day in the south east of the country might not give the same results on a wet autumn day on a Northumbrian hillside. You decide.

Without a long term test (and it would be *long* term to wear through seven sets of tyres on the same ground) it would also be difficult to accurately assess tyre wear - something which is heavily dependent on terrain, and both the bike and riding style. Therefore, we can only comment on how we'd expect the tyres to wear going on a combination of the feel of the carcass and the softness of compound.

Rubber Dub Dub

For the test we used the same CRF250X that we rode in *Airs and Races* part one (see last issue). The 2006 250X makes good tractable power with a level of feel that should make it easy to differentiate between the tyres. As standard the Honda uses the smaller 120-section rear tyre though with differences in sizing between some manufacturers we were sometimes forced to use an equivalent sized hoop. However it's worth noting that for ultimate grip top-level competitors will fit a 130- or 140-section rear tyre, even to smaller capacity machines.

The rubberware was fitted with a control inner tube - Michelin HD - and levered onto the standard Honda wheels. They were then inflated to 12psi at the front and 10psi at the rear, to suit our test track's mix of loose dirt/sand and hardpack mud and chalk.

As tyre choice can be particularly subjective we needed two riders to perform the test and give their individual opinions. Friend of TBM, Richard Bott, was drafted in to help. Ordinarily found circulating his farm aboard a mkIII CRM, Richard is a deceptively fast rider and with a background in circuit racing has developed a style which relies heavily on maintaining (sometimes unbelievable) corner speed. He therefore puts plenty of faith in his tyres.

Editor Si Melber obviously needs no introduction, though his style is slightly more conventional than Richard's, subscribing to the slow-in, fast-out school of riding. And with Paris-Dakar spannerman Martin Wittering changing tyres we'd even get a mechanic's view on how easy each pair slipped onto the rims.

In order to conduct a fair test the identity of each tyre was kept secret from the riders until the end of the day, with the tyres awaiting fitment kept hidden under a sheet and the wheels fitted away from the testers.

So with a track marked out, incorporating a number of climbs, flat-out straights, heavy braking and corners varying from fast sweepers to super-slow hairpins, testing commenced...

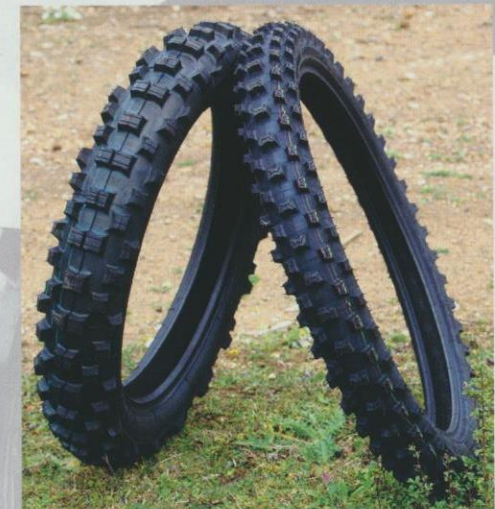
Each rider was given two laps of the track per tyre, the second lap being timed. Although the fastest tyre wouldn't necessarily be the best tyre (with so many variables affecting the time) it would at least encourage the testers to push hard and get the most from the rubber - especially as there was competition between them. Then they had to record their comments on a separate questionnaire for each tyre, including marking the tyres out of ten on grip under acceleration, braking and cornering. And, with the tyres listed in the order they were tested, here's what we found...

Michelin Comp III/MS

Michelin's Comp III (rear) and Comp IV (front) are one of the most popular pairings of enduro tyres, with the Comp IV being designed for mud and loose dirt or sand. However, the French company also produce a Comp MS front tyre for all-round enduro use and as this is better suited to 'summer conditions' this is what we used.

The Michelins were the first tyre to be tested, though we refitted them at the end of the day as it seemed a little unfair giving them to cold riders on a fresh course. As it turned out, both testers reached a similar conclusion...

On fitting the tyres Martin found the carcasses



to be pretty stiff, but they slipped on okay. Using his highly-calibrated durometer, or a thumbnail as we like to call it, he reckoned the compound felt quite hard.

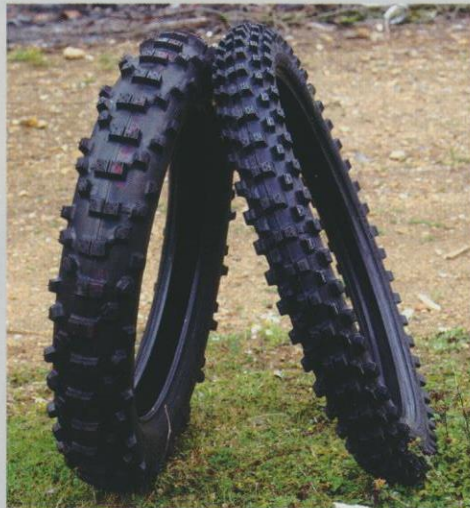
Richard really rated the Comps. 'There's loads of grip,' he enthused, 'and it's lifting the front out of the slower corners rather than spinning up. Yep, they felt good everywhere'. Si was slightly less impressed. 'They're easy to get on with straight away, but there's definitely more grip on acceleration than braking,' he reckoned. On the second time out he added to this, commenting on how when they began to slide it was very controllable rather than simply reaching a point and then letting go. Part of this is doubtless down to the tyres' great combination of feel and grip when cranked over.

Between the two testers it was agreed that these represented a good set of boots, impressive in every area with the possible exception of a slight lack of grip under braking. Being a popular tyre and widely available means that they're not overly expensive and we'd certainly choose them again for this kind of course.

Price: Approx £46 front, £50 rear.

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

Verdict: Popular. And with good reason...



Bridgestone Gritty ED663/668

It was always going to be interesting conducting a blind test as it would dispense with any rider preferences and preconceived ideas of how a tyre should feel. Which was particularly interesting with the Bridgestones as the old Grittys

Richard Bott gets the CRF cranked into a turn on the TBM test circuit...



AIRS
PART 2
AND RACES

were never a TBM favourite back when they came fitted to KTMs. However, since then a new model has been released - the ED663 front and 668 rear - with a redesigned tread pattern.

With a carcass and compound which Martin reported as feeling softer than the Michelins they proved pretty easy to fit and it was interesting to see if this worked on the track.

Si was immediately impressed. 'There's a good level of feedback straight away,' he reported, 'and there's excellent grip when both accelerating and braking.' The Grittys also gave good predictable grip on the dry grass and had a pleasant neutral feel to them.

Again the two riders disagreed slightly, as Richard found that although the stability along the faster parts of the course was very good they didn't have the same level of feel and grip as he'd found on the Michelins.

Although prices can vary hugely between different dealers, the Bridgestones aren't what you'd call cheap. The softer carcass and compound is likely to be the key to their great grip in these dry conditions though this *may* lead to them wearing out quite quickly. Nonetheless, they gave great traction (especially as they're primarily intended for softer terrain) and represent a massive improvement on the Grittys of old. If you can get a good deal on the price we'd give them a try.

Price: Approx £47.20 front, £56.87 rear.

Contact: Bridgestone on 01926 488500 / bridgestone.eu.

Verdict: Great all-rounder...



Pirelli Scorpion Pro

Many people will be familiar with the Scorpion Pros as they've been on the market for around three years and feature as original equipment on KTM's EXC models. With the Pros, Pirelli have made some improvements in key areas, namely the sidewalls and compound. The sidewalls are said to give greater impact absorption and also facilitate easier tyre changing. Which probably means they've been made slightly softer than the previous model's. The carcass was strengthened and the compound revised to maintain greater levels of grip and durability. So did it work?

Construction and Use

Most dirtbike tyres are of a cross-ply construction, meaning that the reinforcing plies which provide the integral strength run diagonally across each other from bead to bead. The number of plies varies from tyre to tyre, with some manufacturers separately detailing the number of plies for the tread and the sidewall. In total there are normally five to six plies of either polyester, nylon, or a mix of the two.

Tyre compounds are a blend of rubber, plasticizers, carbon black (a soot-like material which essentially helps reinforce the compound), ozone retardant and other ingredients to help the mix cure. Obviously this recipe is key to how the tyre performs, though carcass construction and tread pattern are equally important, probably more so, in an off-road tyre which has to be self-cleaning

and absorb heavy impacts.

Except for what the ACU term 'special circumstances', tyres used for ACU (and FIM) enduros need to feature FIM markings on the sidewall, showing that they comply with the governing body's specifications. The main criteria of these regs are that the knobs are no taller than 13mm, the tyres are 'E-marked', and meet the various specification set out by the European Tyre and Rim Technical Organisation regarding *load* and *speed* rating.

Interestingly, the enduro tyres used at FIM sanctioned events *must* be readily available to buy from the manufacturers' catalogues. Which means that there are no special one-off tyres in use in the WEC, and the likes of Knighter and Merriman are using exactly the same rubber you can go out and buy from your local dealer...

Down the test track's back straight the tyres were 'braked' from flat-out in top gear to assess their grip and stability under braking...



The effort involved in fitting the Pirellis was somewhere between that of the Michelins and the Bridgestones, whilst Martin reckoned the compound felt similarly intermediate. Which is pretty much what our testers found with them on the bike. 'There's not quite as much grip as the others,' reckoned Si after his two laps, 'particularly on the front.' However, he did go on to note that they felt fairly predictable even if they did take a little while to get used to, and the stability was 'fine'.

Richard was slightly more enthusiastic, though not by much. 'These seemed pretty good', he commented, 'though I felt they were slightly lacking in grip under braking at times'.

Overall it's gotta be said that the Pirellis didn't overly excite our testers. Si had them marked six, five, six (out of ten) for grip under acceleration, cornering and braking, whilst Richard gave them a similarly average score. It's not that there's anything particularly wrong with the Scorpions, just that on the day certain other tyres out-performed them.

Price: Approx £44 front, £54 rear.
Contact: Pirelli on 0845 609 4949 / pirelli.co.uk.
Verdict: Average performer...

Dunlop D908

The D908 is the latest Dunlop enduro tyre, following on from the D907. The smaller 908 is listed as a 130-section tyre, though the 120-size 907 remains in the range (for now) and should be a few quid cheaper than the newer model. With wide central blocks, the 908's rear tread

pattern looks to put a lot of rubber down, whilst the front knobbles have a less uniform configuration than the other tyres.

Martin had to put some real effort into fitting the Dunlops. 'They've got a very hard carcass,' he explained as the sweat poured down his face, 'and the compound also feels quite hard.' Perhaps not ideal for our baked-hard track..?

Well both testers certainly liked them. In fact, they both raved about them. 'I really liked these,' beamed Richard, 'they felt really good when braking'. It was this level of confidence



Trailblazers-Spain

Offroad motorcycle holidays in the beautiful mountains of Southern Spain



Our family business with customer service second to none

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

UMBRIA TRAIL TOURS ITALY

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

Phone Jeremy or Sue for more info on: 0039 075 8557199/0039 340 1265964
Email: jergoodier@hotmail.com
www.umbriatrailtours.com

CAMBODIA EXPEDITIONS

DIRT BIKE & ADVENTURE TOURS CAMBODIA
CAMBODIAEXPEDITIONS.COM

Kiwi dirt biking at its best!

PURE DIRT TOURS

www.puredirttours.co.nz

OFFICIAL TOUR PROVIDER

ISIDE

ADVENTURE PERU MOTORCYCLING

NEW Suzuki DR650s

Visit our website: www.perumotorcycling.com, tel: 01424 838618 or email: info@perumotorcycling.com for a 2005/06 catalogue

3 NEW TOURS FOR 2006 - BOOK NOW



RIDE IN SPAIN FROM JUST £80!
visit our website for further details

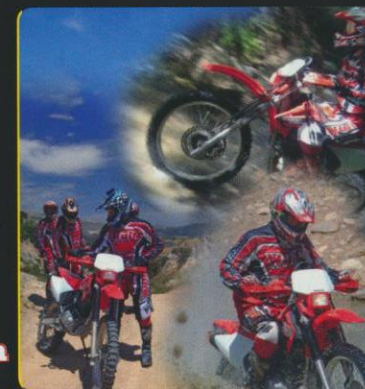
- Guided off-road tours in spectacular Andalucia
- Novice and experienced riders catered for
- Unique own bike transport and storage facilities
- 2006 model Honda CRF230F's and Beta RR 450's
- Special 'Ladies Only' weekends
- No NERC bill to worry about
- Accommodation from just 25 Euros
- Flights from just 9p!

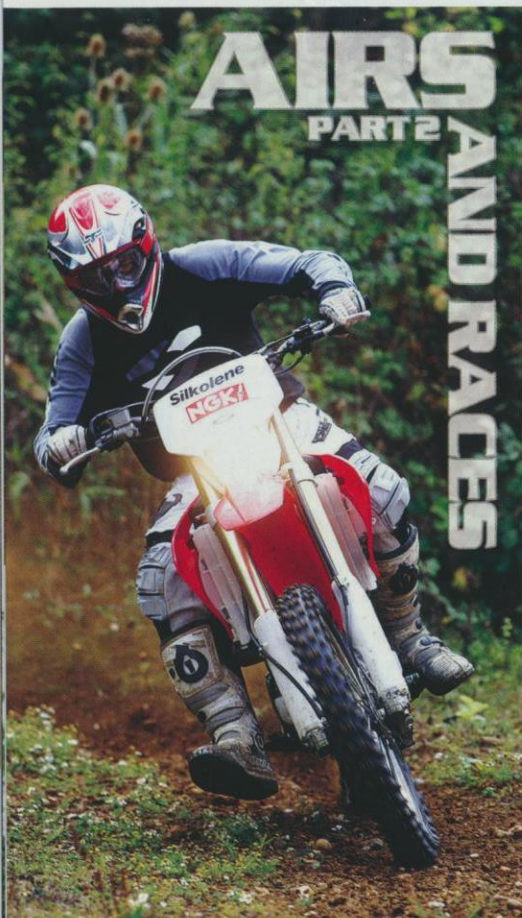
info@andaluciantrailtours.com

Tel: +44 (0) 1727 815555

DON'T MISS OUT BOOK TODAY!!

www.andaluciantrailtours.com





AIRS AND RACES PART 2

Metzeler Six Days Extreme
The Metzlers are a relatively new tyre, though have already built up an impressive competition record. In 2005 the tyre was used by all three World Enduro Championship class winners - factory KTM riders Cervantes, Aro and Knight - and looks set to repeat the achievement in 2006.

The Six days Extreme features a 'high resistance polyester' carcass material using a total of six-plyies in its construction. It's claimed that this polyester gives them greater resistance to punctures and the use of a new carbon black in the compound makes the Six Days hard wearing. More than that, they have a slightly unusual tread pattern, especially on the front, where the knobs look slightly flatter across the profile rather than following the curve of the tyre.

Before we could see what kind of bearing the tread pattern had on performance Martin had to get them on the bike. He found that the compound quite soft, whilst a slightly firmer carcass meant that they were merely 'okay' to fit.

Richard found that the Metzlers gave a nice controlled slide and perhaps sacrificed fast laps for carving lurid lines in the fields! Si, on the other hand, found that the Honda was slightly harder to get turned (possibly due to that front tread pattern) and once in the corner he didn't have quite the same level of confidence in the Six Days as he'd felt with some of the others. Under hard braking it was also noted that the rear-end felt as though it was skating around a little more, though they did give good traction when getting on the gas. The level of feel they gave was recorded as 'reasonably inspiring' and there were no real dramas concerning stability.

which meant Richard set his fastest time (by a number of seconds) using the Dunlops and Si his second fastest - only 0.3s off his best. And Si was even more impressed. 'There's great grip from both the front and back, and they hook up really well. They're really predictable and when they slid, they broke away predictably.' The level of feel was 'great' and the stability proved equally good all around the lap, leading Si to comment, 'the Dunlops were very reassuring to ride on, even during extreme braking'.

With great grip, awesome feel and a competitive price it's hard to argue against the D908s. It's really only the fact that they're slightly harder to fit than the others which counts against them, and that's hardly the end of the world. In these conditions, a great tyre.

Price: Approx £36 front, £47 rear
Contact: Dunlop on 01902 453097.
Verdict: Great grip at a great price...



Tenerife Trail Holidays

DAY RIDES AVAILABLE WITH GEAR

AVE. WINTER TEMP 65°F

SPECIAL OFFER
DECEMBER - FULL DAY GUIDED RIDE ON NEIGHBOURING ISLAND INCLUDED IN WEEK PRICE

www.offroadbikeholidays.com or tel: 0034 627 821000

ADVENTUROMANIA

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

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

www.adventuromania.co.uk

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

MOTO ADVENTURES

MOTORBIKE TOURS

MOROCCO - SPRING 2007 OFFROAD TOUR DATES NOW ON THE WEBSITE

DAKAR 2007 TOUR DETAILS AVAILABLE SOON - ONLY 14 PLACES SO IF INTERESTED CONTACT US QUICKLY

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

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

OFFROAD WORLDWIDE

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

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

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

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

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

Algarve Offroad

get your motor runnin'

www.algarve-offroad.com

powered by KTM

Go-Sun-Go

OFF ROAD BIKING IN SPAIN

Ride in the Pyrenees on 250/450 Yamahas

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

Now taking bookings for Autumn/Winter 2006/07

Contact Ian or Julie
 +34 972 454682 info@go-sun-go.com www.go-sun-go.com



That distinctive tread pattern may come good in soft going and it'll be interesting to test them out in winter. In our test, though, neither rider found them to be particularly great through the turns and whilst they didn't *dislike* them they didn't rave about them either.

Price: Approx £45 front, £55 rear
Contact: Metzeler on 0845 609 4949/
 metzelermoto.com
Verdict: Great WEC pedigree yet didn't dominate this test...

Vee Rubber 211R

Thai company Vee Rubber are renowned for their budget-priced tyres and they're the second least expensive pairing in this test. Nonetheless, their 211 enduro tyre features six-ply construction and has a really effective looking set of knobs...

Put the Vee Rubbers next to a pair of Michelin Comps and its obvious where the Thai guys found inspiration for their tread pattern. They're not identical, but they are VERY similar! The construction feels quite different though and with a very soft carcass Martin declared them the easiest pairing to fit. And by some margin. They also have a soft feel to the compound.

Si really rated the 'Vee Rubbers. 'They gave

great feel straight away and they hooked up really well. There was good grip even when cranked right over and there was plenty of feel under braking - even when the rear moves around a bit. They offer plenty of confidence.' And Si duly went on to set fastest time of the



AIRS PART 2 AND RACES

day on them.

Richard backed this up by simply stating that he thought they were 'very good everywhere'.

Like the Bridgestones, a soft carcass and soft compound may lead to them wearing a little quicker than the others. On our test though they looked to represent great performance per pound.

Price: Approx £39 front, £44 rear.
Contact: Bike Alert on 020 8297 7970/
 bikealert.com/veerubber.co.th.
Verdict: Great grip for the money...

Trelleborg Super Enduro

Since 2000, Trelleborg tyres have been manufactured by Mitas. Originally produced in Sweden, when Mitas bought the rights to use the Trelleborg name production moved to the Czech Republic. With this move came a reduction in tyre price as the manufacturing costs dropped significantly. The company produce their tyre range with a regular construction or a 'special light' version with one less ply, though with most riders running moussets or HD tubes nowadays the lighter version is more popular.

As with the Dunlops, it took Martin some real effort to fit the Trelleborgs. 'They were pretty



difficult,' he commented, 'and the compound's also quite hard.' Sadly for the Trelleborgs, this was really the only area where they mirrored the Dunlops. 'When they're upright I don't think these have quite so much grip as the others and

Red Dwarf

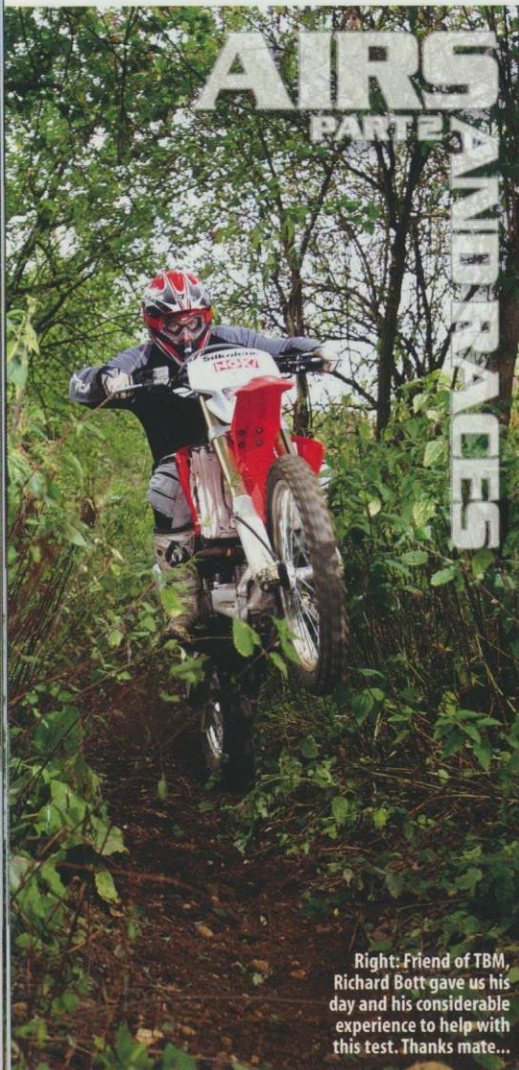
To inflate seven sets of tyres both quickly and easily in the middle of a field we needed to use an air compressor. And to power that compressor was going to require either a very long extension cable or a generator. Thankfully, Honda Energy came up trumps and supplied us with one of their latest EU range of gennies, the EU20i.

The 20i is so much neater and more compact than the traditional frame-type generator it's almost unbelievable. A super-tough plastic casing (50cm long by 30cm wide) and wet weight of around 25kg make the genny easy to transport and store, though its best feature is its super-quiet running - Honda claim just 52db at seven metres. This means it's ideal for use in the garage (especially a lock-up without mains supply) or the back of the van. Crank it up at seven in the morning to power your kettle and you won't wake up the rest of the race paddock. With a 2kw output it easily coped with our air compressor and as the power is 'smoothed' by a microprocessor it won't fry your laptop with 'spikes' of power.

At £1219.90 it's clearly not the cheapest gennie on the market, though with its



undoubted quality it'll probably be the last generator you ever need to buy. If that price tag's a little too rich you could always opt for the slightly less powerful, smaller EU10i which costs £799.99. You can check out the full range and search for your local dealer on honda.co.uk/energy.



Right: Friend of TBM, Richard Bott gave us his day and his considerable experience to help with this test. Thanks mate...



Fitting the tyres for us was ex-Dakar mechanic, Martin Wittering. A tyre board makes the job considerably easier...



they don't feel quite so good in the corners either. The braking felt okay though'. Clearly Richard wasn't smitten and Si agreed. 'The front had a solid, stable feel to it, but this wasn't matched by the rear-end,' he said. 'Overall they felt

fine but they're not the best at anything. And when they slid they really went.'

The Trelleborgs are the cheapest pairing in the test and this seemed to come through in the results. So if price is your most important criteria then you'll probably be happy with the potential saving, and their hard construction bodes well for their longevity. In other respects they didn't quite match up to the opposition.

Price: Approximately front £34, £44 rear

Contact: Trelleborg Tyres on 01865390481 / trelleborgtyres.co.uk

Verdict: Bargain price but slightly lacking in adhesion...

Tyred out

Let's get straight to the point, the Dunlops came out on top of this test. Both riders really liked them, they're fairly inexpensive and although Martin found them the hardest to fit, he thought that the hard carcass (and extra weight) meant that they were likely to prove pretty tough. Recommended.

Second place could perhaps be considered something of an upset. When asked for their second choice, Richard plumped for the Michelins whilst Si went decisively for the Vee Rubbers. And although we have to award them both joint 'silver' it's got to be said that as the budget tyres in the test, the Vee Rubbers really did acquit themselves very well and earned our *Best Budget Buy* award.

As was stated at the start, we could only test the tyres in the conditions that were available on the day, and it'll be interesting to see if the results are the same in the slop of winter. Watch this space, 'cos hopefully it won't take another 12 years to find out!

Massive thanks to Richard Bott, Martin Wittering and Donna Gray for their help with the test. To Honda for the generator, and to all of the companies who supplied tyres. And →

Turning Around

Most enduro tyres are directional - designed to run in only one direction to give optimum performance - and this is marked on the sidewall with a small arrow. However, it's possible to get a little extra life out of a tyre by turning it around on the rim. Assuming the tyre's not heavily worn, the back edge of the knobs shouldn't have rounded off too much, allowing you to use it that bit longer - ideal for practice tracks when you don't want to 'waste' a new tyre.

Performance-wise, the direction is nowhere near as important with knobblies as it is with roadbike rubber. However if you use your dirtbike on the road it's worth knowing that you CAN fail an MoT test with your tyre fitted the wrong way round and in the event of an accident it's something an investigator may spot and potentially use against you. So if you fit your own tyres, look out for the direction arrow on the sidewall and if you have your dealer do it then check them afterwards, just in case...

Weights

Perhaps not the most important criteria when buying tyres, it's nonetheless interesting to see the difference in weights between the various tyres, and gives an indication to their construction.

Tyre	Front	Rear	Total
Dunlop D908	3.65kg	5.5kg	9.15kg
Bridgestone Gritty	3.85kg	5.15kg	9.0kg
Pirelli Scorpion	3.95kg	4.85kg	8.8kg
Metzeler Six Days	3.7kg	4.9kg	8.6kg
Michelin Comp	3.7kg (IV 3.85)	4.8kg	8.5kg (8.65)
Vee Rubber 211	3.6kg	4.7kg	8.3kg
Trelleborg Maxi	3.45kg	4.8kg	8.25kg

BIKING HOLIDAYS

Bikester.co.uk
 31135
 OPENING SOON 26 ACRE
ENDURO PRACTICE TRACK
 A505 Leighton Buzzard (Billington Road)
**50 TRAIL & ENDURO
 BIKES IN STOCK**
**BIKES & QUADS TO
 HIRE FROM £25 PH**
 01525 211422
 www.bikester.co.uk

**Yorkshire Dales
 Trail Rides**
 31181

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

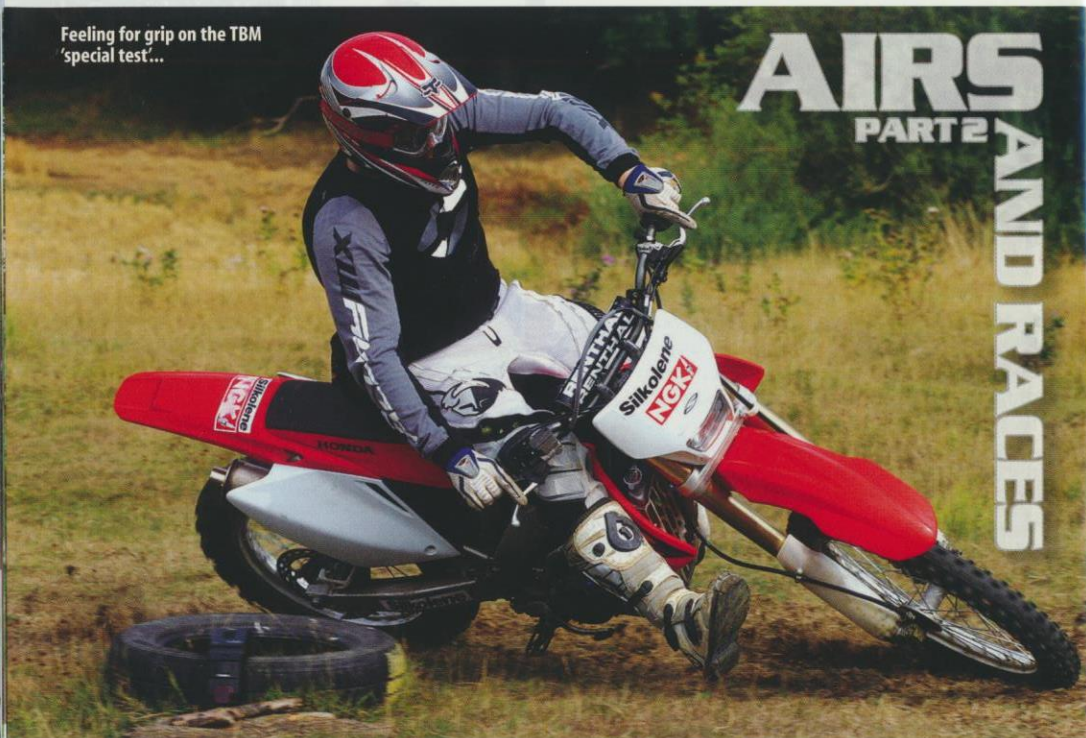
NORTHERN CYPRUS
 31185
 Based in Kyrenia, North Cyprus, Nick & Irene Bointon and Neil Harries (formerly of Llanerchindda Farm in Wales) have opened Cyprus Active offering a great new location for Motobike Holidays. Trailbikes (14), Supermoto (10), Trial (8), Road Cruisin' (8) and 32 Mountain Bikes plus Diving, Karting, Jet Skis, Wake Boarding, Guided Trail days out. With miles of track and mountain passes, beaches, dune areas. Five very comfortable villas (sleeps 6/8) with heated pools near the beach (park the missus and kids by the pool and clear off!). Special deals on flights, lots to do and eating out is cheap - and the sun shines!
SUN & FUN FOR MATES AND FAMILIES!
 Tel: 0090 533 831 90 71/2 Fax (FREE): 0870 330 59 92
 Skype: cyprusactive
 Email: info@cyprusactive.com www.cyprusactive.com

**Nov 18-23
 Dakar Tour
 Remaining
 places**
 31166

 www.wildernesswheels.com Call Peter: 00 212 24 68 81 28
 info@wildernesswheels.com 00 212 68 78 00 08

CTR
 27051
**Cornwall
 Trail Rides**
 www.cornwalltrailrides.co.uk
Tel: 07802 408083 or 01579 384384

Feeling for grip on the TBM
'special test'...



AIRS PART 2 AND RACES

again 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.

Lest We Forget...

Sadly we couldn't make this the across-the-board test we would have liked. The Mitas importer politely declined our offer to test their tyres in a multi-product shootout! And Kendas proved elusive as the importers only had rear tyres in stock without a front hoop to match. And although they're the title sponsor of the World Enduro Championship, Maxxis don't currently have an FIM-legal enduro tyre in their range, at least not in the UK! However, the importers did let on that there's one in development so we'll let you know what it's like when it arrives...

Rubber Where?

Local councils want us to recycle everything from milk cartons to hedge clippings. So what about old tyres? Well, unless your local tip is licenced to take tyres, and most of them aren't, then you have to take them to a tyre dealers to get shot of them.

Since July this year these dealers are no longer allowed to send old tyres to landfill, they have to pay an authorised company to dispose of them - a cost which inevitably gets passed down to the customer. So they'll almost certainly charge you to take your old dirt bike tyres, especially if you haven't bought anything from them!

Tyres can be recycled for a number of uses (including carpet underlay, as a replacement for fossil fuels in cement kilns and even incorporated into road surfaces). However, the fact that they're now awkward and costly to dispose of means that irresponsible people will probably just sling 'em a hedgerow. That's what the Government terms 'joined-up thinking'...

Alpine Enduro Holidays

GUIDED ENDURO HOLIDAYS IN THE FRENCH ALPS

- * 5 Days Guided Off-Road Riding
- * 6 Days Luxury Chalet Accomodation
- * Breakfast and Evening Meal Included
- * Only £350 per person

tel: 0033 670 83 50 79 email: info@enduroholidays.com
www.enduroholidays.com



COWM LEISURE

- TRIALS PRACTICE
- PIT BIKE PRO TRACK
- ADULT ENDURO TRACK DAYS

For 2006 COWM Leisure will be running Enduro/Hare & Hounds practice sessions. The course will be 5 miles in length and include natural rugged terrain, muddy trails, steep climbs & descents and will also include man-made sections with telegraph poles, dumper tyres, tree trunks, with tabletop jumps, woops, etc.

COWM QUARRY, WHITWORTH, ROCHDALE (A671 ROCHDALE TO BACUP)

Tel: Darren 07970 717764 or John 07970 101879
www.cowmleisure.com

COTSWOLD TRAILRIDES

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

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

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

MOTOFIESTA

Guided Off Road Tours in Valencia, Spain

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

EDZ Sports Base Layer

All season performance

EDZ Sports Base Layer thermals. Genuine all season capability for hot and cold conditions.

- Stops body armour chafing
- Cools when hot
- Insulates when cool
- Moisture management
- Dries fast

T-shirts
Leggings
Undersuits
Helmet liners
Neck warmers
& balaclavas.

Ideal for Textiles

EDZ performance clothing & accessories
Tel 0870 410 6112 www.edz.biz

MOTO

the No.1 Choice for Offroad, Trails, Enduro & Green Lane supplies

AGV Helmets	£45.00
Oakley Vented Goggles	£35.00
Alpinestars Tech4 Enduro	£129.50
WRP Gold 'O' ring chain and sprocket sets	£63.99
Aluminium reinforced hand guards	£34.50

www.motomailorder.co.uk
Order online with our easy-to-use website or tel: 01531 828538 mobile: 07970 141082 for fast, easy, secure mailorder supplies
Open 9am-8pm Mon-Sat, making it easy to call when its convenient for you.

New store opening in Ross-on-Wye October 2006
Call 01531 828538 for details

EASY TIGERS...



TBM brings together five secondhand easy riders to determine which is best for the novice trail rider...

You don't have to be a genius to work out that much of the content of consumer magazines - including this one - is what they call aspirational. In other words it's how we'd like to be able to live our lives, rather than how we actually do so right now. For instance the people who buy Country Life can't all own

1000-acre estates on the Sussex/Hampshire borders can they? And while every petrolhead will have an opinion on the relative merits of a convertible Ferrari, Porsche or Aston Martin on a continental blast from Paris to the Amalfi Coast with a headscarf-wearing pin-up sat in the jump seat; truth is it's unlikely to influence much more

than our choice of next year's garage calendar.

But these tests are not merely the fantasy-made-metal of a few fortunate hacks. Tsk, perish the thought! First of all they provide a service. Because believe it or not there are plenty of people out there who don't have to sell in order to buy. People who are wealthy enough to know that Mustique is not a brand of aftershave sold in Lidl. The sort of people who consider the new BMW M5 just a little too 'middle management' and want something wilder. Secondly, it pays to know and understand the technology appearing on cutting-edge vehicles because it's likely to be

appearing on our own within five years.

And finally because one day - if we win the lottery, inherit from a long-forgotten maiden aunt and flog-off all our childrens' inheritance on eBay, we might *just* be able to afford to pay the kids' university fees *and* stick some kind of secondhand exotica in the corner of the garage. You know... something like a well-used KTM 525EXC for instance.

The truth is that while there are plenty of 525s out there, there's also an enormous number of rather less fashionable 'cooking models' plying the green lanes and backroads of this sceptic isle. Because when you think about it, turning up at the school gates in a Lamborghini may impress the neighbours, but it won't half feel slow chugging along behind a line of Toyota Rav-4s, Vauxhall Zafiras and Skoda Octavias. And while your high-priced exotica sits there burning fuel and clutches in equal measure, the other more mundane forms of transport simply get on with doing the job in hand, and for far less money...

Five Go Laning

All of which is a roundabout way of introducing this eclectic little line-up. Five secondhand 'trail' bikes. Five relatively 'easy riders'. And five different ways of enjoying your trail riding without breaking the bank - or your neck.

The background to this test was that it was originally conceived to be our annual low-seat-height shootout, but when we started looking into the details of each bike, we figured that actually it's not *just* the height of a bike's seat which matters when you're out on the trail, so much as the easy-going nature and capabilities of the bike itself. So for instance, you might be just getting into green laning and want something easy to learn on, but happen to be six-foot-two. Is a low seat-height bike your best bet then, we wondered?

To find out more, we arranged for a motley collection of misfits of varying elevation to evaluate and assess this bunch of mixed machinery - ranging from TBM's six-foot-plus columnist Mark Williams, right down to the

perfectly proportioned Kylie Maebus on loan to us from BMW's Off-Road Skills course. All five-feet-one of her in her BMW hold-ups.

The bikes themselves range in seat height from the diminutive 32in (813mm) Honda SL230, right up to the Husky TE250 at 36in (915mm). And although the Husky's not strictly an 'easy rider' in the normal sense, we elected to include it as one end of the spectrum in order to evaluate whether a secondhand enduro bike can make a sensible green laner.

In between sits the Honda CRF230, Gas Gas

Honda's CRF230 is a genuine low-seater...

EASY, TIGERS...



Pampera mkIII and the Yamaha TT-R250 - all tried-and-tested trailies with a wealth of supporters.

All the bikes were secondhand and varied in price from about £950 for the P-reg SL230, up to the £3895 you'd need to pay to secure a year-old TE250. And of the bikes we chose, three were Japanese, two were European, but only one was a two-stroke (the Pampera). Furthermore, three of them are now out of production (the Pamp, SL230 and TT-R250 - though you may well find new/old stock is

still available), only two of the five were liquid-cooled (the Pamp and the Husky). And at the point of writing, two of the bikes are grey imports (both Hondas), though Honda are considering importing the CRF as an official model for 2007 - albeit not in registered guise.

'05 Honda CRF230 - seat height: 860mm, value now: £1900

So let's begin with the CRF. The last time TBM tested a CRF230 was when we raced one at a hare 'n' hounds enduro in north Wales. And our conclusion back then was that the CRF was a great trailie but it was no racer. Predictably this led to a rash of correspondence from disgruntled 230F owners all claiming that their bikes would out-drag a WR450F, and still comfortably return over 200mpg! Whatever.

In fact we've tested the CRF230 a number of times in the past and we keep returning to the conclusion that it's a brilliant little mild-mannered low-seat height trailie. Which is why we've included it here...

Our bike came from Haven Trialsport (01469 532600) and is owned by one of the blokes who works there. Naturally enough he's modded it slightly to suit his tastes and ours featured a different set of top yokes which position the new Renthal bars and handguards an inch higher and further forwards than standard. Along with altered gearing (14/48 - up from the stocker's 13/50), a Flatlands Racing bashplate, slightly firmer front springs, a Honda headlamp and a carb kit, it's also got a bigger-bore header pipe and the baffle's been removed. Owner Jez has

dynoed it at 15.5hp and reckons that that's just about right for a sorted one of these, so don't get any delusions of grandeur.

But the beauty of the smallest CRF - like many of the bikes here - is that its sheer size lets you really dominate the bike when the lanes get technical. On the flip-side, smaller bikes tend to catch their footpegs on ruts more, and drop into holes a little easier, and the CRF definitely suffers from that from time to time. That's just karma we reckon.

Built in Brazil, the CRF230 is an odd mix of old and new. The styling is bang up to date - but it's the only thing about the bike which is. Because the simple steel frame, budget suspension, rear drum brake (though disc conversion kits are now available), and in particular that ancient air-cooled, two-valve, OHC engine (albeit fitted with electric-start) all hark back to an earlier age. That said there's nothing actually wrong with the bike's technology which is all tried-and-tested, and the unstressed engine makes light work of all sorts of terrain thanks to relatively short gearing.

In fact although not particularly powerful, the CRF feels reasonably lively and it'll trundle along at a fair clip should you feel the need. And of course being a Honda it has that unmistakable feel of dependability.

Our only real complaints are with the bike's size - which for an average sized male, makes it feel a little cramped at times and the short wheelbase can make for a feeling of instability in really slippery going. But that said, of the bikes here, this is the one we'd arguably choose for mixed trail riding if we were short...

'03 Yamaha TT-R250 - seat height: 908mm, value now: £2000

Yamaha's TT-R has been around for ever it seems, both as an official dealer-sourced bike and before that as a grey import. They're popular little machines - especially here in the UK where there's a whole website and forum devoted to maintaining its significance as a green laner. And it's as a green laner that the TT-R is particularly suited. Although quite a

But Yamaha's TT-R250 is not as 'short' as you might imagine...



Husky TE250... The tallest bike in this test, but easier to ride on the trails than you might imagine...

**EASY,
TIGERS...**



few years older in terms of conception, the TT-R is actually a much more modern machine than the CRF, though it doesn't look it. The styling appears fairly dated now, and the bike's tall seat height (at 908mm it was the second highest bike on test), makes it seem peculiarly tall for its length. That said it has considerably more suspension travel than the bum-scrapping CRF, and you

of a button and can handle virtually anything from trail riding to a modest hare 'n' hounds with relative ease. What's more, experience has proved that TT-Rs rarely go wrong if treated correctly.

But if we have a complaint with the TT-R, it's that its robust construction and considerable weight has the effect of dulling the bike's per-

formance. And this along with the fact that it's a full-size bike in terms of height and weight, but slightly shorter in length than say something like a DR-Z400, means that it offers few advantages for smaller, less experienced riders apart from more controllable power. Because once again (and rather like the CRF) the TT-R has a tendency to feel a little unstable at times because of that shorter wheelbase - and in the TT-R's case, it's tall disposition (though lowering links are available through the aftermarket).

Nevertheless it's strong and dependable and there's a decent choice of bikes available (including new/old stock), and spares and back-up simply aren't a problem. And it had the most comfortable seat too. Of the bikes on test, this is the one we'd choose for the taller or perhaps heavy beginner...

This three year old example is owned by TBM columnist Mark Williams, and features a non-standard exhaust, alloy bars and bashplate, along with some wrap-around handguards and a fender bag.

To ride the TT-R it's a fairly inoffensive experience - it starts at the push

of a button and can handle virtually anything from trail riding to a modest hare 'n' hounds with relative ease. What's more, experience has proved that TT-Rs rarely go wrong if treated correctly.

'06 Husqvarna TE250R - seat height: 915mm, value now: £3895

Why include an enduro bike like the Husky TE250 in a line-up of trailies? Quite simply because you've only got to look at how many enduro bikes you see out on the trail, to realise that for some people only a fully-fledged racer will do.

Being an enduro bike (albeit an easy to ride electric-start, 250cc, four-stroke one), the Husky

terrain, but despite this I personally find it physically a bit too small and this particular one was suffering with starting problems, which didn't endear it to me.

Saying that, there's no denying that the responsive leccy-start lump, great agility and tiny dimensions make this a damn good green laner... as long as you're not over five foot six that is.

5th: SL230

For one reason or another I didn't get to spend as much time on the SL as I would've liked, but the air-cooled motor felt quite punchy and the trials-style rearward-slung pegs gave a very natural foot-up position (but only when standing).

Strangely, even though the Pampera felt physically very similar in stature to the Honda, I just didn't gel with the SL and it wasn't nearly as comfortable on the roads, plus its looks were a little on the antiquated side for my taste. That said however, it would still make a cheap, reliable and very competitive bike for regular long distance trials competitions.

have a clear, fast run up most of the lanes in order for the TE to utilise its power properly - and I just found it a bit difficult to get going again from standstill in the slippery conditions after coming up quickly behind other riders.

3rd: TTR250

Despite its relative tallness, I found Mark's TTR to be a competent, civilised trailie - apart from when the throttle stuck wide open up a particularly gnarly climb, after someone who shall remain nameless fell off and stuffed the throttle into the ground!

But having ridden a TTR a couple of years ago at my first ever rally event I knew it could cope equally well in nadgery conditions as well as on the open going - and did so on this occasion too.

As with the Husky I preferred the extra oomph of the 250, especially on the tarmac, but also found it easier to handle when allowed to have an uninterrupted run at things.

4th: CRF230

I know that the CRF230 is a great little machine, ideal for negotiating this type of tricky

Second Opinion: Mel Falconer

1st: Pampera

Mountain goats would be hard pressed to beat this little beauty up slippery, slimy rock-steps - the Pam didn't put a foot wrong and I loved its trials-based chuggability. I just stuck it in second and let the engine do all the work on the rocky uphill lanes. Definitely the best tool here for technical terrain, although hooking neutral took a bit of mastering (due to the trials-derived running gear). Only real drawback is the limited tank range, but I still want one!

2nd: TE250

This was a pleasant surprise for me as it's the first time I've taken my Husky out on the trails rather than racing it. But it tackled everything with aplomb. I had reservations due to it being the only pure enduro bike (albeit lowered) on the test, but yet again the Husky's glorious twin-cam motor delivered the goods, and that, combined with its quick steering, made the tricky going almost easy.

But unlike the go-steady Pamper, you had to



MISSING!

DirtbikeStore was **Broken into** in the early hours of 9th August 2006. The stolen vehicle used in the break-in was recovered in the **West Midlands** area.

We are the importers of Moose Racing clothing and Extreme Pro-Wear Crash Helmets, a lot of which were stolen along with a quantity of Pit Bikes.

These items are easily recognisable...

The Crash Helmets Union jack on one side and chequered flag the other, will be **missing the Gold ACU sticker...** as these are applied at point of sale.

The Moose Clothing Monarch Pass, Expedition and XCR Jackets and Pants. Also Moose M1 Race Pants and Gloves.

Pit Bikes Alloy and Steel framed 125cc Blackhawks.

We are of the view that, if you are offered any of the above items 'Cheap', **PLEASE**, call us on **01278 424979** with a name/number. If your information leads to the recovery of the goods, we'll give you **£500** worth of goods of your choice.

PLEASE, help us catch the low life scum that threaten to kill our business and your sport.

DirtBikeStore.com



The diminutive Honda SL230 is the smallest of our bikes on test...



EASY, TIGERS...

like hanging onto a greyhound - the Husky was all revs and impatience, and obviously the tall seat (despite having been lowered from standard), and full-size dimensions wouldn't perhaps suit most beginners. On the other hand the Husky is an incredibly competent machine and for your considerably greater outlay you're getting a bike with contemporary looks, handling, suspension and brakes. As well as something which is competitive for racing.

This one is TBM's long-term tester which has been fitted with

features the very best suspension, brakes, dials and standard equipment of this particular group - not to mention the most powerful engine. And to me it felt the most natural in terms of riding position and size - not at all cramped for my 5ft 11in frame. On the other hand it's clear that a 'thoroughbred' bike like this requires space in which to 'perform' and for the rather more tight and technical trails which we were riding it can feel, if not exactly a handful, then certainly a little over-exuberant.

One of the other riders remarked that it was

braceless bars and lowered about 1.5in to suit Mel. Other than that, it's standard.

As a trailie there's no doubt that there are easier bikes to ride - albeit the Husky's advantages improve as speeds increase. Physically it feels bigger (though not necessarily heavier) than some of the others, and the power delivery is harsher, more abrupt, but then that makes it more exciting when the trails open up. And if you're used to that then the Husky will make you feel right at home whereas these others will simply feel like wobbling, underpowered



wrecks. But if you're a newbie looking to tackle some gentle trails then probably the Husky shouldn't be your first choice of bike. We'd recommend the Husky to anyone looking to use the bike for both laning and racing.

'96 Honda SL230 - seat height: 813mm, value now: £950

At the opposite end of the spectrum in almost every way to the high 'n' flighty Husky sits the low but not lowly SL230 which had been loaned to us by a very trusting reader (thanks Rex).

Originally designed as a stylish home-market Japanese trailie, this particular grey import had been set-up for tackling long distance trials. Fitted with a pair of home-fabricated rear-set (and higher) pegs, lowered gearing and ultra-sticky trials tyres, the SL230 would silently chug its way over the most awkward rock steps and slippery gullies where the Husky revved and spun its way all over them. In fact for me the SL was something of a revelation, its small size, tight turning circle and superb balance worked perfectly when standing - although it felt less good in a seated position on the road due to the rearward pegs.

Notwithstanding the fact that the SL's metal tank, gorgeous retro-styling and slight lack of ground clearance belied its road-biased trailie origins, this particular bike had secured second place in a notoriously difficult long distance trial in the hands of someone far more capable than any of us. So although it was perhaps not the most popular bike on the day, personally, I really liked it. In fact I would even have gone so far as to offer money for it, had I not ridden the Pampera and discovered that no matter how good the SL's 'road trials' abilities - the Pampera will match it for feet-up riding and easily better it in other areas. Interestingly the SL230 featured exactly the same electric-start Honda engine as the CRF - albeit built in Japan - but in this guise it felt much less cobby, a bit smoother, certainly quieter and ultimately less powerful. But one of the SL's great strengths was that from a standing start on wet (uphill) rocks, it could set off without a hint of wheelspin and could tackle any-

Gas Gas Pampera may look a bit odd, but as a low-seat height trailie it's incredibly effective...



thing that the bigger, more powerful bikes could, but with much less fuss. It's not hard to see how it had been used to devastating effect in in LDTs.

You won't find bikes like the SL in Honda dealers up and down the country, but nevertheless they are worth seeking out from the odd grey importer which stocks them - especially if you're a beginner and particularly impoverished of inside leg. Incredibly low, well built and obviously supremely capable, only the less practical nature of the metal tank and slightly wide side-panels let them down. And while the SL isn't fast, it's one of those bikes that goes anywhere thanks to stealth. We'd recommend it for very short beginners...

'02 Gas Gas Pampera - seat height: 851mm, value now: £1700

It's hard to fathom exactly why Gas Gas decided to pull the plug on the successful mkIII Pampera in 2005, but one thing's for sure - in doing so, they made a *big* mistake. Easily the lightest bike here and certainly the most unusual, for those that don't already know the story, the Pampera was a 'bitsa' which arose from an unlikely alliance of Gas Gas's old liquid-cooled, kick-start TXT two-stroke trials engine (in this case in 250cc guise) set in a simple, lightweight trailbike chassis and utilising various components from other models. That it all worked out so well probably came about more by luck than judgement (the previous two incarnations never quite managed the task). But however conceived the Pampera turned into one of those bikes that just perfectly hit the spot.

The gang of five...



EASY, TIGERS...

Our one was owned by one of TBM's best-known Forum-ites, Pete Dunckley, and despite its relative newness had already been completely restored - the work included powder coating the frame, replacing all the bearings and seals, fitting a (Rotax) CCM bashplate, a thinner base gasket, Boyesen reeds, an LED tail light, a functioning trip computer, Renthal bars, Acerbis brush guards, 10w fork oil, and relacquered plastics.

In fairness this work reflects the fact that the Pampera's low purchase price mirrored an equally lowly build quality, and some rather budget detailing, so that it was never going to have the finish to match a bike like the Honda SL, for instance.

This one, by contrast felt 'better than new' following its rebuild, with perfect brakes, rock-steady road-holding and a really nice 'feel' about it which made it universally popular among the testers (if only its owner was so privileged!!). Given the bike's trials heritage, it's not surprising that it's easily the lightest bike here (tipping the scales at just under 100kg fully fuelled), but what is surprising is how well the Pam works, not just on the lanes, but also on the road. The six-speed gearbox has ideally

spaced ratios and while the Pam never feels fast, it's got that lively two-stroke buzz about it which means that it'll canter along quite happily at 55mph. On the lanes the combination of the light overall weight, together with its torquey trials lump and a grippy rear trials hoop makes it comfortably the best bike here for the trails we were riding. It'll go anywhere, get up virtually anything, yet never feels so specialised that you ride along looking for greater challenges.

In fact that's really the mkIII Pampera's great strength (and where the earlier versions went wrong), because this bike is a true dual-sport trail bike, it's relatively quiet, relatively comfortable and rarely puts a foot wrong. Indeed it leaves little sign of its passing. Sure there are better suspended bikes out there, and undoubtedly faster ones, but nothing that we can think of which can match the Pampera's blend of easy-going versatility. And while there are niggles (the high-set kick-start and - relatively speaking - high compression engine can make it slightly awkward to start for real shorties), plus of course it's pre-mix only and with only 6.8L of fuel on board you're looking at 40-50 miles between fill-ups.

But all of these pale into insignificance once you ride the thing. It makes all the other bikes (Husky aside) feel agricultural by comparison, and though the SL pips the Pam (just) for the title of lowest of this bunch, such is the Gas Gas's slender dimensions and light handling that virtually anyone can ride it - tall or short, novice or expert - and enjoy the experience.

If you're new to green laning and want to find yourself a simple, inexpensive bike which will not just help you improve, but also match your improving abilities then the Pam is the bike for you. That the Pampera wins this test so convincingly is not really any surprise. In fact surely the biggest question mark remaining with the Pampera was why Gas Gas stopped building them...

TBM would like to express its sincere thanks to the following people without whom this test would've descended into the usual chaos. First of all Pete Dunckley for organising and leading a route through the beautiful Wye Valley -

also to Nicola Dunkman for the tea and cakes. Not only did Pete act as trail guide, but he also loaned out his beloved Pampera, arranged the SL230 and subjected himself to endless ridicule for which we're all exceptionally grateful. To Rex Bental for loaning his Honda SL230 to a complete bunch of strangers from London. To Jez and Vince at Haven Trialsport (01469 532600) for the loan of the CRF230. Haven are recognised as the UK's main CRF230 specialists so talk to them if you're in the market for one - new or secondhand. Mark Williams for the loan of his TT-R250. And finally Kylie Maebus from the BMW Off-Road Skills course in South Wales for being our honorary shortie. For full details of the BMW course visit worldofbmw.com or call 08000 131 282 to request a free brochure.

Thanks one and all...

5ft 1in Kylie says...

The Gas Gas Pampera 250 was my favourite bike on this test. It's small, light and nimble to ride. I thought that the noisy two-stroke would have been a little aggressive, but it had a manageable power delivery and was surprisingly enjoyable and easy to ride over all the terrain that we managed to find. In fact, the TBM staff struggled to get me off this little number.

The Husqvarna TE250 is probably right at the other end of the scale to the Pampera. Initially I hadn't been that keen on riding it, but once on board it was a real eye opener. It's quite tall and slightly aggressive to ride, but the engine and power delivery were just beautiful. I'd probably opt for this bike if I was a bit taller.

The Honda SL230 is just pure fun. I wouldn't consider buying one for any serious off-roading, but as a weekend trail bike it was a real gem. It was the first bike I rode during the test and it kept me smiling from ear-to-ear. It was the tiniest bike on test, with a metal tank and footpegs in a sports-bike position, but it was brilliant to ride.

I have a love-hate relationship with the Honda CRF230. As a previous owner of one, I love the idea of this bike. It's perfect for



smooth fire roads and riding around farmers' fields, although as a trail bike it's not my favourite machine. I've raced a number of hare and hound events on one of these bikes and it was a heavy lug.

At only 5ft, 1in I was the smallest person in this test and it really showed when I climbed aboard the Yamaha TTR250. In fact I only managed to stay on it for about five minutes before I got stuck in a tricky position and had to put my feet down for a quick rescue... well, I landed in the dirt. Nuff said.

TESTED

Most of the time, as riders, we pull on a whole bunch of protective equipment before a ride and we take it off afterwards. It never gets 'used' for the purposes for which it was designed. It's there just 'in case'. However a couple of months ago I got chance to properly test Fox's Airframe body armour...

Now manufacturers will tell you that body armour (particularly MX body armour) is essentially designed to help prevent roost injury - ie getting smacked in the kidneys by a rock hurled up from a spinning rear tyre. But I disagree. I've ridden in all different types of armour (soft, hard, built-in, MX, close-fitting etc) and I always end up going back to MX body armour. Why? Well for starters wearing MX armour feels natural to me, and Fox stuff always seems to fit me properly - the hinged back makes it more comfortable. Secondly (and especially important in this weather), MX armour is almost always well-vented and sits away from the skin, meaning that there's plenty of air-flow around you, so you don't overheat. And thirdly and most importantly, it's saved my skin a few times - quite literally.

I used to wear close-fitting 'safety jacket' style armour, but found that it didn't offer as much chest protection if you crash and impale your ribs on the end of a handlebar. Ouch! Having suffered a few broken ribs in my time, I can tell you that you can't get enough (hard-armour) chest protection. Of course MX armour isn't perfect. It generally offers no elbow protection and not as much back protection as I'd like. In the past I've modified a set of my Fox armour to provide an extended back protector, but I'd love Fox to offer an alternative 'long-backed' version of their Airframe.

In the meantime however I've been using a stock Airframe, and this is what I had on when I got run over by a bike during a hare and hounds enduro. On a slippery right-hander not far from the start, I lost the back end and tipped-off right in front of another rider who had nowhere to go but over the top of me. Despite suffering some severe bruising in the shape of tyre marks and



Webbing strap joining shoulder cup to main armour got ripped off in the crash but armour survived...

footpeg gouges up my back, the armour took the brunt of the punishment and although it got busted-up and I was sore for a couple of weeks, I walked away - well hobbled, actually.

So I've gone and replaced my Fox Airframe with another set. It may not offer all the protection you require of body armour, but in my opinion it works - and works well...

Si Melber

Fox Airframe

Price: From £70-100

Sizes: S-M-L

Contact: foxeurope.com

0191 487 6100



FOX AIRFRAME

**CRF450 / CRF250
YZF450 / YZF250**



TITANIUM FRONT PIPES

£79.95

INCLUDING NEXT DAY DELIVERY



WWW.DELKEVIC.CO.UK

TEL: 01782 338701

ultra seal (NG) As featured in TBM August issue

The ultimate on and off road puncture prevention treatment.

Lasts for the life of your tyre or tube.

Seals punctures up to 6mm as they happen.

Easy to install, one kit treats both wheels for £25 (+ FREE p&p)

Fast delivery to your door. For more information & to order call 01400 261850

OFF ROAD

31161

SUZUKI

'06 RMZ250K6

CURRENT MODEL FULL UK MACHINE SPARES KIT INCLUDED!

£3660

IDEAL FOR HARE AND HOUNDS, AVAILABLE ROAD REG. PHONE FOR DETAILS!

KTM '06 CLEARANCE

400EXC - £4299

450EXC - £4399

525 EXC - £4599

FREE AKROPOVIC WITH 400EXC

ALL PRICES + TAX & 1st REG

ALL '07 ENDURO MACHINES NOW IN STOCK!

2-12 Bath Rd, Bristol, BS4 3DR

FOWLERS

www.fowlers.co.uk

0117 915 15 02

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

Pictures for illustration purpose only. Prices are subject to change without notification. While stocks last. *Plus 1st Reg (E38) Plus RFL (E45). RFL = Road Fund Licence. Prices include admin charge. Marked prices are for payment by cash, cheque or debit card. †Finance and insurance subject to status. Written details available on request. Terms and conditions apply.

TESTED

What's the worst thing about riding dirt-bikes? Having to clean 'em post-ride? Nope. Getting cross-rutted and falling headfirst into a muddy puddle? Not even close. No, I'll tell you what the worst thing about riding off-road is, and that's 'monkey butt'! We've all had it, that horrible soreness from hours in the saddle, which leaves you walking like Larry Grayson's butler and elicits some suspicious looks from your co-workers as you shuffle uncomfortably on your chair. Well there is a solution...

First off, you could alter your riding style to emulate Stephan Merriman and stand up absolutely *everywhere*. But not many of us have the diminutive Kiwi's talent. Alternatively, you could fork out £14.99 for a pair of padded boxer shorts from cycle company Endura. We featured these back in our 'underwear' review of issue 125, and I've been 'testing' them ever since... Though not continuously, you understand!

Unfortunately, the first time out was at a sandy enduro in deepest darkest Surrey and getting clarted in red sand has resulted in the grey marl material becoming marked with some rather dubious stains. Ho-hum. Anyhow, the single colour-way is the only bad thing about the Enduras because in every other respect they're spot on.

The CoolMax material means they stay comfortable in hot weather and even the label for the washing instructions is on the outside of the waistband to prevent it from rubbing against your skin. They fit really well and the elasticated hems on the legs ensure that they

don't bunch up like regular boxers can. But the best bit is the padded crotch, which has put an end to any concerns about monkey butt!

In our earlier review it was suggested that £14.99 'is quite a lot for what is essentially a bog standard boxer with some extra padding'. Well having ridden in them I can categorically state that that's piffle - they're worth every penny and, in my opinion, essential dirtbike kit.

Two of us at TBM Towers own a pair of these boxers and we don't go riding without 'em...

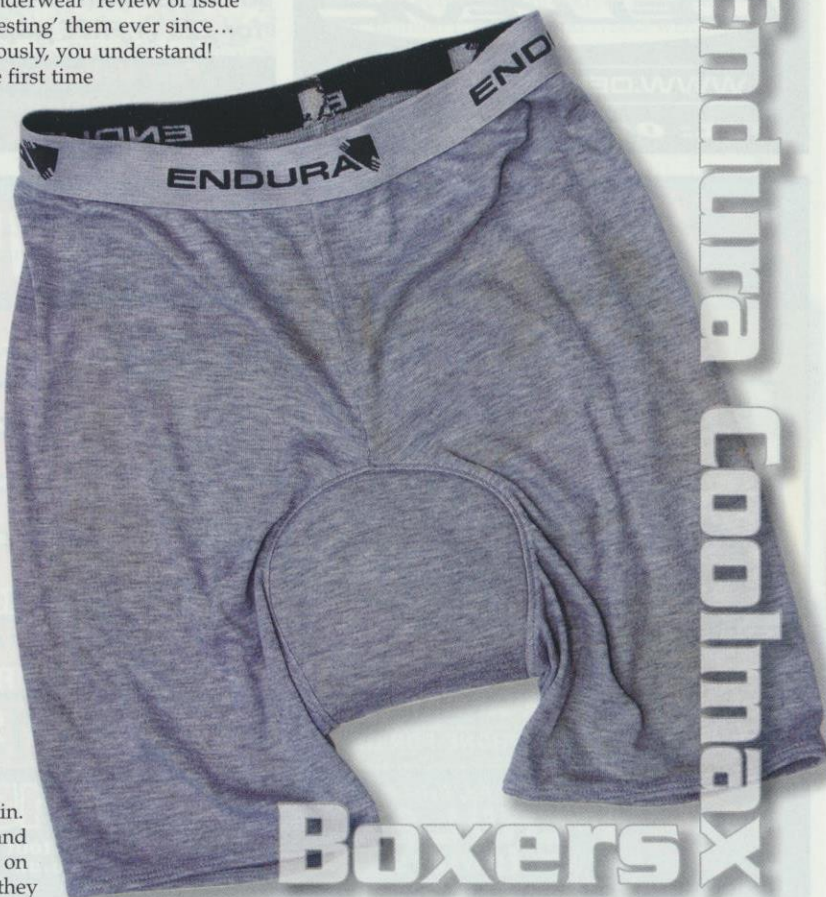
Barni

Endura CoolMax Boxers

Price: £14.99

Sizes: S-XL

Contact: Endura on 01506 497749 / endura.co.uk



Boxers Coolmax

HAVEN
TRIALSPORT
Tel: 01469 532600 • Fax: 01469 531743
WEST MARSH LANE, BARROW HAVEN, LINGS DN19 7HA
www.trialsbike.co.uk

Beta
450 RR
Enduro
£3,999



Fully
Learner
Legal



**FANTIC
MOTOR**

Caballero
50cc from
£2,699
Italian 50cc
Enduro
Champions

ON/OFF
COMPETITION CLOTHING DISTRIBUTORS
Beta GASGAS SHIBUKO

Roost Racing

01604 589 555

Waterproof breathable
enduro clothing from

SINISALO



Jacket £129.95
Pants £114.95
Gloves £29.95



APPLY ONLINE FOR YOUR FREE LOYALTY CARD

www.roostracing.co.uk

31168

Are you "Ready to Race?" www.ktm.co.uk

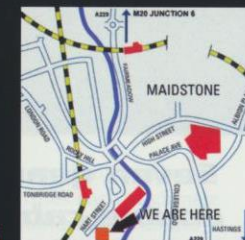
KTM IN KENT

LAGUNA
MOTORCYCLES



- » NEW & USED BIKE SHOWROOM COVERING 8,000 SQ FT
- » OVER 5,000 PARTS AND ACCESSORIES FROM ALL THE LEADING BRANDS
- » HUGE 2,500 SQ FT CLOTHING DEPARTMENT
- » 5 STAR ARAI CENTRE AND A KNOX PREMIER DEALERSHIP

LAGUNA
MOTORCYCLES LTD
HART STREET,
MAIDSTONE,
KENT ME16 8RA
TELEPHONE:
01622 681 765
WWW.LAGUNA.CO.UK



KTM

CARRY ON!

Animal Magic?



Seven years ago Mitsubishi unleashed their L200 double-cab pick-up onto the UK market, combining car-like comfort and workmanlike practicality. Now they've updated it with an all-new L200, but is it better than the original? TBM went to find out...

MITSUBISHI L200 ANIMAL

I'd like to bet that when Pink Floyd sat down and contemplated how they were going to produce a follow-up album to 'The Dark Side of The Moon', that that's just how the bigwigs at Mitsubishi felt when the time came to update the legendary L200 pickup.

But whereas the experimental rock gods rose admirably to the challenge with 'Wish You Were Here', how does the current pick of the pick-ups measure up?

Well, the third generation L200's foundations are pretty solid. With its predecessor dominating the UK's pick-up market, the latest incarnation has stayed true to the original's rugged and chunky build quality but taken its striking styling from the Pajero Evolution 4x4 rally car, which raced the Dakar Rallye earlier this year.

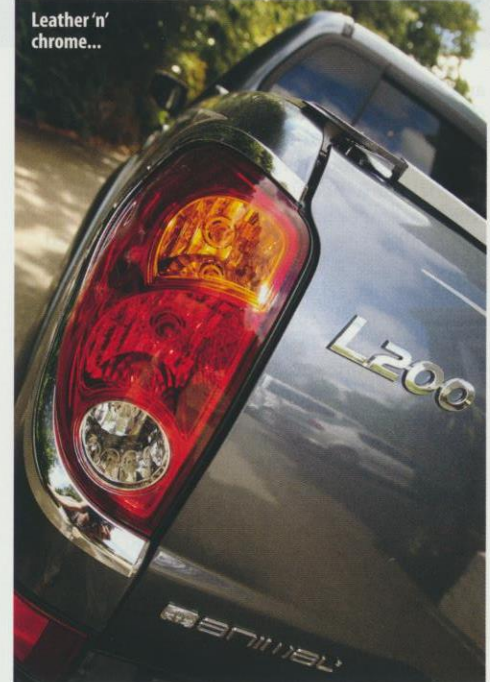
But as soon as you open the doors and smell the leather upholstery in the new L200 it's obvious Mitsubishi have decided they now want a good-sized chunk of the lucrative family oriented SUV market, particularly with the range topping Warrior and Animal versions.

But can a truck really offer the same level of comfort, features, passenger space and drivability that's needed to be a serious contender against the likes of the new Lexus RX350 and Land Rover Freelander SUVs? And more importantly, can it have all this and still be capable of transporting your dirtbike, tools and riding kit?

Initial reactions to our Animal Double Cab test model were mixed, with the Ed denouncing the new styling as 'too girly', while Dep Ed James and myself preferred the new swoopy curves to the brick-shaped proportions of the original. But we all agreed that the Animal seemed to be suffering from 'rapper's bling' syndrome thanks to the excess of chrome adorning the mirrors, facia, grill and tail lights..!

And the Snoop Dogg detailing doesn't stop there, as the overstated bodykit and illuminated Animal logos (emblazoned on both sills) proves. But overall I like the super-sized dimensions and 'look at me' mentality - the Animal is definitely not a vehicle for shrinking violets. However, the 17in alloy wheels could do with being scaled-up (or at least fitted-out with chunkier tyres) as they look tiny in the pictures. An effect, exaggerated by the oversized wheel-arches.

But hey, looks aren't everything and once inside the roomy five-seater double cabin things improve considerably. As well as the acres of black leather complete with funky blue trim, the overall interior is finished to a much higher stan-



Leather 'n' chrome...

WORDS: MEL FALCONER; PICS: SI MELBER

dard than many of its pick-up rivals and is bursting with welcome features such as climate control, CD/MP3 player (standard across the range), satnav plus leccy windows all round.

One thing I particularly liked was how easy it was to operate the full colour touch screen whilst driving, with the options divided into logical sections like audio, trip, maintenance

CARRY ON!

It's not the biggest bed in the pick-up world but with the tailgate down it'll swallow a couple of dirtbikes whole...

Animal Magic?



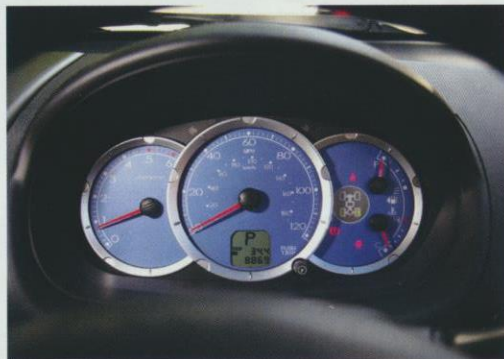
and so on. The ergonomic dashboard had chunky controls and easy to read dials only spoiled by the predictable chrome detailing.

Other neat touches included the optional electric rear window and the family friendly front passenger airbag deactivation system which allows rear-facing child seats to be used in the front.

But my two favourite gizmos have to be the incredibly handy speed-camera detector (it beeps and gets louder as you approach a camera and doesn't stop until you've slowed down to the correct speed), and the fully automated rear cab DVD player, perfect for keeping the kids entertained with the latest Disney/Pixar release.

Out back the cargo bed on our truck was carpeted... Not exactly practical for transporting dirty bikes around, plus the optional roller-shutter cover eked into vital load space. But it would still comfortably accommodate a couple of dirtbikes (or a jetski) with the tailgate down, and there's room to fit a toolbox and jerrycans too - though you'd have to stash your riding kit inside the cab if you don't want it swiped every time you stop for fuel.

So, on the features, comfort and roominess front pretty much all the boxes were ticked for me, but what's it like to drive? Well, Mitsubishi's all-new 2.5L common-rail direct injection diesel lump simply doesn't do rapid acceleration and the optional automatic four-speed transmission (a first for the L200) does nothing to help, taking a while to respond after you've planted your

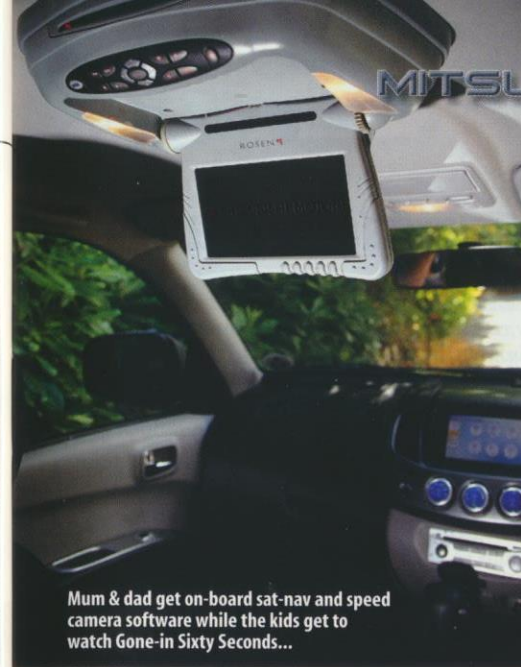


right foot. And even though power has been increased on the new L200 to 134bhp for the entry level model - up 17.5 percent on the previous version (and our Animal model sported the top-spec 165bhp engine) - I've got to say that it didn't feel particularly lively.

The rival Nissan Navara manages to extract 172bhp from its 2.5L turbo diesel powerplant and even that feels a bit sluggish, so the Mitzi isn't about to set any speed records.

That said it'll cruise along comfortably above the speed limit and motorway driving is almost as relaxed an experience as you get with most family cars. For despite a firmness to the suspension (without a load on board) the new double front wishbone suspension and rack-and-pinion steering set-up gives the new L200 a remarkably civilised ride. Plus I found the turning circle's

MITSUBISHI L200 ANIMAL



Mum & dad get on-board sat-nav and speed camera software while the kids get to watch Gone-in Sixty Seconds...



but we were working it fairly hard.

Another point worth mentioning is that the L200's one-ton payload currently qualifies it as a commercial vehicle - offering serious company car tax savings. Which makes it a lot cheaper in terms of tax than the equivalent-sized SUV.

But is this latest in lifestyle-friendly pickups an improvement over the outgoing model? Again the TBM crew were split in opinion, with the Ed coming down on the side of the old L200, feeling that the new offering has lost a little of its predecessor's no-nonsense, utilitarian appeal.

But both Dep Ed James and myself felt the voluptuous styling, improved creature-comforts and excellent off-road capability of the new L200 were a step-up on the old one. And having driven and lived with it more than anyone else in the office, I reckon Mitsubishi have got it just about right. Well apart from the sluggish engine perhaps.

With a price tag that stretches from £16,000 right up to the £23,576 Animal version tested here, there should be a model to suit most family budgets (for this kind of vehicle).

And while the latest L200 isn't quite the 'Wish You Were Here' epic we were hoping for, it's definitely not just Another Brick in the Wall... **Mel**

MITSUBISHI L200

2.5 DI-D 4WD Animal Double Cab Automatic

Price:	£16,126 - 23,576 (Animal) OTR
Engine:	In-line four-cylinder diesel DOHC common-rail injection with intercooler
Displacement:	2477cc
Transmission:	Automatic four-speed with overdrive, plus Super Select 4WD with traction control
Front susp:	Independent-wishbone, coil springs
Rear susp:	Rigid, elliptic leaf springs
Brakes:	Power assisted -16in ventilated front discs, 11.6in rear drums
Width:	1800mm
Length:	5000mm
Height:	1800mm
Cargo height:	850mm
Fuel capacity:	75L (16.5 gallons)
Weight:	2920 kg (gross)
Payload:	1045 kg
Colours:	Silver, grey, red, black
Contact:	Mitsubishi UK: 0845 3302002



PACIFIC RIM

Excel rims from Japanese company Takasago are widely considered the benchmark for super-tough wheels. They're not only used as Original Equipment on bikes such as Huskies, KTMs and TMs but they also feature on most factory race machines. And now Takasago have gone one better, producing an even stronger rim - the Excel A60.

Yep, the A60 is unbelievably tough. In fact, it's so tough that they're actually difficult for Takasago to produce. But the results are definitely worth it as, being 15 percent stronger than the already robust regular Excels, the new rims should shrug off an amazing amount of abuse!

As well as being super-strong they're also super-sexy, what with the black anodising, sleek silver pinstripe and new, more rounded profile. The rear rim was previously only available as a 19in MX part, though 18in hoops should be in stock at importers Talon Engineering within the month, at a price of £155. The 21in front costs £140. To order phone Talon Engineering on 01935 471508 or take a look at talon-eng.co.uk.



SLIP INTO A COMA

Want to look like a Dakar hero without actually setting tyres on Saharan sand? Well you could always start with one of these Marc Coma replica helmets from Italian company Vemar.

Based around their VRX5 tri-composite shell, the Repsol liveried lid comes in sizes XS-XL, and features a removable lining, roost guard, plenty of venting and an adjustable peak. Weighing 1357g (though they claim a far lighter 1200g), it fastens with a D-ring chinstrap and the gold ACU sticker means it's race-ready.

At a penny under £140 it's certainly inexpensive for a well finished racer-replica, and if you don't like the graphics of the Spanish oil company then there's a range of other paintjobs to choose from. We'll be testing one out for ourselves, so we'll let you know if some of Coma's talent rubs off...

For stockists click thekeycollection.co.uk or phone 0800 369 537.

BRUSH JOB

Acerbis Rally 'guards are one of the most popular handguards on the market, and now the Italian company have developed an economy version - the Rally Brush II. And despite their low sticker price - just £29.95 - they look more than up to the job of protecting your hands and levers.

There isn't a reinforcing backbone, which makes them feel quite light, yet the plastic still seems good and strong, and they come with particularly rigid protection for both clutch and brake master cylinders. Included in the price is a fitting kit to suit regular-sized bars, though you'll have to pay a little extra if you want to mount them on taper bars.

Available in black, blue, green, red, white or yellow, you can pick up a pair from your local Acerbis dealer. For more info give Bert Harkins racing a call on 01582 491076 or visit their website bertharkinsracing.com.



BOXER BOOTS

In 2004 BMW launched their GS1 dirtbike boots, and now they've refined the originals with a new model, the GS2. The most obvious change is the colourscheme (where once there was yellow now there's blue), and there are some other notable mods. First off, the toes have lost some of their plastic covering, instead being replaced with leather, and other areas of armour have been reshaped. The soft 'n' grippy soles remain, as do the BMW-etched ally buckles which click reassuringly into place. And the quick-drying lining has got to be a bonus in the UK.

However, we can't help thinking that these boots are over-engineered and needlessly fussy. The draw-cord inner tongue makes them that bit more fiddly to get on, and is just one of seven individual closings including two pieces of velcro and four buckles!

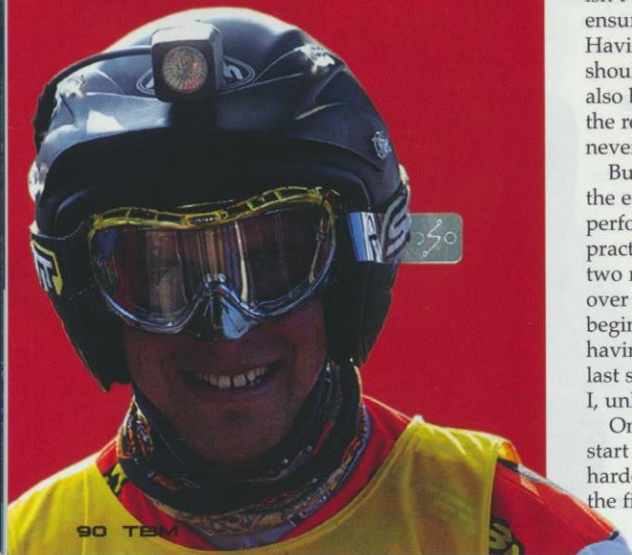
Of course, as with most BMW kit they're built to last and once on they do feel very comfy. The BMW branding means that they'll hold limited appeal for non-Beemer riders, but if you do head off-road aboard your GS you can do a whole lot worse than shell out £200 for a pair of these high quality boots. The GS2s are available now from BMW dealers - log onto worldofbmw.co.uk for your local stockist.



KNIGHT

This month, Knighter gets down and dirty... in his garden!

SPEED



This month I have mostly been... gardening. As weird as that might sound ahead of what is the most important race of the season for me - the GP of Slovakia where I can claim my second Enduro 3 world championship title - it feels like I've spent more time with garden tools in my hands than I have with my KTM's during the past four weeks.

While knowing that the E3 title is all but in the bag (fingers crossed), being out front in the championship and in a position to win hasn't worried me in the same way I know it bothers other riders. I have never suffered with nerves or felt pressure and I certainly haven't lost any sleep since returning from the States.

So although I've not really been doing a lot of riding lately, sorting out six months worth of neglect in my garden has certainly kept me fit. Compared to a day's gardening, competing in the WEC is easy.

But actually there is one serious reason why I haven't been doing too much on my bikes recently - because I have been trying to rest a

'Now that the season is almost over I'm starting to get people saying that it's been too easy for me, that I haven't really had any competition...'

hernia. I've had it for a while and although it isn't too serious I have to keep an eye on it to ensure that it doesn't become a real problem. Having been to a few specialists and told that I should be fine until the end of the season I have also been told that I have an irregular fifth rib, the result of a crash a few years ago that has never healed properly.

But, seeing as I didn't ride that much before the events in Canada and the US and still performed well, I don't see that a little less practicing will affect things prior to the final two rounds of the series either. I have learnt over the years that it is the work you do at the beginning of the season that is important and having never really stopped at the end of last season, to take it easy now is something I, unlike some of my rivals, can afford to do.

One of the reasons I worked so hard at the start was because of people telling me that it is harder to defend a title than it is to win one in the first place. Having never defended a title

before I didn't know how hard it would be, so I made sure I was as well prepared as I possibly could be.

But now that the season is almost over and having won every day so far, I'm starting to get people saying that it's been too easy for me, that I haven't really had any proper competition. I guess they have a point. But *I have* put in the work.

And I'd rather be 'too quick' as some see it, than not quick enough. If you're not fast enough the pressure is on to get faster, which late in the season often means riding over the limit. And the fact that I'm able to ease off a bit now is a much better position to be in.

Looking back over the first six rounds of this year's world championship I think winning at the opening round in Sweden was a hugely important moment for me. My team-mate, Marko Tarkkala, was always going to be my closest championship rival and beating him, in conditions many thought he would

win in, really messed with his head.

Since then he hasn't been a threat and now has a real battle on his hands to finish as runner-up in the E3 class. Winning also gave me a huge mental boost. I knew that I was fast last year but during the long winter months doubts started to creep into my mind with regards to me being fast enough to win again. Stupid I guess, but that's what being away from competition does to you. After Sweden I knew I could win again and things have gone perfectly ever since. In fact I wouldn't change anything about this season even if I could.

While Sweden was the most important race of the year, Italy was definitely the most physical. I wouldn't want a complete series of races like that one, but having one really tough race was good for the championship.



Knighter's been doing a spot of gardening. Here he tends to his rockery..!

And although it was mid-way through the season it was clear to see which riders weren't as fit and strong as they could be, or need to be if they are to seriously challenge for a world title.

The most enjoyable race was Canada, for many reasons. The event was new, it was held in a place no one had been to before, had a great course and tests, and I had an awesome battle with Samuli Aro on day one. Y'see, with the riders in the E3 class offering relatively little competition all season I have been comparing myself against the riders in the E2 class, and enjoying the best of both the E2 and E3 class worlds.

I just hope that competing in the US in 2007 proves to be as much fun. And hopefully by the time you read this I will have another world championship title to my name...

AMAZON



KTM factory rally-racer Cyril Despres describes his dream ride in Brazil...

RACING

Just before my first Dakar in 2000, I was working as a mechanic in Paris bike shop Challenge 75 when Brazilian rider Jean Azevedo came in to pick up his rally bike. At that point in my career I'd never even set foot in Africa so it seemed a pretty exotic place to be heading. But Brazil? That was something else. Carnival, caipirinha, girls in small bikinis, it was a whole different world! Since that time I've obviously done a fair bit of travelling, though until recently never visited Brazil, and the dream of going to race there never went away.

Despite now being a factory rider, getting to the start line of the 14th Rally Dos Sertoes, to give the Brazilian race its official title, and entering my first Dakar had some bizarre parallels. To raise the money for our first Dakar, myself and my long-time riding companion Michel Gau bought thousands of bottles of wine, stuck our own labels on them and sold them in gift packs of three. I remember we filled a whole squash court three deep with them and I wondered if we'd ever be able to sell them all!

Following that first Dakar I was lucky enough to get factory rides, first with BMW and soon after that with KTM, and have never had to worry about raising money to race since - 'til now. Because strangely neither my team's sponsors nor KTM seemed to share my enthusiasm for entering the Rally Dos Sertoes. Apparently it was too far away, not media-friendly enough, at the wrong time of year, clashed with tests... the reasons were endless and no doubt entirely valid. Eventually though, after I'd applied a not inconsiderable amount of pressure, Hans Trunkenpolz and Kurt Nicoll at KTM graciously caved in and agreed to send the bike and my faithful factory mechanic Roland 'The Bavarian' Bruckner over to Brazil. But for everything else it was down to me to raise the money. I was a privateer again.

I (very) briefly considered the tried-and-tested 'wine bottle' route before getting on the phone to my long-time personal sponsors Maisons France Confort (one of France's leading construction companies). And they hesitated just a couple of nano-seconds before giving me the thumbs up. I wasn't asking for much, just enough to cover my costs and those



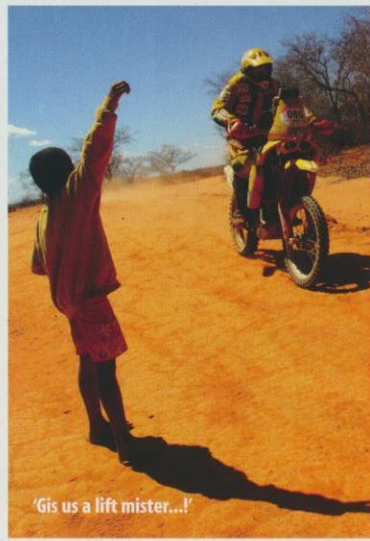
AMAZON RACING!

Red Devil: Rally-kitted CRF was flying in the hands of one of the top riders...

of Roland and a 'go-for', turned cameraman, turned press officer. As everybody else was on holiday I eventually had to settle for a certain Rosbif called Chris Evans - you may have heard of him as I think he occasionally contributes to this very magazine. So that was a Frenchman, a German and an Englishman in Brazil. It was starting to sound like a very bad joke!

Brazil Nuts

Although I'd managed to keep things to a bare minimum we still needed a bit of assistance moving everything around once we were in South America, and for this I turned to none other than my inspiration for the trip, Jean Azevedo. As well as being a regular top ten Dakar finisher, Jean had won the Rally dos Sertoes no less than five times, so I reckoned he'd know his way around. And like the true gent he is, he immediately agreed to lend a hand. Which is how 12 hours after leaving



'Gis us a lift mister...!'

Paris Charles de Gaulle airport on a baking hot August day we arrived bleary-eyed in a chilly Sao Paulo and piled all our stuff into a huge Dodge Ram pick-up before heading off to the Azevedo family's hometown of San Jose.

As I was going to be riding KTM's new prototype rally bike, which is still very much in its development stage, we decided it would be a good idea to arrive early and spend a couple of days testing. So having picked up the bike from the Brazilian importers and checked into a hotel, Jean took us to his local test track - a 4km loop just outside town where they were making ready for a new housing development. It wasn't the most scenic spot, and you had to watch out for the dumper trucks, but it was ideal for the purpose in hand - to test some different rear shocks, tweak the front forks and see how the arm that I had broken just six weeks before, was holding up.

The next two days were spent dodging the diggers, applying race stickers and trying to find a physio for my arm, with the odd visit to some fantastic churrasceria (barbecue restaurants) just to break up the monotony you understand...

With everything finally how I wanted it we took the Sunday off, and a Brazilian privateer nicknamed Bernardo Fatigue, on account of him always being completely knocked

ered, drove us to a place called Paraty on the coast between Sao Paulo and Rio de Janeiro.

Now racers are a strange breed and sadly I'm no exception. I should have been flattered that Bernardo had gone to so much trouble to organise our day out and excited at the prospect

P
1

p1autotech.com

bajadesigns

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



SCOTT'S PERFORMANCE

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



ICO Racing — full range of trip computers and speedos



IMS Products — large fuel tanks, foot pegs and levers



28975

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

free... laid up fire & theft insurance*

with bikers home insurance from mce.

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

0870 420 75 20

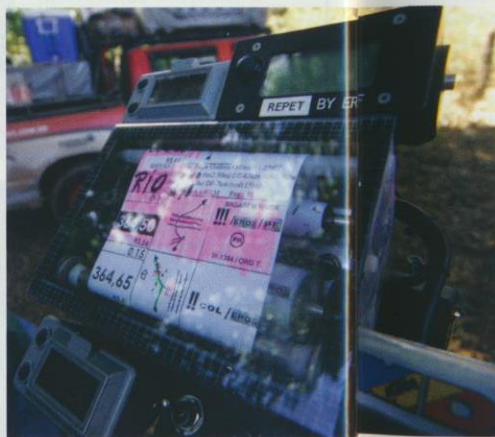
Call us now to find out more about the benefits of **bikers home insurance**

*Cover subject to status.

AMAZON RACIN'



Like the drinks in Brazil, the Rally Dos Sertoos is far from watered down...



of visiting this little-known beauty spot. Instead I was worrying about my arm. Prior to leaving for Brazil I had spent two weeks in a special rehabilitation centre in Perpignan and as I left my doctor's parting words were, 'get as much rest as you can, that will give your arm a chance to heal'. During our two days testing I'd only ridden 100km and now my arm was hurting like hell. The last thing I wanted to do was spend three hours in a car and another six on a boat!

When we finally got to the marina my mood lifted a little - it was indeed a beautiful spot. And once we got out among the thousands of tiny islands I forgot about my arm all together. Around midday we dropped anchor in a little bay, swam to the beach and a couple of boys rowed out to sell us the most delicious oysters

I have ever eaten. Then it was off to another tiny island where we had lunch with the affluent boat-owning locals before heading back to town, where Roland set a new world record for caipirinha consumption while we watched the Laguna Seca MotoGP leaning through the window of somebody's house! To round off a perfect day Monsieur Fatigue organised us a helicopter back to San Jose where we celebrated with a visit to the local nightclub.

Amazon Grace

On Monday morning the Azevedo family picked us up at our hotel and we wheeled Roland and his hangover off to the airport to catch a flight to Gioania and the start of the rally. Upon arrival we checked into our hotel and raced down to

check out the prologue and meet the organisers.

Now South America and perfect organisation aren't usually words you hear in the same sentence, but arriving on-site we were literally gob-smacked by the scale of the event. Huge marquees and spectator stands had been set up, an enormous sound stage had been erected for a concert by Brazil's most popular band (whose name escapes me) and scrutineering passed by with the kind of efficiency and good humour that I have never experienced before. To say I was impressed would be an understatement.

Two days later it was prologue time and in the confusion (the music and the tannoy were so loud you could hardly hear yourself think) I nearly missed my start. Unsettled by this, I raced off only to crash a couple of corners into the MX-style course. Normally that wouldn't have been too much of a problem, except my arm was so weak I couldn't pick the bike up! Most of the other competitors, Jean Azevedo included, were racing rally-kitted enduro bikes so I was never expecting to do too well on the prologue, but I hadn't anticipated finishing back in 11th place.

The next day I was up at 3.00am - a shock to the system after all our rest and recreation - for a long liaison of 353km followed by two short specials of 105 and 118km. The day before we'd discovered that we could load our bikes

onto trucks for the first liaison, but in the end it didn't turn out to be such a good idea as Jean's assistance crew decided to take a shortcut which turned into a bit of a nightmare. A bridge had collapsed on their chosen route, forcing us to turn back and we only just made it to the start of the special in time. The panic didn't end there though, as overnight, and unbeknown to me, I had moved up the rankings from 11th to seventh and nearly missed the start again! The distractions continued on the first special when the engine oil warning light came on. I lost precious minutes checking to see what the problem was only to find that it was a false alarm caused by water getting into the wiring harness after an almost waist-high river crossing! Fortunately the second special went much more smoothly and I finished third, just behind a very rapid Brazilian called Tiago Fantozzi and Jean. Fellow KTM factory rider Carlo De Gavardo didn't have such a good day as he fell at the deep river crossing and drowned his engine. In such instances the Rally dos Sertoos rules allow you to restart the next day (an excellent thing for privateers) but despite all my powers of persuasion Carlo was so despondent he decided to head home to Chile.

The second stage was another short one - 255km from Minacu to Palmas - and after an excellent night's sleep I was ready to attack. Unfortunately once again things didn't go quite according to plan. I caught Jean after just 40km but then spent another 80km following in his dust unable to overtake. Then my gear lever worked loose and I had a small crash, finally finishing fourth behind Fantozzi, Jean and fellow Frenchman David Casteu, a little over six minutes down overall.

Rumble in the Jungle

Even before the start of the rally I knew, just by looking at the description of stage three, that it was the one where I really needed to attack. And by happy coincidence that morning I was feeling on top form. For the first time my arm was strong enough to ride without any strapping and straight away I felt good on the bike.

And my good feeling was more than matched by the quality of the route laid out for us. It was like a 'real' Dakar stage, eight-and-a-half hours on the bike, over sandy pistes with hardly any dust. I managed to get to the front for the last 250km or so and from then on I just kept pushing. It was hard work, but I knew if I was suffering so were the others and that made me even more determined to maintain the pressure. In the end I managed to pull back 12 minutes on Fantozzi, 15 on Casteu and well over 20 min-



Factory KTM rider Carlo De Gavardo took an early bath and ruled himself out of the Rallye...

AMAZON RACING

finding a great Brazilian physiotherapist hiding out in one of the big local teams. Without his attentions it would have been certainly much tougher.

In the end, with six minutes and 27 seconds of penalties (for breaking the 160kph speed limit), I finished ten minutes ahead of David Casteu with Jean a further twelve minutes back in third. Tiago Fantozzi crashed out on stage five, which was a real shame as he would otherwise have given me a run for my money.

In terms of the size of entry and number of days (not to mention distance covered) the Rally dos Sertoes is now second only to the Dakar and deserves to gain far greater prestige than it currently enjoys.

It's also a perfect rally for privateers. The organisation was virtually faultless, the atmosphere

fantastic, the scenery stunning and the people extraordinarily friendly. There is only one really long day, it's very cheap to enter and assistance is easy to arrange.

Normally when you finish a rally you think of only one thing - going home. But at the finish line in the beautiful seaside town of Porto Seguro I was already planning how I would come back the next year.

It really was everything I'd dreamt of...

Many thanks to KTM, Maisons France Confort, Motors TV and the organisers of the Rally dos Sertoes. For more information on the event check out dunas.com.br

Rally-prepared Mitsubishi L200s made up the bulk of the car entry...



utes on Jean. Rallye-raid is a very mental sport, and all I had to do now was control the rally from the front and let the others make the mistakes.

Pleased as I was with my riding that day, I was even more enchanted by the place it took us to. Being a marathon stage, only the competitors were there at the bivouac and there

was a magical atmosphere. We were really out in the middle of nowhere, in a tiny village in the north east of Brazil. Upon arrival I found a couple of large Brazilian ladies to give me a hand washing my clothes and then I sat down in the village bar, drank out of a coconut with a straw, and worked on my road book. It's on evenings like that I realise why I love this sport so much.

Daydream Believer

With the big marathon stage out the way and just short 250 and 200km stages left to run the rest of the rally went by pretty painlessly. I had a few minor mechanical problems with the bike - a sticking clutch and a reluctant starter motor - but considering how 'young' it is the bike performed amazingly well. I also lucked out by

31173

TYRES for ENDURO • TRAIL • TRIAL • ROAD

PIRELLI BRIDGESTONE DUNLOP MICHELIN

SPECIAL OFFERS

All sizes & brands available.

Michelin mousse & heavy duty tubes stocked.

Phone for advice & competitive prices.

Michelin Comp III & IV front & rear* **£100**

*F.I.M. approved

Two rear & one front Michelin AC10 (Road Legal) **£125**

BRIDGESTONE ED668-663 FIM & road legal Front & Rear **£89**

WATLING TYRES

Countrywide Mail Order Service
01474 321455
www.watlingtyres.co.uk
enquiries@watlingtyres.co.uk

31176

SUMMER SALE MICHELIN

REAR S12 MX 140/80/18 £45.50 REAR AC10 MX R/L 110/100/18 £40.00
 REAR S12 MX 130/80/18 £44.50 REAR AC10 MX R/L 100/100/18 £40.00
 REAR S12 MX 130/70/19 £44.50 FRONT AC10 MX R/L 80/100/21 £32.00
 FRONT S12 MX 90/90/21 £35.50 REAR TRIALS T/L 400/18 £65.00
 FRONT TRIALS 275/21 £36.50
 REAR COMP3 ENDURO 140/80/18 £54.00 REAR T63 TRAIL 130/80/18 £55.50
 FRONT COMP4 ENDURO 90/90/21 £44.50 FRONT T63 TRAIL 90/90/21 £48.00

ALL MAJOR CREDIT CARDS ACCEPTED • FREE UK MAINLAND DELIVERY

GAS GAS

Harpur Hill Business Park, Harpur Hill, Buxton, Derbyshire, SK17 9JL United Kingdom
mail@gasgas.com • Tel: (44) 01298 766813 • Fax: (44) 01298 766816

31151

YOU'RE NICKED!

LEGAL LIGHTING KITS FOR
 CRF 250-450
 CR 250-500
 YZF 250-400-426-450
 YZ 125-250
 RMZ 250-450
 RM 250
 KXF 250
 KX 250-500
 KTM SX 450-525 SX-F 250
 HUSKY TC 570-610

ENDURO BIKES
 DRZ 400
 KLX 200-220-250-300
 XR 650
 CRF 250X/450X
 WRX 250-426-450
 RING FOR FLASHER KITS/SPEAKERS

CALL NOW FOR LEGAL LIGHTS OR GO DIRECTLY TO JAIL!

PRO RACING

Tel: 01788 510300

31071

TRELLEBORG

Our range of tread patterns offer the best in traction and the quality Trelleborg carcass construction means the highest possible resistance to both impact and penetration punctures. Careful matching of compounds to patterns produce extreme performance and extended tyre life.

<p>T-946 SuperMaster Rear Tyre 18" & 19" Sand: ●●●●● Gravel: ●●●●● Mud: ●●●●● Grass: ●●●●● Stones: ●●●●●</p>	<p>T-913 SuperEnduro Rear Tyre 18" & 19" Sand: ●●●●● Gravel: ●●●●● Mud: ●●●●● Grass: ●●●●● Stones: ●●●●●</p>
<p>T-644 Army Special Front/Rear Tyre 17" 18" & 21" Sand: ●●●●● Gravel: ●●●●● Mud: ●●●●● Grass: ●●●●● Stones: ●●●●●</p>	<p>T-914 MaxiGrip Front Tyre 21" Sand: ●●●●● Gravel: ●●●●● Mud: ●●●●● Grass: ●●●●● Stones: ●●●●●</p>

*SuperMaster & MaxiGrip available in either Light or Heavy Duty Construction.
 **Super Enduro & Army Special both E marked and fully road legal.

www.trelleborgtyres.co.uk

Available from: **TRELLESPORT**
 Tel: 01865 390481 Mob: 07710 662296

31074

RIPPING MOTOS

We're dirt cheap for **GAS GAS**

07 GasGas now in stock

Call now on 01392 824784 and save up to £500 on RRP

07 EC 250/300	£4195
07 EC 200	£3995
07 EC 200 Hobby	£3395
07 EC 125	£3895
06 EC 250, new	£3549
06 EC 300, new	£3749
07 TXT 300 Adam Raga Replica	£3595
07 TXT 250/280/300	£3459
07 TXT 200	£3195
07 TXT 125	£3125
05 TXT 125, brand new	£2595

All bikes listed are UK spec and have full European homologation and type approval on EC models. Prices include VAT, PDI and 6 month factory warranty

Great deals on tyres, spares, race kit and casual wear

We also stock used MX and Enduro bikes • PX available

www.rippingmotos.co.uk

'06 MOTUL BRITISH ENDURO CHAMPIONSHIP

**ROUND 3:
TYWI ENDURO
29-30 JULY**

After a three-month break the 2006 British Enduro Championship returned to action at the end of August with the series' second new event of the year - the Tywi Enduro.

Organised by the Dyfed Dirt Bike Club (with help from the Aberystwyth MCC), the Tywi Enduro saw a return to forestry not used in BEC competition for some years and, thanks to a 65-mile lap, the event proved to be a welcome addition to the BEC series.

Using the small village of Pontrhydfendigaid as the base for the event, the surrounding Cambrian Mountains

provided both a spectacular backdrop and mile after mile of challenging Welsh forest going. And while the event was new to the BEC, the rider that topped the Championship class on both days certainly wasn't...

Going Places

Manxman David Knight, having won the Canadian and US rounds of the World Enduro Championship just weeks earlier, again showed his dominance despite getting beaten by Scott Euan McConnell on the second test on day one. Winning five of the six special tests on day one, Knighter placed 25 seconds ahead of his nearest rival to top the overall championship class results as well as

DYFED TYWI 2 DAY ENDURO

MOTO-X TEST →

X-COUNTRY TEST →

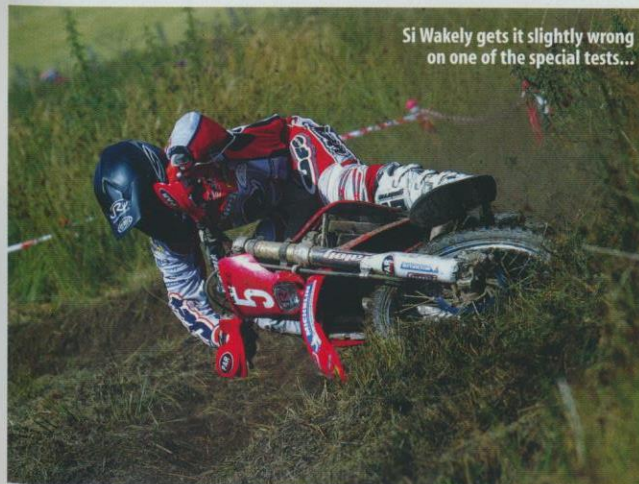
SPECTATORS →

SERVICE 1, 2 & 3 →

www.ddbc.org.uk



Tom Sagar battled hard in the E2 class...



Si Wakely gets it slightly wrong on one of the special tests...

PADDOCK POINTERS

✓ CH Racing Husqvarna rider Daryl Bolter took part in his first BEC event of '06 following an early season operation to fix a broken scaphoid in his left wrist. Competing in the E2 class Bolter placed in eighth and sixth overall.

✓ The Pontrhydfendigaid Pavilion was the best start/finish area used at a BEC event for many years, possibly ever. With its car park offering ample hard standing for camping competitors it housed the parc ferme and made for an extremely professional start area.

✓ Scott Euan McConnell became only the second rider this season to beat reigning British Enduro Champion Paul Edmondson when he placed ahead of the former world champion aboard his TM on day one.

☒ After topping the E2 class on day one, Scott Euan McConnell ran into troubles on day two and failed to finish. Hoping to repeat his day one E2 class victory his bike started to refuse to start, which eventually put him out of the event.

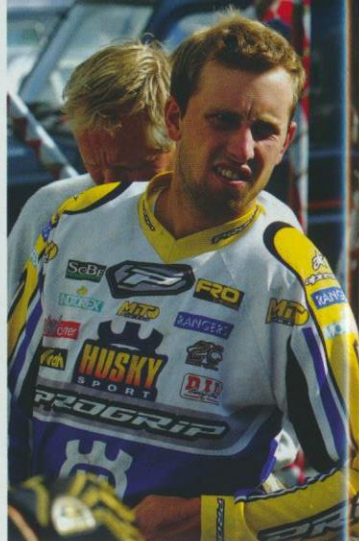
☒ Honda rider Paul Edmondson announced shortly after the Tywi that he wouldn't be competing in the British Trophy Team at the forthcoming ISDE in New Zealand. In his place Scotsman Richard Hay will now compete.

☒ During the closing stages of day two both clubman and championship riders were competing on the motocross test at the same time. Having put on a first class event the mix of riders from two classes competing at the same time was the only criticism most riders had of the new event.



**'06 MOTUL
BRITISH
ENDURO
CHAMPIONSHIP**

Right: 'What? This little scratch?' Check out the nasty looking scar from the surgery on Daryl's wrist...



dominating the E3 class.

With just ten championship class riders remaining on time the big surprise of day one was that Euan McConnell placed as runner-up in the overall results and at the top of the E2 class ahead of Paul Edmondson. Beating Eddy on four of the day's six tests, Euan placed his TM a slender two seconds ahead of the reigning British champion to claim his first E2

class win of the season.

Third place in the E2 class went to TM-mounted Aussie Jake Stapleton, some 28 seconds adrift of Edmondson. With Si Wakely next in the overall results and fourth in E2, Juan Knight - making a one-off outing in the series - placed in sixth overall, and second to his brother David in the E3 class.

Topping the E1 class was

Rob Jones aboard his 125cc Yamaha in ninth overall. With the wet Welsh conditions right up Rob's street they were anything but familiar to Dutch rider Mike Kock, who finished as the second best E1 class rider ahead of Richard Hay.

Place in the Sun

With one lap instead of two on the second day, clear skies resulted in Sunday's competi-

nothing less than a long lap 'proper' enduro.

Day two saw the championship class complete just one full lap and five tests, having completed six on day one. With check times eased, the winning was decided on the special tests and with the weather much kinder than it had been during the opening day most left the event having enjoyed themselves. As well as the 'long' lap the event featured two special tests - one motocross and one enduro. Both were situated less than a five-minute drive from the start, one was at the beginning of the lap and the other at the end.

With the motocross test being laid out on a true MX track the enduro test weaved its way across open fields. Together the course, special tests, superb start/finish area and organisational skills and commitment of the Dyfed Dirt Bike Club and the Aberystwyth MCC resulted in an event more than worthy of its BEC status.

YAMAHA **Husqvarna** **SUZUKI**
Ride the winds of change

GH MOTORCYCLES **GAVIN HOCKEY OFF ROAD**
ORDERS BEING TAKEN ON '07'S

WR450H 05...£4300*
WR250H 04...£4200*
06 WR RANGE NOW AVAILABLE

TE510 05...£4795*
TE450 05...£4695*
TE250 05...£4500*
***ON THE ROAD CHARGES INCLUDED**

06 TE RANGE NOW AVAILABLE **Delivery available**

CHECK OUT OUR WEBSITE FOR USED BIKE DOMANZA DEALS

Massive stock of genuine parts for mail order, next day delivery All major credit cards accepted

ACEBIS **U**SHIFT

Tel: 01206 791155/793605 • Fax: 01206 795263
www.ghmotorcycles.com

hydration packs . waistpacks
backpacks . tool rolls . fender packs

01829 741223

K

www.kriega.com
"...the undisputed Daddy of hydration."
April 06 TBM

ENVY, REDEFINED



FULL RANGE OF 07 KTM EXC, SX & SPORT MINI BIKES, AVAILABLE NOW

ONE11MX LTD
UNIT 4D STAG INDUSTRIAL ESTATE
ATLANTIC STREET ALTRINCHAM WAL4 5DW
0845 612 1112 **WWW.ONE11MX.COM**





'06 MOTUL BRITISH ENDURO CHAMPIONSHIP

Knighter was virtually untouchable at the Tywi, though Euan McConnell put up a good fight on day one...

tion being much drier despite occasional heavy showers. With only two riders dropping time on the second day the eased time schedule meant that class positions were decided on the special tests alone.

Much rougher than on the first day the enduro test in particular became heavily rutted in places, which seemed to suit Knighter just fine. Winning all of the five tests comfortably, David finished the day 47 seconds clear at the top of the overall championship class results to make it five wins from five starts in the series.

Returning to the top of the Enduro 2 class Paul Edmondson's job of placing as runner-up to Knighter in the overall results was made easier on day two, as day one E2 class winner Euan McConnell failed to finish due to mechanical gremlins.

Jake Stapleton rounded off the overall top three having shown, as he did on day one,

that he has now well and truly mastered typical British enduro conditions.

Behind Jake three more Enduro 2 class riders spent the second day battling for position, with just five seconds separating them at close of play. Young guns Si Wakely, Tom Sagar and Daryl Bolter pushed each other hard and finished in fourth, fifth and sixth overall respectively, with the Honda-mounted pair of Wakely and Sagar split by just one second while Bolter, somewhat frustratingly, placed a further four seconds behind.

The fastest E1 class rider on day two was Welshman Greg Evans. Having shown good speed on the event's special tests on day one but having lost two minutes, on day two the KTM-mounted rider finished 11 seconds ahead of Rob Jones to claim his first ever E1 class championship win, with Darren Wheeler finishing in third.

Juan Knight rounded off the overall top ten finishing as runner-up in the E3 class to his brother David just as he did on day one.

RESULTS - DAY 1
CHAMPIONSHIP CLASS (OVERALL)

1	DAVID KNIGHT	1530.48
2	EUAN MCCONNELL	1555.65
3	PAUL EDMONDSON	1557.42
4	JAKE STAPLETON	1585.41
5	SI WAKELY	1620.81
6	JUAN KNIGHT	1634.44
7	TOM SAGAR	1643.91
8	DARYL BOLTER	1689.63
9	RICHARD HAY	1695.89
10	ROWAN JONES	1729.61

RESULTS - DAY 2
CHAMPIONSHIP CLASS (OVERALL)

1	DAVID KNIGHT	1291.54
2	PAUL EDMONDSON	1344.62
3	JAKE STAPLETON	1373.95
4	SI WAKELY	1401.23
5	TOM SAGAR	1402.71
6	DARYL BOLTER	1406.05
7	GREG EVANS	1413.52
8	ROB JONES	1424.48
9	DARREN WHEELER	1431.53
10	JUAN KNIGHT	1434.56

ALLENS PERFORMANCE R & D

IMPORTER OF KEIHIN & MIKUNI CARBURETTORS AKTIVE REEDS

WHITE BROS Catalogue £11.75 inc vat
BIG BORE STAINLESS FRONT PIPES - SUPER TRAP EXHAUSTS
POWER UP KITS XR250, XR400, XR600,
XR650, DR350, KLX250 PLUS HUSABERG KLX650,
KTM CARBURETTORS FROM 22mm - 45mm
AIR FILTERS: WHITE BROS., K&N, RAM AIR

NOW AVAILABLE
YZ400 & XR400, WR400,
XR650 BIG BORE PIPES
& PRO-MEG SILENCERS

KTM 675cc BORE
KIT ALSO
WR/YZ445/435cc

DRZ400
Performance parts
now in stock

XR650 2001 Pistons,
Cams, Carbs Kit
Available

KTM, HUSQVARNA,
HUSABERG & XTZ
PERFORMANCE PARTS
BIG BORE KITS
HIGH LIFT BILLET CAMS,
TITANIUM COLLETS,
SPRING KITS, CARILLO RODS,
CRANK PINS & PISTONS
MOTION-PRO M/X TOOLS
email: sales@allensperformance.co.uk
website: www.allensperformance.co.uk
All prices exclude VAT

Tel 01949 836733 Fax 01949 836734 Unit B9, Moorbridge Road, Bingham, Notts. NG13 8GG

eurotekktm.com
THE NORTH'S No. 1 KTM DEALER



FULL RANGE OF KTM SPARES • KTM SOFT SEATS • FOX & ARAI HELMETS
MICHELIN & DUNLOP TYRES • KTM/MSR/FOX CLOTHING • MSR GORETEX CLOTHING
STAINLESS STEEL REMOVABLE OIL FILTERS - ALL MAKES

Eurotek KTM 01765 608209
16 Camphill Close, Dallamaires Lane Ripon, HG4 1QY info@eurotekktm.com



Bikes of Brighton

30 PRESTON ROAD (A23) BRIGHTON
01273 607635

ENDURO - MX - SUPERMOTO

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

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



2006
Bikes
available
now

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

GAS GAS

Beta Husqvarna

2007
bikes in
stock

BIKE TECH
HOTLINE 01225 765765

2007
bikes in
stock



Unbeatable opportunity to buy 06 stock

VAST CHOICE OF SECONDHAND BIKES/CLOTHING/ACCESSORIES

SPECIAL PERFORMANCE ITEMS

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

UK's Leading Gas Gas Enduro Specialists & Stockist

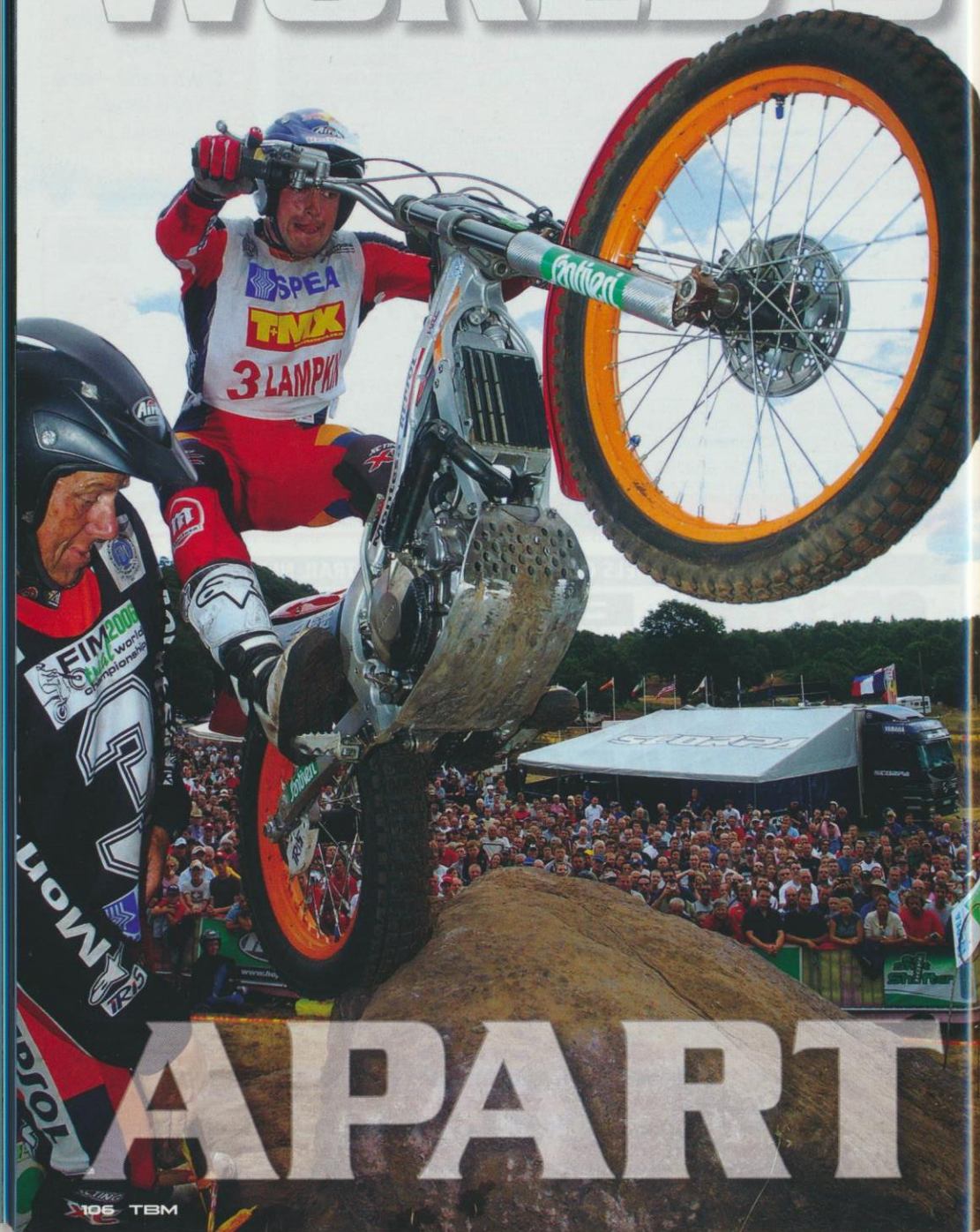
ALL UK MODELS - BEST PRICES INC. SPARES PACKAGE + FULL SPARES & WORKSHOP BACK UP. FULL WORKSHOP FACILITIES - SERVICE & REPAIRS FOR ALL BIKES



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

MAIL ORDER
AVAILABLE

WORLD'S



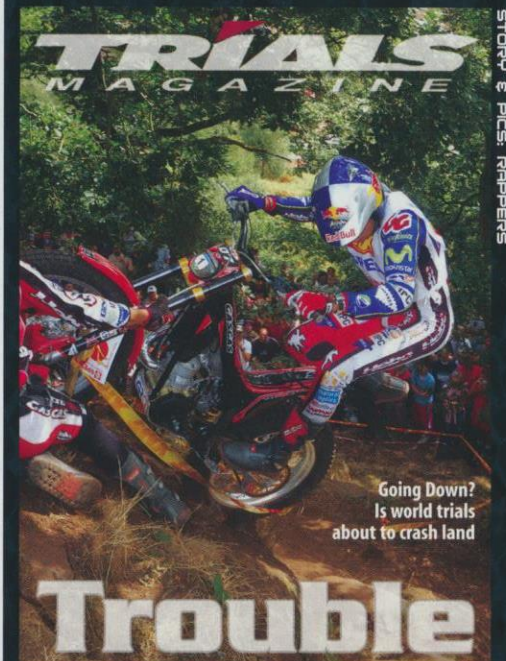
This summer Britain once again hosted an excellent round of the FIM World Trials Championship. But behind the scenes it's clear that all's not well at the top level of the sport. Mike Rapley reports...

Approximately 8000 spectators, lining the sections up to six-deep, were eager to witness Dougie Lampkin's 100th World Trials Championship round win when they converged on Hawkstone Park in Shropshire at the end of July, but they suffered disappointment as Britain's seven-time world champ failed to live up to expectations. But if Lampkin (who without doubt is entering the twilight of his world championship career) was unable to deliver, there were plenty of other Brits that could...

Because along with the FIM Trial World Championship, Britain was also hosting a round of the FIM Junior Trial World Cup (for riders 16 to 21yrs of age) along with a round of the FIM Youth Trial Cup (for riders 16 to 18yrs on 125s). And it was in these two classes that Michael Brown and Alexz Wigg respectively were looking to showcase their talents. And it was also these two classes which captured the crowd's imagination.

Each of Hawkstone's 15 magnificent sections enjoyed three different routes, the most difficult for the likes of Lampkin et al, the middle route for the Juniors and a marginally easier route for the Youths (who are on 125s remember). But easy is subjective and the Youth route was still pretty tough with some big steps, steep climbs and plenty of nasty rocks. In the small-bore class Alexz Wigg, riding for Gas Gas, who had already been crowned European Champion just a few weeks earlier, really rose to the occasion and wallowed in the support the home crowd gave him, posting an astonishing first lap score of just four marks lost which gave him a massive 11 mark lead going into the second lap.

A heavy rain shower just as he started his second lap cost him some early marks in sections



Trouble at the Top

Talk to any trials fan and they'll tell you that as spectacular as the world championship is - it's simply too elitist to have any bearing on the sport at grass roots level. Twelve riders in the class, only five potential winners, with very few youngsters looking genuinely capable of making the big step-up from the lower championships. And it begs the question 'where does the series go when the top five finish riding?'

Let's be honest, Dougie is now past his best, statistically Fujinami has probably two or three years left at the top, whilst Raga, Cabestany and Bou who are at - or approaching - their peak, don't collectively make up a championship.

Of the remainder who compete, just one or two look like they will make the grade, and whilst up-and-coming riders like Alexz Wigg appear to have the talent to make it all the way, there's simply not enough riders like him to keep the whole thing going long term.

To some extent the FIM and their designated organisers recognised this problem some years ago with the introduction of the European, Junior and Youth championships. But it's clear

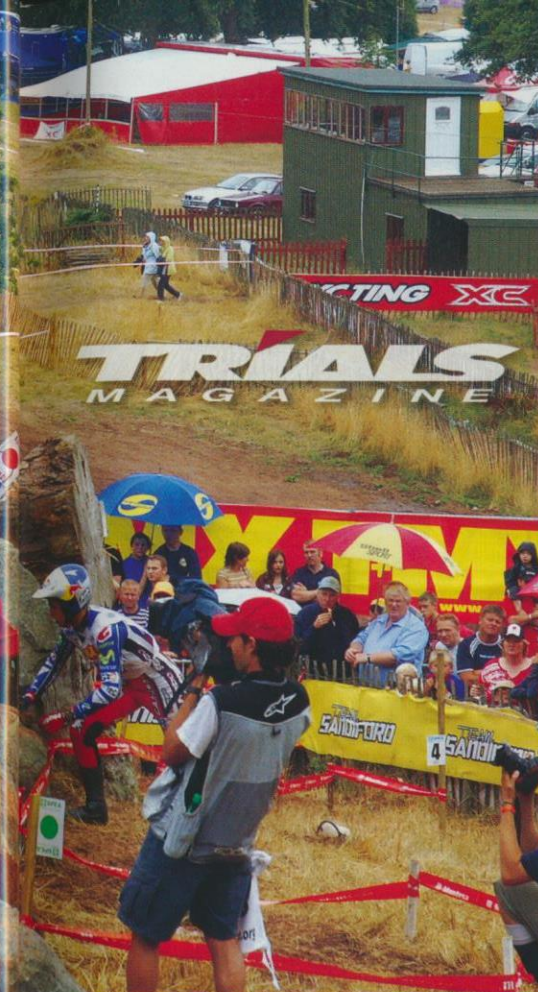
WORLD'S APART



he would probably otherwise have cleaned, but he kept his act together and though he dropped down to third best score on lap two, his first lap excellence ensured he finished with a healthy seven mark winning advantage from his UK compatriot Sam Haslam.

The Youth series is scored on a best 10 of 12 rounds and on corrected scores, Wigg led the championship by two points with two rounds to come. Father Julian, once a superb grass track racer, was overcome with emotion as Wigg cleaned the final section, but then merged into the background to let his son enjoy the adulation of the big crowd. A dad who has enjoyed success knows when to step back and let the winner take it all.

With Wigg home and dry, all eyes turned to The Mighty Atom - Michael Brown - who like Wigg, set the pace on the first lap as the fans urged and egged the young Brit through the



sections. Sixteen marks was his first lap score, matched by Spaniard Daniel Oliveras, but on lap two, Brown was best again as Oliveras dropped off the pace. With Brown winning by the same margin as Wigg enjoyed - seven marks, that puts him just two points adrift of the series leader in the championship, and with two rounds left, Brown was definitely the favourite to take overall victory.

So, after the Youth and Junior contenders had ridden the sections, it was the turn of the big boys. In reality, of the 12 riders taking part, only five stood any real chance of winning (such is their dominance); Lampkin of course, current world champ Adam Raga, 2004 Champ Takahisa Fujinami, world number four Albert Cabestany and relative newcomer to the scene, Frenchman Toni Bou.

Section three set the scene for the way things would turn out. A step up to a plateau to a steep

from spectating at Hawkstone that the problem is not going away, indeed, some say it's getting worse.

Once upon a time - and not so many years ago - any potential organiser with suitable land could put on a World round. But now, infrastructure by way of hard-standing, electricity, toilets, press facilities, sponsorship etc is the first consideration. The actual land for the trial is secondary, on the basis that if it's not there naturally, then it can be created artificially.

And that, to many people, is so far divorced from the sport of trials as most fans enjoy it that there is a tendency to react against it. Nobody is suggesting that the world championship should revert to how it was 20 years ago, but many are saying that hazards that can be attempted by a larger number of riders would prove beneficial.

At Hawkstone there was just one British rider in the main series who was not a regular world championship competitor. Michael Phillipson, an exceptionally talented national-grade rider gave it a go, but he was totally out of his depth. He knew he would be, but wanted to get a finish and earn some points. He achieved that, but his contemporaries who might have made up the numbers declined the chance, preferring instead to 'mind' for others, or spectate, or even stay away from the event altogether!

And talking of minders (those helpers that talk, guide and cajole their riders through every





WORLD'S
APART



earth and rock bank was ascended by most of the small entry, particularly the main contenders. But Lampkin 'fived' it in a big way, which seemed to put him on the back foot and the crowd sensed that the day was not going to be a repeat of the previous year. They were uncommonly quiet!

It quickly became apparent that Cabestany and Fujigas were the men on form, particularly Sherco's Cabestany who was the last to ride every section. He and the Montesa-mounted Fujigas were level-pegging come the final section of lap one when Cabestany was unaccountably fived for riding outside the imaginary line of two sections marker flags. It was an incredible decision by the controversial British observer, but one that he made numerous times throughout the trial. He alone considered his decision correct and by the end of the trial it was very much a case of the crowd against the observer.

But all credit to Cabestany, he queried the decision, looked at where the observer considered the error had been made, and moved on. The loss cost him the overall win - no doubt about that - and later in the day numerous people spoke with him and apologised for the incident. But it was too late, because despite a fantastic second lap, Fujigas managed to be just a fraction better, taking his third successive world round win by a mark from Raga, with Cabastany finishing third, a further mark adrift. That five, had been really costly.

And what of Dougie Lampkin? He finished fourth, some 15 marks behind the third placed rider, so was never really in the hunt despite an excellent second lap. That 100th win almost certainly will come, but it'll have to be in another country at another time, when there will be comparatively few British fans there to celebrate with him.

inch of the section) are the biggest problem of all. Each rider is supposed to be allowed one, who should not enter the boundaries of the section except for safety purposes. Yet virtually every rider had a gaggle of minders, running through the sections, assisting their chosen star to achieve success.

And they, together with dozens of factory personnel acting as score recorders, drinks carriers, mechanics and unspecified assistants, all riding the course, dodging the genuine spectators who have paid for the privilege of watching the event, brought a level of risk that would incur the wrath of the Health and Safety Inspectorate.

Undoubtedly change will come - it has to if the sport is to survive and retain its fan base. As a start there has to be more competitors capable of not just winning, but taking part. And if that means changing the rules to bring the level of section severity down, then so be it. Perhaps it has to be non-stop. Perhaps it has to be a change in tyre size or tread depth, or perhaps there is another solution. Whatever it is, trials can't carry on as it is. Certainly the ridiculous situation of there being so many un-necessary personnel on the course can be addressed straight away. One rider on a bike is enough. No other bikes or people on the course. Score recorders, mechanics and factory staff out for a jolly are *not* required. That would be a start. There are many more, but for every change that I suggest, another commentator could suggest two others.

So, is the world championship at a critical level? Probably not at the moment, but it could quickly go that way if sensible changes aren't made soon. To be totally fair to those involved with all aspects of the sport, they accept there is a problem, but one gets the feeling that everybody is in fear of proposing something unpopular and being castigated for it.

The FIM officials fear the power of the factories, whilst the factories fear that changes might be costly to introduce and contrary to their current thinking. Remember the 'four-stroke fiasco'? A few years ago it was decreed that all world championship trials events would be four-stroke only. Montesa (Honda) did the development and came up with a competitive machine, whilst the four-strokes from Sherco and Scorpa are not yet up to the job. Gas Gas and Beta effectively did nothing. So the proposed rule has been quietly dropped.

The future of world trials is up in the air at the moment and there's no doubt that unless the sport's governing body is prepared to make some difficult decisions, we may be witnessing the end of top level trials as we know it...

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...

Golding Barn Raceway

Where: Between Steyning and Henfield, W Sussex, SE England.

What's It Like: This famous motocross circuit, run by Graham Beamish, first held races back in the 1950s, and is now a successful practice track and race centre. Set in a natural chalk valley, the hard-pack clay-based track is well maintained and offers some cracking riding, with plenty of short straights, tabletops, off-camber corners and a variety of lines. There's plenty of safe overtaking opportunities and in some cases alternative ways around the hazards - the course is well marked out with rope.

Recently the layout has been altered to provide more of a challenge (plus a change for the regular riders), but is still no problem to hustle around,

although some lines are now tighter and the overall effect is perhaps not as fast and flowing as the previous configuration.

It can get quite greasy when wet, but during the summer months gets baked hard and can suffer from dust. The organisers regularly water the track. The jumps themselves are not too scary and can be rolled over without problem.

What It Isn't: An expert-only track. The Beamish brothers (Steve and Dan) actively encourage all standards of riders to come along and practice, regardless of skill or ability level.

It's also worth pointing out that enduro riders are made more than welcome and that the general atmosphere is not at all intimidating. In fact, if you want to try it out with a bunch of mates, you can hire the track any weekday (except Wednesdays) for £500. That's 20 riders at £25.

Extra Info: To combat the dust, sprinklers are in use during the summer but obviously due to the current water shortages the track has to rely mainly on rainfall filling two ponds. When there is insufficient water to keep dust down then the track remains closed.

All riders must sign-on before riding, and practice days are very popular - best to get there early to guarantee a ride.

Yamaha also run their Off-Road Experience days there twice a month throughout the year, plus one-to-one jump tuition is offered by MX expert rider Jimmy Harris (Graham Beamish's grandson) - see last issue's Jump feature for full SP.

Facilities: Good, with on-site separate mens/ladies toilets, plus café offering hot/cold drinks, bacon and egg sarnies, burgers and sweet snacks. The grassy paddock

area offers plenty of room for parking even the largest vans. But there's no shade.

Opening Times: Practice starts at 10am and finishes promptly at 4pm. Practice days are Wednesdays and Sundays (track conditions permitting).

Cost: Sundays: £30, Wednesdays: £25. Childrens' Track: £20 (all per rider). Private track hire available at £500 per day.

Directions: Take Jct 9 off the M25 and then the A24 (Dorking). Follow the A24 all the way down to the A283 (towards Steyning), and at the second roundabout turn left on the A2037 towards Upper Beeding. Golding Barn is on the right hand side, between Upper Beeding and Woods Mill.

Contact: Call the track hotline on 01903 816758 for up to date info / goldingbarnraceway.co.uk. Always call to check track conditions before leaving home to avoid disappointment.

The RL was a pretty little bike though sadly didn't perform as good as it looked...

NEW!

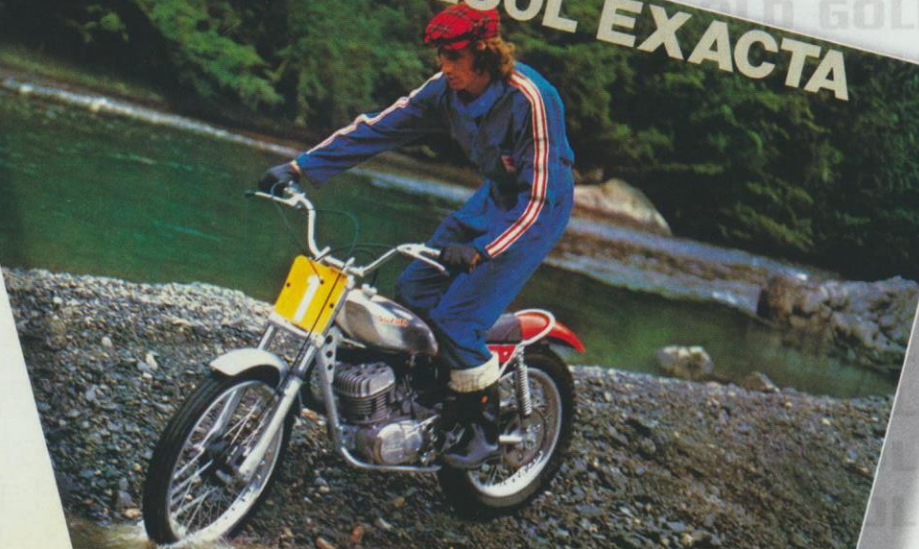
テクニックを生かせる 素直なトライアル・マシン



TRIAL SUZUKI トライアル **RL250**

SUZUKI RL-250L EXACTA

Gordon Farley signed for the Japanese manufacturer to help develop the new bike...



well as how easy you ride high above obstacles and rough terrain. Gear down to a crawl through the 5-speed constant mesh transmission. The torque is there even at the lowest rpm's. Couple that with the 5-way adjustable trials rear suspension and you and Exacta can tackle any terrain. And just to be sure you are there at the finish line. Exacta's dependability features include: chain oiler, chain tensioner, Electronic Ignition, front brake kick, and single leading sprocket.



Back in the early Seventies, Suzuki was looking to get in on the trials market. But in their haste to jump on the bandwagon, they rushed their product to market. In part one of the Suzuki RL story, Kevin Hulme details the conception and problems of the early Suzuki triallers...

Japanese motorcycle manufacturers Suzuki must've thought they had struck gold when they managed to get the reigning British Trials Champion Gordon Farley to sign on the dotted line to develop their new trials machine back in 1972. Officially Farley was still contracted to Montesa on whose bikes he'd secured the 1970 and 1971 British trials crowns despite tough competition from eleven-times winner, Bultaco-mounted Sammy Miller. Farley came with a good reputation having previously ridden both Triumph and Greeves works machinery and was well known for his machine development capabilities. After many secret trips to Suzuki headquarters in Japan, Farley's new machine was finally taking shape. To save on costs the prototype

SUZUKI RL-250L EXACTA



Length	80.1"
Width	33.5"
Height	44.5"
Wheel Base	53.0"
Ground Clearance	11.4"
Dry Weight	199 lbs
Engine Type	Two-stroke, air-cooled, single cylinder
Bore & Stroke	2.76" x 2.52"
Piston Displacement	246 cc
Compression Ratio	6.7:1

Horsepower	18 HP/6,000 rpm S.A.E. NET
Torque	15.6 ft-lb/4,500 rpm
Transmission	5-speed, constant mesh
Starter	Primary kick
Tires: Front	2.75-21, 4PR Trial universal
Tires: Rear	4.00-18, 4PR Trial universal
Fuel Tank Capacity	1.3 gals.
Suspension	Telescopic, oil-dampened, 7.1" travel

All prices and specifications subject to change without notice.



The RL-250L model is excluded from any Suzuki warranty.

U.S. Suzuki Motor Corporation, Santa Fe Springs, California 90670

Printed in Japan

Part No. 99404-30000

OLD GOLD

bike was based on the TS series of single cylinder two-stroke trail bikes which had been developed for the American market.

With Farley under contract until June 1973 he could not officially ride the new machine in an event until July. The trial he chose was a local centre event - the Horsham club's Ray Baldwin Trophy Trial. The debut was not entirely successful and Farley finished second, four marks behind local centre rider John Kendal on a Bultaco after an unfortunate trip over the bars resulted in an uncharacteristic 'five'.

Farley had been sent two of the prototype machines which still looked very much like development bikes with no side panels and an unfinished look. Despite almost identical appearances the two bikes were set up with differing power characteristics - one with a very torquey engine and the other designed to rev high. The machines featured primary kick-starting (they could be started in gear with the clutch engaged), a major plus point over the Spanish Bultaco, Montesa and Ossa bikes of the time. The bikes weighed in at 185lbs and featured a five-speed engine based on the 246cc Suzuki Savage trail bike with electronic ignition and oil-pump lubrication.

The prototype machines also sported a cable-operated rear brake and twin expansion chambers, one located under the seat with other running alongside

the rear wheel. The petrol tank, wheel rims and rear sprocket were all aluminium. The swinging-arm featured Suzuki's own five-way adjustable shock absorbers and a very neat chain oiler with the oil stored in the swing-arm - plus a spring-loaded chain tensioner. The air filter arrangement was very novel with a cassette-type filter which slid into its housing under the seat from one side. And the mudguards were made of very supple plastic and were claimed to be unbreakable. All these ideas were aimed at simplifying maintenance and improving reliability.

But despite their numerous clever features, the prototype machines initially enjoyed scant success in the British and European trials championships against the established Spanish brands, and it was rumoured that Farley was shortly to retire from the sport. These rumours did little to inspire confidence in the buying public. Fifty production machines finally entered the UK at the start of the 1974 trials season and were delivered to the Beamish organisation who handled Suzuki's off-road side of the business. Badged as Suzuki RL250 Exactas the machines looked the part with their orange and silver colour-schemes but it appeared that Suzuki had ignored all the development work Farley had been doing. Because although they had all the right credentials for trials riding - eleven inches of ground clearance, an easy to manage 199lbs in weight, and a nice light slim cradle frame manufactured from chrome moly tubing - Farley wanted the seat height lowering and the engine to pull from a lot lower down. Instead the bikes came with quite a tall seat height and a very high revving engine, and had a tendency to tuck under on full lock.

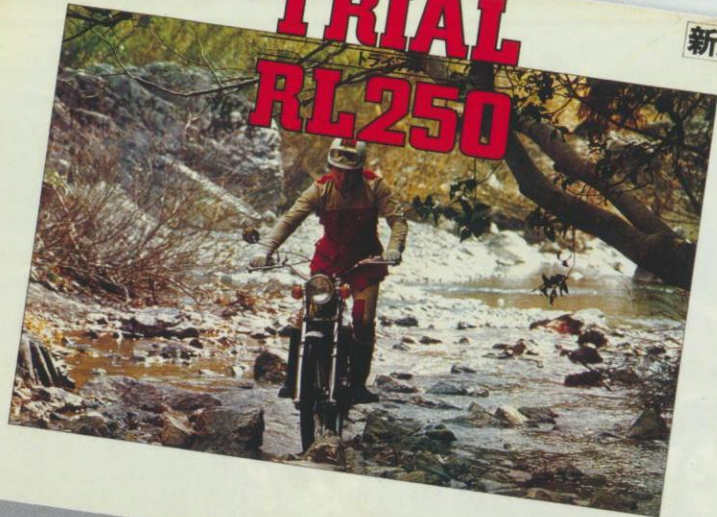
It had been predicted that there was about to be a trials explosion in the USA and like the other Japanese manufacturers, Suzuki fell into the trap of hurrying the bike to market, before it was really ready. But the market did not exist - the average American rider wanted something far more exciting, and as a result there was a worldwide glut of unsold RL250 models.

Despite its shortcomings, the Beamish organisation soon sold their first batch of 50 bikes but realising the limits of its performance and handling, Graham Beamish contacted local trials rider Brian Fowler to help him overcome the machine's shortfalls. The overall gearing was altered and the compression ratio lowered as well, with modifications made to the carb choke size. A heavier flywheel was fitted to help give the engine more torque and the separate oil lubrication system was dumped in favour of pre-mix.

All these modifications were designed to help the machines run smoother as Farley had originally wanted. Brian Fowler modified a batch of 50 machines for Graham Beamish which sold straight away and at this point Beamish put in an offer to buy all the unsold Suzuki trials machines. And so began another chapter of the RL story... (Next month: The Beamish Suzukis)

SUZUKI TRIAL RL250

新発売



The Japanese brochures depicted the RL on some particularly easy going. Instead of rock-steps and steep climbs, the Suzuki was shown in more of a trail environment...

What's the Story?



Doug Theobald

Take a look at the picture and you'll see that everybody in the photograph, with the exception of the spectator wearing the black helmet and, of course, the rider were distracted by a jet fighter flying overhead, something that has always been a feature of the Scottish Six Days Trial, as the Highlands provide a superb training area for RAF pilots.

Who the attentive spectator is we don't know, but the rider is Doug Theobald, who back in 1964 was a sponsored rider for the Dot factory in Manchester, and who still rides today, some 52 years since he first rode trials in his native Suffolk.

'My first bike was a 197 Dot,' Doug told me recently, 'it cost me £90 and I earned the money by working on a farm. I used to push it from my home in Risby, just outside Bury St Edmunds, to a local quarry where I played around on it. I didn't really know what I was doing, but I started to enter a few local trials and have been riding local trials ever since.'

Doug had the Dot (the abbreviation for Devoid of Trouble, but otherwise unkindly known as Don't Order Two!) for two years before progressing to a 350 rigid AJS, but it was when he did his National Service in 1958 that he came into his own right, as a good, national grade trials rider.

'I had bought a 500 HT Ariel for £139 when I was stationed at Rhyl and I used to ride my bike from camp to take part in South Liverpool and Cheshire Centre trials, then ride the bike back home using 'bobby dodger' lights and tailing a car as darkness fell - for in those days, trials was a winter sport of course.

'After I was demobbed, Bernard Scott-Wade, boss of Dot, offered me a bike to be a sponsored rider, then in later years Bert Greeves gave me a Greeves and Brian Martin of BSA loaned me a special factory Bantam. I bought Montesas - the Ulf Karlsson replicas, Ossa importer Roger Holden lent me Yellow Grippers, then Roy Cary, who brought in

the Italian Fantics, sponsored me for many years.

'I have to say I've been very lucky and have enjoyed sponsorship for the best part of 20 years, though of course these days, at the age of 69, I buy my own bikes. I've got two new Gassers, one for practice and one for riding on Sundays.'

A resident of Risby all his life, Doug was the local coal merchant, but for the past few years he has suffered from arthritis quite badly. 'Walking the sections is my biggest problem, quite simply my legs just aren't up to it now. But I don't let that stop me riding. As most trials are four laps of ten sections, on the first lap I try and see the sections as best as I can - the local lads tell me what's there as they know I can't walk far - but then on the subsequent laps I'm on a par with everybody else.'

In the photo, the 1964 Dot with Doug on board at Ben Nevis has the huge, leading-link forks of a style that was unique to Dots. 'They weren't much good really,' said Doug. 'When I saw Gordon Jackson ride his 350 AJS in the Scottish and how easy he made it look, I knew that I should really be riding a four-stroke. But of course a free bike was too good to

turn down, so I stayed with the Dot.'

Doug and I have known each other for over 40 years and he reminded me when I called him to research this piece that he still has the black and white pictures I sold him as a teenager when I was still at school in the early Sixties. 'You rubber-stamped them on the back with your name and address, and a place to put the price. You charged me two shillings [10p in today's money] for each picture'. And as we ended our conversation, Doug asked to ensure I added one last piece. 'If it wasn't for motorbikes and trials, I would never have met so many people and made so many friends and been to so many different places'. Fair comment from a stalwart of the sport who is undoubtedly known and well-liked throughout the country by several generations of riders.

'When I saw Gordon Jackson ride his 350 AJS in the Scottish and how easy he made it look, I knew that I should really be riding a four-stroke'

31183



Off-Road Specialists for Enduro, MotoX, Trail & Supermoto
- all on the Kent/Surrey border

- WAREHOUSE SHOP WITH WORKSHOP FACILITIES
- CAFE AND TOILETS ON SITE
- LARGE STOCKS OF CLOTHING, SPARES & ACCESSORIES

Waylands Farm, Approach Road, Tatsfield, Kent TN16 2JT
01959 573737 www.bikefrenzy.com

Shock Repairs
All Shocks and Forks Serviced or Replaced

Import Bikes
No Problem

Trail Bikes

Enduro, Motocross, Road
Prices from £35.00 + VAT
24 hour turnaround

K&S Racing
25-29 Milton Road, Sittingbourne, Kent ME10 3EX
Phone: 01795 431 700
Fax: 01795 438 664

31170

30864

DOCTOR GAS GAS

AUTHORISED SERVICE AGENT
NOW OPERATING IN OXFORDSHIRE!

- LATEST DIAGNOSTIC TESTS •
- MECHANICAL & ELECTRICAL REPAIRS •
- SERVICING & MAINTENANCE •
- COLLECTION/DELIVERY SERVICE •

FOR APPOINTMENTS RING TREV.

Tel: 01993-891539 or Mobile 07880-862244
STONESFIELD, Nr WOODSTOCK, OXON.

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

in chains
OFF ROAD MOTORCYCLE SPECIALISTS

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

Tel: 01425 474800
Fax: 01425 461962
Email: mail@inchains.co.uk
Unit 9 Hightown Industrial Estate, Crow Arch Lane, Ringwood, BH24 1NZ

27807

31021

TRM RACING

Moto X • Supermoto • Enduro • Quads

View our trim bike selection and more at www.trmracing.co.uk
email: sales@trmracing.co.uk

SOME 2007 MODELS IN STOCK NOW

MAIL ORDER ON ALL PARTS, ACCESSORIES & CLOTHING

Terry Rudd Motorcycles
Full range of new and used offroad bikes always in stock

Fen Road, Holbeach, Spalding, Lincs. PE12 8QD
Tel: 01406 422430 • Fax: 01406 424860

Putoline
HONDA

31152

FLEXIBLE PLASTIC PRESS MJB

SHOW PLATES
MADE TO ANY SIZE
NOT FOR HIGHWAY USE

£12.50 EACH
INC. P&P

TEL / FAX:
01995 602513
ALL MAJOR CREDIT CARDS ACCEPTED

31003

AB Motorcycles

Pant Industrial Estate, Dowlais, Merthyr Tydfil, S.Wales CF48 2SR

Stockists of **GAS GAS Beta**
Trials & Enduro Bikes

Now taking orders for **07 GasGas**


- ALLOY & EXCITING CLOTHING

Tel/Fax: **01685 382100**

31180

MOTODEN

Central London's only Honda enduro dealer



020 7688 8888 • motoden.com

30925

MX GRAPHICS www.MXGraphics.co.uk

PLASTICS & GRAPHICS for ENDURO & MX BIKES

GAS GAS MX Plastic Kits 02-06
2002-06 RED, YELLOW/BLUE £69.95

MAIL ORDER ENQUIRES
MON-FRI 9am-5pm SAT 9am-4pm
01934-429171

30440

XR Stuff

XR400 electric start kits
XR650 electric start kits
Mini performance carburettor kits for XR400, XR600 and XR650 (adds up to 3 BHP with instant throttle response)
Down in price £225

Vortex Digital performance ignitions for your Honda, Yamaha, KTM and Suzuki (Adds up to 3 BHP and is programmable)

Honda HRC racing kits for XR400, XR600 and XR650
Alopec seat and tank kits for XR250 XR400 and XR600
White Brothers Power up kits XR250, XR400, XR600 and XR650
FMF CRD, DEP Exhausts for Honda, Yamaha, KTM and Suzuki

Large Tanks Acerbis/MS for Honda, Yamaha, KTM and Suzuki
Acerbis products
Apico products
Bash plates, Hand guards and frame guards
Trailtec Computers
Extreme Pro Wear
Hotcams, Hotrods and Wisco pistons for Honda, Yamaha, KTM and Suzuki

Talon products
Used parts for XR400's Frame, engine, shocks, brakes, cylinder heads and Crankshafts
Supermoto Talon/Excel wheels and rims, tyres and brakes - see the website
K and N filters XR250/400/650/650L/JR, DRZ400, WR400/426
Upgraded 500w Stators, replacement CDI's and Regulators for Honda, Suzuki, Yamaha and KTM

New lowering links for the following bikes most links come with bearings and lower the bike from 25mm to 75mm

Honda: CRF150/230, CR125/250, CRF250R/450R, XR250/400, XR600, XR650L/XP650R
Suzuki: All LC4's and 400,620,625,640 Adventure
KTM: DR250/350, DRZ400
Kawasaki: KD200/250 KL250/650
Yamaha: TTR250
BMW: F650CS, F650GS/Dakar

Phone 07732 944110 • Web www.xrstuff.co.uk • Email sales@xrstuff.co.uk

SHOCK REPAIRS
FOR ALL BIKES

- Enduro • Motocross
- Trials • Quads

THREE MONTHS GUARANTEE

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

01929 554 545

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

31132

31004

KTM Sussex Sportmotorcycles

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

Taking deposits for 2007 models now
Get yours before your mate does!

Easy to find • Plenty of parking • Mail order service

Enduro/Trail Motocross
Road/Supermoto Touring/Rally

BAVINS OF DISS
ESTABLISHED 1960

Kawasaki YAMAHA

WR 250F 05
Epoa

'06 YZ & KX
2 strokes now reduced - please call

View all second hand bikes on our website

MAIL ORDER SPECIALISTS - OR BUY ON-LINE

101 Victoria Road, Diss, Norfolk IP22 3JG
Tel/Fax: 01379 642631
Email: bavins@yamaha.eclipse.co.uk
www.bavinsmotorcycles.com

31155

DAVE COOPER TRAILERS

CLIP-ON ADJUSTABLE BIKE RACKS
Car Racks £55.95 inc P&P Van/Motorhome Racks £65.95 inc P&P
4x4 Racks £79.95 inc P&P
Junior Racks 50cc-80cc, Senior Racks 100cc-600cc

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

PRICE INCLUDES LIGHTBOARD AND RAMP

TRAILERS

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

DELIVERY AVAILABLE

ALL PRICES INCLUDE VAT

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

31156

31147

MOTO MERLIN
www.motomerlin.co.uk

2007 BIKES NOW AVAILABLE - CALL FOR '06 DEALS

GAS GAS

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

Beta

RR ENDURO - REV 3 TRIALS - ALP TRAIL
ALSO DRZ 400, WR450/250, CRF 450/250 - £CALL

NEW TRIALS & MOTO-X DVDS
MOTOCROSS SKILLS WITH RYAN HUGHES£19.99
BALANCING ACT 4 EXTREME TRIALS ACTION£19.99
TRIALS TRAINING TECHNIQUES WITH RYAN YOUNG£33.99
TRIALS TRAINING WITH TOMMI AHVALA£16.99

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

PHONE or CHECK WEBSITE FOR LATEST DETAILS
NEW BIKES £A0E

MERLIN MOTORCYCLES • PHONE/FAX: 01403 257 626

27064

mac moto

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

Black plastics arriving shortly for the XR650R available only from macmoto

FOR ALL THE LATEST VIEW OUR WEBSITE www.macmoto.com

All the parts you need for the Honda XR and CRF Supermoto and Enduro

Unit 18 Kingsfarm Industrial Estate, Hordle, SO41 0HD

MOTO-WARD

Worldwide mail order
YAMAHA

SPARE PARTS SERVICE - ALL MODELS
TOP BRAND NAME OFF-ROAD GEAR
ANSWER • ALPINE STARS • SBS • ND
ARAI • ACERBIS • NO FEAR • RENTHAL.
REIKON • MSR • ROCKOIL • IZUMI • YOKO

Victoria House, Church Street RUDGWICK,
West Sussex RH12 3HJ

TEL: 01403 823222 FAX: 01403 824222

e-mail: motoward@aol.com

Specialist supplier of enduro & overland equipment

www.motoward.co.uk



ADVENTURE in store...

Aprilia



OFFROAD

Corsa Italiana Ltd

5 Walpole Mews, Walpole Road, Colliers Wood,
London SW19 2BZ

www.apriliaoffroad.com

Tel: 0208 540 7155

FREE CLASSIFIEDS BIKES

01926 817183 (Warks)

Gas Gas EC200, hardly used, lots of money spent on it, mint cond, must be seen, phone for details, £2700 ono. Tel 01458 273924 (Somerset)

Honda XR650L, 1993 American import, T&T, elec start, spare road wheels/forks etc, great dual sport bike, £1450. Tel (mobile) 07890 550847 or 01926 817183 (Warks)

KTM 525EXC, 2006, only 10 hours trail riding, as new cond, it's too much for an old man, £4450. Tel 07973 319343 (Cornwall)

Gas Gas Pampera mkIII, 2003, T&T, owned from new, well maintained, exc cond, £1750 ono. Tel 01237 471478 (Devon)

Yamaha WR450F, 2005, road reg'd, taxed, green lane use, new pads/c+s, vgc, bargain at £3000. Tel 01252 376722 (Hants)

Honda NX650 Dominator, 1998, T-reg, red, T&T, two owners, lady owner, great fun bike, £2100 ono. Tel 01206 210495 (Essex)

KTM 640 Adventure, 1999, blue, service history, standard pipe, spares inc tyres, second tank if required, £2300 ono. Tel 07795 821080 (Essex)

Yamaha WR426F, 2001, T&T, new piston/rings/valves/c+s, easy to start, exc cond. Tel 07731 808321 (Cumbria)

Honda XR400, 2003, green lane use only, good cond, £2200. Tel (mobile) 07773 698696 or 01782 869299 (Staffs)

Gas Gas Pampera mkIII, 2003, 1600km, Renthal, Talon, owner over 50, must be best available, £1750. Tel 07768 734333 (Surrey)

Honda XR600, 2000, red, little use, low miles, CRD exhaust, lots of extras, great cond, can email pics, £2100 ono. Tel (mobile) 07906 911636 or 01903 751026 (W Sussex)

KTM 640 Adventure, 2000, T&T, loads of extras, very clean, some spares inc clutch/pads/sprockets etc, £2750 ono. Tel 07939 121813 (W Yorks)

Yamaha WR400F, 1999, T&T, large fuel tank, handguards, lots of spares, £1450 ono. Tel (mobile) 07932 086404 or 01462 629877 (Beds)

KTM 250EXC 2T, 2006, road reg'd, taxed, rad/sumpguards, Renthal Twinwinds, first to see will buy, £3100 ono. Tel 01978 810860 (N Wales)

KTM 450EXC, 2003, MoT, brushguards, bashplate, clutch saver, new c+s/tyres etc, exc cond, £3200. Tel 0117 969 1030 (Bristol)

CCM Armstrong 560MX enduro, 1988, T&T, recent rebuild, new clutch/belt/oil etc, strong motor, spares, exc original cond, £1200. Tel 01425 616611 (Hants)

Honda XR650R, 2002, reliable bike, good condition, new home forces sale. Tel (eves) 01535 631539 (W Yorks)

Suzuki DR350, N-reg, 9100 miles, two owners, elec start, vgc, £1600 ono or p/x large trailie, WHY? Tel 01885 410757 (Worcs)

Kawasaki KLR250, G-reg, MoT, 11000 miles, very good runner, ideal green laner, £675. Tel 01483 306437 (Surrey)

Kawasaki KLX250, 1994, green/purple, water-cooled, elec start, MoT, 14000 miles, road/trail, good cond, £900 ono. Tel 01452 728436 (Gloucs)

Honda CRF450X, 2005, 250miles, taxed, full road kit, light trail use, carbon sumpguard, handguards, £4200 ono. Tel (mobile) 07810 523264 or 01663 741381 (Derbys)

Honda XR250, 1995, T&T, elec start, good mechanical order, rear shock overhauled, new battery/bearings/camchain, £1150. Tel 01628 474777 (Bucks)

KTM 200EXC, '03 model, T&T, 100 hours' use, gentle green lane use, well maintained, Gnarly pipe, usual extras, exc cond, £2400. Tel 01244 528994 (Flintshire)

Gas Gas EC300, 2002, red '04 plastics, very light use,

GADGET

HONDA SUZUKI KAWASAKI KTM YAMAHA

EUROPE'S LEADING SUPPLIER OF FRAME GUARDS & SKID PLATES
FOR ENDURO & MOTOCROSS BIKES



NEW STYLE BASH PLATES STILL ONLY £55

Now available for: • YZF450 2006
• CRF250 R & X models
• CRF450 • CRF 450 R 2005-06
• CRF450X • KXF450 2006

Other models available soon
— please ring for details

RADIATOR BRACES NOW AVAILABLE FOR MOST MODELS

• WRF250 & 450 • KXF250
• CRF250 & 450
£39.50

FRAME GUARDS £35 SKID PLATES £39.50

Available for most models 1996 - 2006



Full range and Secure Online Shop at

WWW.GADGETRACINGPRODUCTS.COM

E-mail: gadget@gadgetracingproducts.com

NEW CONTACT DETAILS

Phone: 01205 359555 • Fax: 01205 354719

All KTM models in stock

4 Groes Road,
Colwyn Bay LL29

Tel: 01492 535959
Fax: 01492 535969
colwynbaymotorcycles@hotmail.com

www.colwynbaymotorcycles.co.uk

ARD RACING COMPONENTS

CLARKES TANKS

STEADLY FLYWHEEL WEIGHTS

BOLT-ON SIDE STANDS

MAIL ORDER

The UK's No1 Parts
Supplier for Yamaha Off-Road

www.ardracingcomponents.co.uk
spares@ardracingcomponents.co.uk

TEL/FAX: 01543 452057

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

FREE CLASSIFIEDS

new tyres/c+s, handguards, exc cond, ready to ride, £1950. Tel 01244 812504 (Cheshire)

Yamaha TTR250 Open Enduro, 1993, MoT, spares, c/w three-bike trailer and unused Sinisalo pants, £1400 the lot. Also Yamaha TTR250 Raid, 1995, MoT, vgc, £1400. Tel 01553 810940 (Norfolk)

Kawasaki KX125, 2000, standard bike, good cond, £1100 ono. Tel 01235 200135 (Oxon)

Honda CRF250R, 2004, standard bike, good cond, £2150 ono. Tel 01235 200135 (Oxon)

CCM 6440S, 2002 model, silver, T&T, low mileage, a lot of bike for the money, £2000 ono. Tel 07759 187500 (London)

Honda XR400R, 2003, T&T, 7500 miles, loads of extras, FMF system, Trailtech, bashplate, supermotos, plus all originals, vgc, £3000 ovno. Tel: 01747 850848 (Dorset)

KTM 640 Adventure, 2003, T&T, 8000 miles, FKTMESH, recent c+s/tyres, SXC competition exhaust, £3500 ono. Tel 01751 430515 (N Yorks)

Suzuki DR-Z400S, April '05, blue, 1500 miles, Dakar High bars, brushguards, good cond, £2700 no offers. Tel (mobile) 07974 002052 or 01303 813887 (Kent)

KTM 200EXC, 2002, road reg'd, low miles, hand/sump-guards, clutch saver, FMF exhaust, green lane use only, vgc, £1850 ono. Tel 07775 598336 (Wilts)

Honda CRM250 mkIII, 1996, T&T, 4900km, Mugen stainless exhaust, bashplate, handguards, new c+s, Leisure Trail prepared, vgc, £1800. Tel 01332 362741 (Derbys)

Yamaha XT600Z Tenere, 1989, blue/yellow, MoT, 35000 miles, two owners, elec start, large tank, new battery, MT21s, Renthals, vgc, £1095. Tel 01491 578692 (Oxon)

Honda XR250, 1998, T&T, elec start, one owner, sump/frameguards, £1500. Tel 01223 880942 (Cambs)

Honda CRM250 mkIII, SORN and unused, rebuilt suspension, full guards, DEP, new clutch/piston/tyres /graphics, every Leisure Trail extra, immaculate. Tel 07748 374333 (Cheshire)

Yamaha XT225 Serow, 1989, F-reg, MoT, dual start, good cond, phone for more information, £1200 ono. Tel (mobile) 07976 353913 or 0114 288 7215 (S Yorks)

Yamaha XT225 Serow, K-reg, T&T, 19800km, chain only 300km old and tyres in good cond, tidy bike used for commuting, £800. Tel 07890 848294 (Dorset)

Suzuki DR-Z400E, 2005, 05-reg, only been ridden approx eight times so is in exc cond, green lane use only, new rear tyre/oil/filter, brilliant trailie, £2995 ono. Tel 07855 795592 (Lancs)

Suzuki DR350SEW, 1998, R-reg, T&T, DEP pipe, plastic tank, new battery/clutch, rear shock serviced, £1250 ono. Tel 01380 827130 (Wilts)

Gas Gas EC250, 2002, 02-reg, MoT, FMF exhaust, green lane use only last 12 months, good cond, £1700 ono. Tel 01364 653027 (Devon)

KTM 525EXC, UK Bike, reg'd Sep '02, T&T, 2800 miles, sump/handguards, cooling fan, light use only, good cond, £2400. Tel (mobile) 07711 209540 or 01948 880161 (Shrops)

Yamaha XT350, 1988, black/red, T&T, mostly original, reliable trail bike, £775. Tel 01252 713685 (Surrey)

KTM 200EXC, 2005 model, one year old, taxed, 50 hours/1200 miles, new spares, exc cond, £2900 ono. Tel 07811 689597 (Gloucs)

KTM 200EXC(GS), 2000, W-reg, MoT, autolube, Doma pipe plus standard, exc cond, £1500. Tel Dave on 07725 305973 (Warks)

Suzuki DR-Z400K3, taxed and will MoT, 860 mile only, new AC10 tyres, unused for last two years due to back injury, £2500 ono. Tel 01277 824688 (Essex)

Gas Gas EC200, 2002, road legal, WP, Ohlins, well looked after, good cond, £1500. Tel (mobile) 07711 795148

or 01732 369263 (Kent)

KTM 450EXC, 2003, T&T, sump/handguards, clutch saver, fork gaiters, new tyres, well maintained, £2900 or p/x for 300EXC. Tel 01934 862086 (Bristol)

Gas Gas EC200, 2005, braceless bars, hand/frame/sump/exhaust guards from new, performance reeds, used but not abused, exc clubman bike, £3100. Tel Mark on 07767 785589 (Herts)

KTM 525EXC, 2003, MoT, 470 miles, handguards, bash-plate, well maintained, very little use, £2800 ono. Tel 07795 960486 (Northants)

Gas Gas EC250, 2002 model, 51-reg, red, T&T, all working, good cond, £1750. Tel 07967 229934 (Bristol)

Kawasaki KX250, 2003 model, road reg'd, taxed, no MoT required yet, new c+s/spare plastics/graphics, superb cond, £1950 ono. Tel (mobile) 07765 354728 or 01453 547891 (Gloucs)

Montesa Cota 349 trials bike, well cared for, very good original cond, space needed for new bike, photos available, £595 ono. Tel 07775 757725 (Oxon)

Yamaha WR400F, in YZ-F trim, 2000 model, FMF exhaust, sumpguard, well maintained, phone for full spec, £1325 ono. Tel (mobile) 07773 410280 or 01639 630607 (S Wales)

KTM 200EXC, 2005, loads of extras, exc cond, must be seen. Tel 01244 543354 (Chester)

Honda CRF250X, 2004, road reg'd, fully legal, hardly used as owner overseas, as new cond, first to see will buy, £2595 ono. Tel 01600 860779 (Monmouth)

Suzuki DR-Z400E, 2000, T&T, only 3300 miles, completely road legal, bought new from Leisure Trail, exc cond, can email photos, £2250 ono. Tel (mobile) 07968 099794 or 01483 891862 (Surrey)

Honda XR400R, 1999, T&T, 440cc, Wiseco, Hot Cam, performance carb, Renthals, good cond, better than me, £1475 or p/x road bike. Tel 01291 645925 (Monmouth)

KTM 450EXC, 2005 model, road reg'd, taxed, green laned only, clutch saver, sumpguard, FMF Ti silencer plus original, handguards, well maintained, good cond, £3800 ono. Tel Stu on 01704 547329 (Lancs)

CCM 404E, 440cc kit, 1300 miles, new c+s, £2750. Tel 01754 881214 (Lincs)

KTM 250EXC 2T Six Days special, road reg'd, Pro Carbon sumpguard, clutch saver, DEP pipe, frame repainted, spares, £2200 ono. Tel 01242 514856 (Gloucs)

Honda CRF450, Y-reg, MoT, loads of extras, vgc, £2000 or may p/x for van. Tel (mobile) 07968 783855 or 01254 830049 (Lancs)

KTM 250EXC 4T, 2004, 1700 miles, taxed, one owner, light use only, clutch saver, all KTM extras, light use only, as new. Tel 07860 919561 (Bucks)

Honda CRF250X, 2004, road reg'd, usual mods inc Ti Powercore with Powerbomb header, hand/sumpguards, properly maintained by mature owner, £2495. Tel (mobile) 07706 163776 or 0151 201 5547 (Merseyside)

Yamaha TTR600, 1999, 7000 miles, hi-comp piston, Ohlins shock, Brembos, Swona pipe, new tyres/c+s, immaculate cond. Tel 07786 082129 (Aberdeenshire)

Yamaha WR250F, 2001, T&T, '03 cam, Trailtech, Renthals, frameguards, FMF pipe plus standard, new plastics/c+s, exc trail bike for £1795. Tel 01926 614595 (Warks)

Honda XR250, 1999, V-reg, unmarked red, T&T, only 1400 miles, light use, exc cond, £1700. Tel (mobile) 07729 897896 or 01487 840654 (Cambs)

Beta 450RR, 2005, 16000km, French reg'd in SW France, fully SVC'd, trail use only, exc cond, £3850 or €5500. Tel 00 33 565 457 130 (France)

Yamaha WR400F, 1999, T-reg, not taxed, standard and race exhaust, many extras, green lane use only, £1495.

SUPERMOTO

magazine



Latest Action-Packed
Issue Out Now!

FREE CLASSIFIEDS

Tel (mobile) 07876 787972 or 01925 791477 (Cheshire)

Yamaha WR200R, 1994, T&T, mint, £1000.

Tel 01670 522904 (Northumberland)

Suzuki DR350, 1992, new MT21's/seat cover, good

cond, selling at £1100 ono or may consider p/x against

KTM 125EXC or Husky WR125.

Tel 07718 898661 (N Ireland)

Suzuki DR-Z400S, 2003 model, 6500 miles, road use

only, vgc, needs new tyres for MoT, £1995 as is or £2195

with MoT. Tel 07710 744230 (Hants)

KTM 400EXC, 2002, T&T, green lane use only, soft seat,

sumppguard, vgc, £2200 ono. Tel (mobile) 07803 169647

or 01787 211426 (Suffolk)

Yamaha WR450F, 2004, 04-reg but road kit in box,

approx 2000 miles, good cond, can email pics, £2,500 for

quick sale. Tel 07909 894287 (Middx)

Husaberg FE400E, 2004 reg, road legal, elec start, only

used five times green laning, garaged, as new, offers

around £2999. Supermoto wheels available separately for

£500. Tel (mobile) 07766 564028 or 01249 660785 (Wilts)

KTM 200EXC, 2001, Y-reg, good runner, has been raced

and would benefit from new plastics, £1500 no offers.

Tel (mobile) 07843 308126 or 01939 210616 (Shrops)

Kawasaki KLX300, 2000, road reg'd, currently SORN,

5000 miles, new tyres, standard bike, good cond, £1250.

Tel 01206 845567 (Essex)

Rickman Zundapp 125, 1974, lovely bike, recent

restoration, paperback manual, new tyres, exc cond, call for

more details. Tel 020 8949 1002 (Surrey)

KTM S25EXC, 2005 model, new c+s/chain guide blocks,

green lane use only, very clean bike, £3950.

Tel 07891 022130 (Essex)

Beta Alp 200, 2003, yellow, 5000km, DEP silencer,

handguards, exc cond, £1950 ono.

Tel (mobile) 07748 997106 or 01892 680728 (Kent)

Buitaco Frontera mkII, historic enduro bike, Vic

Allen Welsh Two Day British Champs 1980, with spare

engine, £1000. Tel 07970 179557 (Leics)

Yamaha XT225 Serow, 1991, lady owner, runs well,

good cond, £1000. Tel 07970 179557 (Leics)

Honda SL230, 1997, converted for LDIs, c/w all original

parts, very reliable, £1500. Tel 07970 179557 (Leics)

Honda XR250R, 2002, T&T, only 1800 miles, hardly

used, new tyres/chain, must be seen, £1950.

Tel 01400 273426 (Lincs)

Suzuki DR-Z400S, 53-reg, yellow, 3000 road miles,

FSH, only been off-road once, genuine original bike,

beautiful example, £2650 ono. Tel (mobile) 07973 817231

or 01580 860991 (E Sussex)

Honda XR250R, 2003 UK model, T&T, low miles, kept

original by mature owner, exc cond, £2500 ono.

Tel 01803 812940 (Devon)

Honda XR250R, 2004 reg'd, 2000 miles, light use only,

not been abused, bought new in Oct '04 for £3800, exc

cond, £2500. Tel 07748 307276 (Yorks)

Honda XR400R, 1998, T&T, brushguards, bashplate,

Renthals etc, exc cond, £1700 ono. Tel (mobile) 07999

783147 or 01524 242207 (Lancs)

KTM 85SX big wheel, 2004, great example,

maintained regardless of cost, immaculate cond, ready to

race, £1400 ono. Tel (mobile) 07980 371486

or 01935 426234 (Somerset)

Kawasaki KDX220R, 2003, MoT, 2100 miles, green

laned only, frame/handguards, vgc, £1895 ono.

Tel 07879 446030 (Essex)

Gas Gas EC200, 2003 chrome frame model, road legal,

recent engine rebuild, many new parts, some spares, exc

cond throughout, £1950 ono. Tel (mobile) 07961 232710

or 01629 824695 (Derbys)

KTM 250 EXC 2T, 2004, road reg'd, taxed, used for

green lanes/H&H, power pipe plus standard, bashplate,

all standard equipment, vgc, £2700 ono.

Tel 07966 346241 (W Mids)

KTM 200EXC, 2005, 54-reg, 1800 miles by mature TRF

rider, full road kit, green lane use only, triple clamps,

sump/handguards, £3250 ono. Tel 01527 500796 (Worcs)

Yamaha WR250F, 2002, road reg'd, low mileage, well

maintained, hand/frameguards, FMF pipe plus standard,

Renthals, recent c+s/tyres/brakes, well maintained, £2000.

Tel 01494 436103 (Bucks)

Gas Gas EC300, 2003 model, not road reg'd, very little

use, exc cond, genuine reason for sale, £1850 ovno.

Tel 01790 752317 (Lincs)

Gas Gas EC250, 2005, well maintained, green lane use,

good cond for year, £2295 ono. Tel 01246 557892 (Derbys)

Yamaha WR250F, 2002, T&T, hardly used, handguards,

FMF graphics, immaculate, first to see will buy, £1950.

Tel (mobile) 07718 800599 or 02392 793507 (Hants)

Yamaha DT250MX, 1979, yellow, nearly road legal,

vgc, with spare engine, £700 ono. Tel 01278 794599

(Somerset)

Honda CR250, 2002, new plastics plus many more new

parts, vgc, £1750 ono. Tel (mobile) 07813 607234

or 01258 820383 (Dorset)

KTM 300EXC, 2005, faultless in every respect, £3000.

Adventure wanted so possible p/x.

Tel 01823 433972 (Somerset)

Honda CRM250 mkIII, 1994, T&T, 7400km, Leisure

Trail import, Renthals, recent shock/reeds/DEP system,

frame/sumppguards, vgc, £1500 ono.

Tel 01475 790346 (Scotland)

Suzuki DR-Z400E, W-reg, T&T, low miles, CRD

exhaust plus original, hardly used, £1900 ono.

Tel (mobile) 07889 113966 or 02392 269946 (Hants)

Honda XR650L, 1998, 14000 miles, elec start American

import, very reliable, good cond, exc trail bike, £1500 ono.

Tel 01428 682651 (Surrey)

Honda CRF450R, 53-reg, lights, '04 plastics, speedo,

Q-pipe, bashplate, handguards, Fatbars, Honda spares kit,

light use/no competitions, lovely, £2350.

Tel 07929 841531 (Essex)

Suzuki DR-Z400E, 02-reg, T&T, 6000 miles,

sump/frame/handguards, well maintained, must sell

hence £1700 no offers. Tel (mobile) 07970 713679

or 01752 822319 (Cornwall)

KTM 450EXC, 2003, T&T, 98 hours' use, D3 maintained,

sumppguard, case saver, vgc, £2500 ono or may p/x WHY.

Tel Chris on 07791 504718 (Cumbria)

KTM 450EXC, 2003, 103 hours' use, one owner, black

Excels, Talon hubs, new c+s, usual extras, exc cond, £2950

ovno. Tel 07899 075057 (Oxon)

Honda CRF250X, 2004, road reg'd, taxed, standard,

Trailtech computer, Acerbis handguards, CRD sumppguard,

case saver, green laned only, £2999.

Tel 02380 261062 (Hants)

Honda XR400, 1999, T&T, usual extras, road parts inc,

hardly used last two years, £1350 ono.

Tel (mobile) 07793 560782 or 0117 962 4321 (Bristol)

Honda XR650L, 2003, elec start, T&T, part of private

collection hence only 278 miles, as new cond, £2950.

Tel 01506 834503 (W Lothian)

KTM 400EXC, 2004, bashplate, case saver, new c+s,

good tyres, regularly serviced by Triple D, £3100.

Tel 01228 711440 (Cumbria)

BMW R1150GS Adventure, 2004, black with

yellow/white decal, approx 7700 miles, very little use, ABS,

heated grips, full BMW racking and ally boxes, above exc

cond, £8500. Tel (mobile) 07905 264193 or 01708 865370

(Essex)

Honda CRM250 mkII, 1993, white/blue, recent

c+s/tyres/rings/wheel bearings, Pro Skill pipe, very reli-

able, lack of use forces sale, £1050.

Tel 07785 928637 (N Yorks)

KTM 450EXC, 2005, 54-reg, only 22 hours' use,

hand/sumppguards, new tyre/battery, immaculate, £3595

ono. Tel 01444 243188 (W Sussex)

Honda XR250 Baja, 1998, no T&T, elec start Jap

import, very reliable, starts first time every time, garaged,

£1500 ono. Tel (mobile) 07783 035281

or 01772 632661 (Lancs)

KTM 520EXC, 02-reg, extras, well maintained, vgc, £2500

or p/x for CRF250X/WR250F or KTM 300.

Tel 01983 761630 (IoW)

Suzuki DR-Z400S, T&T, HPI check, race can, new rear

tyre, garaged, £1700. Tel 07761 251156 (London)

Yamaha WR400F, 2001, T&T, well maintained, good

reliable bike, £1850. Tel 07701 014021 (W Mids)

KTM 300EXC, 2006, 27 light green lane hours, as new,

hand/sumppguards, race kit, not raced or enduro'd, pam-

pered by mature TRF member, very reluctant sale, £3595.

Tel (mobile) 07780 607936 or 02476 468280 (W Mids)

Kawasaki KDX200, 1997, low miles, needs MoT, hard-

ly used, very reliable starts first time, vgc, £1000 ono.

Tel (mobile) 07835 824297 or 01925 767340 (Cheshire)

KTM 200EXC, 2001 model, hardly used, owned from

new, comes with spare wheel for enduro, not used for three

years and kept in heated garage, exc cond, £1499.

Tel Nik on 07802 424171 (Berks)

Gas Gas EC450FSE, 2004, 53-reg, green lane use only,

recent fork service, £2800. Tel 07730 583827 (Warks)

Suzuki DR-Z400E, Feb '05, yellow, taxed, road legal,

only 800 miles, knobbles, sed for gentle green laning,

£2795. Tel (mobile) 07740 671196 or 01376 563797 (Essex)

KTM 250EXC 2T, 2005, 05-reg, taxed, one owner, with

all papers, hand/frame/case guards, FMF Gnarly pipe and

Six Days silencer plus standard, new plastics, £2800.

Tel 07802 192230 (Bristol)

Gas Gas EC250, 2003, sumppguard, front mousse, sus-

pension/engine/gearbox rebuild by Bikitach, c/w receipts,

no expense spared, new graphics, ready to race, priced to

sell at £1850 ono. Tel (mobile) 07736 878106

or 01458 259197 (Somerset)

Yamaha TTR250, 1993, T&T, Phil Manning head, new

timing chain/rings/guide seals, Renthals, barkbusters,

green lane use only, £1295. Tel (mobile) 07803 932442

or 01302 742112 (S Yorks)

Honda CR250, 2001, road reg'd, just been serviced,

hardly used, never been raced, exc runner, good cond,

£1450 ono. Tel (mobile) 07845 072102

or 01225 744125 (Wilts)

Suzuki DR-Z400S, Jan '03, MoT, 9000 miles, one

owner, road use only, new Distanzia tyres/battery,

immaculate, £2600. Tel 01254 832011 (Lancs)

KTM 400EXC, 2001, T&T, handguards, clutch saver,

CRD sumppguard, Werx graphics, gripper seat, regular

oil/filters, green lane use, vgc, £1995.

Tel 01455 610850 (Leics)

Husqvarna TE250, 2004, not used past nine months,

maintained regardless of cost, exc cond, ready to race or

green lane. Tel 07790 490840 (Surrey)

Suzuki DR200 Djebel, T&T, low miles, light use, just

serviced, new tyres, handguards, vgc, few bits inc, £1050

ovno. Tel 01494 871369 (Bucks)

Husaberg FE650e, 2003, taxed, 40 hours' use, oil/fi-

lterers after every ride, hand/sump/frameguards, exc cond,

£2300. Tel (mobile) 07977 139970 or 01352 770584

(Flintshire)

Husaberg FE450, 2005, 50 hours' use, taxed, oil

change after every ride, hand/sump/frameguards, exc

cond, £2850. Tel (mobile) 07977 139970

or 01352 770584 (Flintshire)

Ossa Gripper 250 twin-shock, 1981, yellow, good

cond, £700. Tel 01525 406865 (Beds)

Suzuki DR-Z400E, 04-reg, taxed, green lane use only,

barkbusters, bashplate, CRD pipe, new decals, just ser-

viced, many spares, £2500 ono. Tel 07931 614222 (Powys)

Honda CRM250 mkII, T&T, never been off-road, like

new, collectors item, lack of use forces sale, £1895 no offers.

Tel 01344 487035 (Berks)

KTM 250EXC 4T, 2004, road reg'd, 3300 miles, KTM 350

hop-up kit, green lane use only, many extras, exc cond,

£2700. Tel 01204 520262 (Lancs)

KTM 400EXC, 2002, T&T, 2300km, light use, very clean

and tidy bike with manual and spares, £2600 ovno.

Tel (mobile) 07929 747466 or 01803 556724 (Devon)

KTM 640 Adventure, 2004, 11500 miles, well looked

after and ready for a long trip, £3700 or £3900 with racks,

</

FREE CLASSIFIEDS

footpegs/top clamp to accept taper bars, cash waiting. Tel 07974 723776 (Surrey)

Wanted rallye/overland tanks/seat/fairing, any make, any cond even damaged, the bigger the better. Tel (mobile) 07940 979557 or 0116 210 6708 (Leics)

Wanted spares or info for 1981 Suzuki DR400S twin-shock. Tel 07970 179557 (Leics)

Wanted Yamaha DT125 trailie up to 2002, cash waiting, will collect, please call with full details and price. Tel 01793 644724 (Wilts)

Wanted supermoto wheels to fit Suzuki DR-Z400, any cond considered. Tel 01773 603549 (Derbys)

Wanted DR-Z400 engine, must be in exc condition. Tel 07881 802293 (Warks)

Wanted set of pillion pegs for DR-Z400S. Also pair of Trailwing-type road legal tyres. Tel (mobile) 07962 228133 or 01246 297166 (Derbys)

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)

Three-bike trailer, fully galvanneal, ten inch wheels, exc cond, over £500 new, sell for £325 ovno.

Tel (mobile) 07811 162626 or 0161 959 3719 (Lancs)

Pair CCM trail wheels, discs, sprocket, spacers, Trelleborg tyres, hardly used, cost over £700, accept £400. Tel 02380 333955 (Hants)

Silencer for Honda CRM250 mkIII, vgc, £75. Tel (mobile) 07817 745967 or 01455 230546 (Leics)

355 power-up kit for KTM 250EXC Racing, new and unused, cost over \$1100 to import, £475. Tel Andy on 07713 154903 (Derbys)

Honda Dominator spares, Acerbis 24L tank, factory manual, rack, cables, levers, spokes filters and much more, phone for details. Tel 01908 262880 (Northants)

Wheels and tyres to fit XR400, new and complete except rear disc, £450. Front brake, complete, £80. Buyer arranges collection. Tel 0121 433 4521 (W Mids)

GP2 steering damper to fit KTMs, under-bar tyre, £200 ono. Also 18in rear wheel to fit KTM, £100 ono. Tel 01978 810860 (N Wales)

Breaking Suzuki DR-Z400, 2003, blue, cat B write-off, selling as spares only, job lot will not split, engine sound, only 2200 miles, will run, open to sensible offers. Tel 01384 402390 (W Mids)

TBM issues 66-131, in exc cond, £25 inc postage. Tel 07811 689597 (Gloucs)

Alpinestars Tech 10 MX boots, white, size 11 US/45, barely used, £200. No Fear Elektron pants, size 32, white/black, £60. Tel 01732 363515 (Kent)

DR-Z400S engine, good cond, use for spares or to replace your blown motor, buyer must collect. Tel 01432 273046 (Hereford)

Acerbis 12.5L clear tank to fit Yamaha WR426/450F, used for three days only, £150. Tel 07909 894287 (Middx)

Supermoto wheels to fit KTM/Husaberg, with disc and fittings, bought in '04 for £1000 to fit '03 Husaberg, also fit all recent KTM enduros, genuinely only used two times, offers around £500.

Tel (mobile) 07766 564028 or 01249 660785 (Wilts)

DEP performance exhaust for 2003-05

Yamaha WR/YZ250F, enduro type, complete system or will split, exc cond, can post, £220. Tel 01803 812940 (Devon)

Yamaha 6YTR stainless silencer for Yamaha WR250F, with removable quiet insert, exc cond, can post, £70. Tel 01803 812940 (Devon)

Gaerne 561 MX boots, size 11/46, very little use, £80 ono. Tel 01803 812940 (Devon)

EVS R57 knee brace, right leg, size XL, used once, vgc, cost £150 new, accept £120. Tel 07801 386866 (Dorset)

Acerbis 20L tank to fit Yamaha TT600RE, as new, £120 plus p&p. Also Metal Mule rear rack, £40. Tel 01683 220384 (Scotland)

Supermoto wheels to fit KTM, gold Talons/black Excels, big disc, caliper bracket, front fender, as new. Tel (mobile) 07787 558869 or 01328 829518 (Norfolk)

Kawasaki KDX220 parts, SFB alloy ignition cover and oil filler plug, Pulse alloy filler cap, TwinAir airbox cover, Moose magnetic drain plug, all as new. Tel 01380 729982 (Wilts)

DEP system to fit 2002 Gas Gas EC250, £65. Tel 07977 074888 (Lancs)

Mikuni flatslide carb to fit XR400, TM36-50 accelerator pump model, £125. Tel 07977 074888 (Lancs)

DEP performance silencer to fit 2004 Yamaha WR250F, £85. CRD R100 silencer for same, with quiet end cap insert, £75. Also CRD header to fit same, £49. Tel 07977 074888 (Lancs)

Pivot Pegz to fit 2004 Yamaha WR250F, £65. Also Pivot Pegz to fit 2005 Husqvarna WR250, £65. Tel 07977 074888 (Lancs)

HT Racing 355 power-up kit for KTM 250EXC 4T, new and unused, £425 plus postage. Fourteen oil filters to fit KTM 4T, seven long and seven short, £30 plus postage. Tel Andy on 07713 154903 (Derbys)

KTM Race Light Pro Enduro jacket, new and unused, cost £120, £75 plus postage. Many spare parts/bearings etc to fit 1999 KTM 200, may fit other years, ring for full details. Tel Andy on 07713 154903 (Derbys)

13L tank to fit KTM two-stroke, £45 plus postage. Also Flatland Racing machined rear discguard to fit all recent KTMs, unused, £40 plus postage. Tel Andy on 07713 154903 (Derbys)

Yamaha DT200 forks, may fit 125 or XT, vgc, £30. Suzuki TS250 cdi, £10. XT600 flywheel, gold, £20. Coil and lead for XT600 Tenere, from 1VJ model, £10. Tel 01246 435297 (Derbys)

Aloop seat/tank for XR250/400, MX style, £220. Tel 07812 240935 (Devon)

Spares for Yamaha YZ125, workshop manual for 2003-on, £10. FMF two-stroke Powercore quiet silencer, for 2002-06 bike, £80. Pro fork bleeders, 5mm thread, £5. Tel 01388 537006 (Co Durham)

Stolen Yamaha WR450F, blue/white, reg CX04 MHZ, VIN no JYACJ04W04A007468, engine no J314E0010908, gold Renthal Dakar bars, all guards. Tel 07910 477902 (N Wales)

STOLEN

Stolen Yamaha WR450F, blue/white, reg CX04 MHZ, VIN no JYACJ04W04A007468, engine no J314E0010908, gold Renthal Dakar bars, all guards. Tel 07910 477902 (N Wales)

leisure Trail UK

- KTM, CRZ and DRZ Spares & Accessories
- Trail, Trials, MX, Enduro & SuperMoto Tyres
- Full Range of Sprockets both Steel & Alloy

MAIL ORDER - NEXT DAY DELIVERY

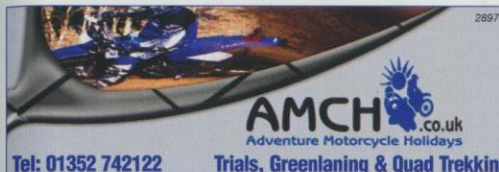
Tel 0115 973 2466 www.leisuretrail.co.uk

TBM

To advertise here contact Natalie Watson

Tel: 020 8840 6848

Email: nat@trailbikemag.co.uk



AMCH .co.uk
Adventure Motorcycle Holidays

Tel: 01352 742122 Trials, Greenlaning & Quad Trekking



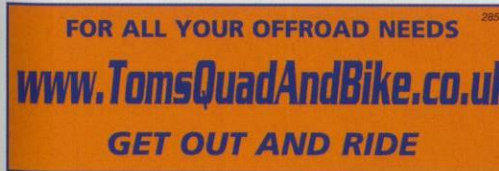
www.bikestop.co.uk
STOCKISTS OF BERIK MX BOOTS
including the new LTD Edition Ricky Carmichael



www.braybrookoffroad.co.uk

distributors of
REPS XCTING **INCEP**

tel: 0870 774 2600 fax: 0870 774 2601



FOR ALL YOUR OFFROAD NEEDS

www.TomsQuadAndBike.co.uk

GET OUT AND RIDE



Dirt Bike Den OFFROAD MOTORCYCLE PARTS, ACCESSORIES & SERVICE

For all your dirt bike needs -
Enduro, Motocross, Supermoto, Trials

Tel/Fax: 01625 616525 • Email: sales@dirtbikeden.com

www.dirtbikeden.com



www.DIRTBIKEBITZ.COM

...off road, enduro & trail specialists



Fully-Guided Off Road Tours in
Limousin Rural France

Tel: 01785 713699 (UK)
or 0033 555 784926 (Fr)

GREEN MOUNTAIN

info@greenmountain.org.uk www.greenmountain.org.uk



5 Clarke Street, Derby DE1 2BU

www.mototrail.co.uk

01332 366869

Froy Lee Designs SINISALO alpinestars



www.motomaniakoffroad.com

tel: 0118 942 2278



Ribsplitters.com Hilarious!

Videos, Pictures, Jokes, MP3's, Free Email Pranks, Anonymous Postal Pranks, Free Phone Pranks, Text Pranks, Dirt Bikes, Striptease Game and much more..



LUXURY ADVENTURE
TOURING IN PORTUGAL

www.motorcycle-holiday.com

Tel: 00 351 235 296452 Email: thrustforth@aol.com



www.uktrailrides.co.uk

• LARGE WEB ONLY SHOP •

BRAKE PADS £9.50
WHEEL BEARING SETS FROM £5.50

You will be amazed at the prices!



DAVE CLARKE RACING ACCESSORIES

www.daveclarkracing.com

TEL: 01772 612 118



www.drshox.co.uk

01206 233444 / 07971 447085

Enduro/Trail Specialist Re-valving Setup and Lowering

SHOX **ENDURO TECH** **MARZOCCHI**

...as featured in TBM

FREE CLASSIFIED ADVERTISEMENTS IN



SELL YOUR TRAILBIKE ABSOLUTELY
FREE

HERE'S WHAT YOU DO

FILL IN THE FORM
(ONE WORD PER SPACE)
AND TICK THE BOX
FOR THE SECTION IN
WHICH YOU WANT TO
ADVERTISE

THEN SEND IT TO:
TBM CLASSIFIEDS
PO BOX 9845
LONDON W13 9PW

BIKES	PARTS
SUPERMOTO	WANTED

TEL NO (CODE)	TEL NO	COUNTY

PLEASE NOTE:
THIS FREE SERVICE IS
PROVIDED TO ENABLE
YOU TO SELL YOUR
TRAILBIKE, NOT YOUR
OLD SUPERDREAM OR
YOUR MUM'S FRIDGE -
IF IT'S NOT AN AD FOR
A TRAILBIKE IT GOES
IN THE BIN!

ALSO PLEASE DO NOT
RING OUR ADVERTISING
DEPARTMENT
REGARDING YOUR
FREE ADVERTISEMENT

THANKS...



NAME: _____

ADDRESS: _____

POSTCODE: _____

THIS SERVICE IS NOT AVAILABLE TO TRADERS

WELCOME TO POWER OFF ROAD

Where everyone buys at trade prices (no minimum order quantity) All bikes are built to the highest quality

**The amazing
RAMPAGE BIKE PRO**

This bike is a true adult size dirt bike featuring an 84cm seat height and one of the most powerful production 125cc engines producing over 11hp. This bike is capable of speeds of over 80mph. This bike also uniquely features ADJUSTABLE LONG TRAVEL AIR SUSPENSION. This feature allows you to adjust ride height and load which enables you to perform the highest of air jumps. The ultimate dirt bike has arrived **THE RAMPAGE BIKE PRO**

Features: hydraulic disc brakes front and rear, stunning styling, electric start, adjustable air suspension, large wheels, manual gear box and 6 month warranty.

Only **£390+vat**



Quad 50cc

Honda engine, electric start, automatic (3 speed semi auto also available), disk brakes, 6 month warranty.

Only

£219+vat



**RAMPAGE PIT BIKE
110cc/ 125cc**

Powerful engines, electric start, top speed of 70mph, hydraulic disk brakes front and rear, 6 month warranty.

Only **£175+vat**



Quad 200cc

55mph, stunning styling, double a-arm suspension, electric start, reverse.

Only

£599+vat



Due to the high quality of these bikes, there is high demand throughout the UK, if you are interested in becoming a dealer please e-mail your details to us.

Visit www.poweroffroad.co.uk for info Email: info@poweroffroad.com
or call: 0870 850 8614 or 0870 850 2131 LOW DELIVERY RATES UK WIDE