
ACERBIS



You'll Never Ride Alone with Acerbis

Sole UK Importer
Bert Harkins Racing

Unit 6 Townsend Centre, Houghton Regis, Dunstable, Beds. LU5 5BQ

Tel: (01582) 472374 Fax: (01582) 472379

D I R T J U N K I E S

TBM
TRAIL BIKE & ENDURO MAGAZINE

JULY 1999

ISSUE 48 £2.20



XR280

Boring Out Honda's Little Thumper



Shock Tactics

On test.....
aftermarket shocks
for your XR400R

MZ ISDT
Heavy Metal from
the Iron Curtain...



Riding Techniques • On the set of that Virgin ad • Reader's special XR440

FACTORY
Rideout
For the ultimate experience
call the factory for details

...What impressed us most about the CCM was not the bike's excellent handling, its grunty motor, fluid suspension nor the tireless reliability of the electric start. It was the fact that the CCM factory felt comfortable enough... to take us to the gnarliest terrain and let us loose on their bikes...

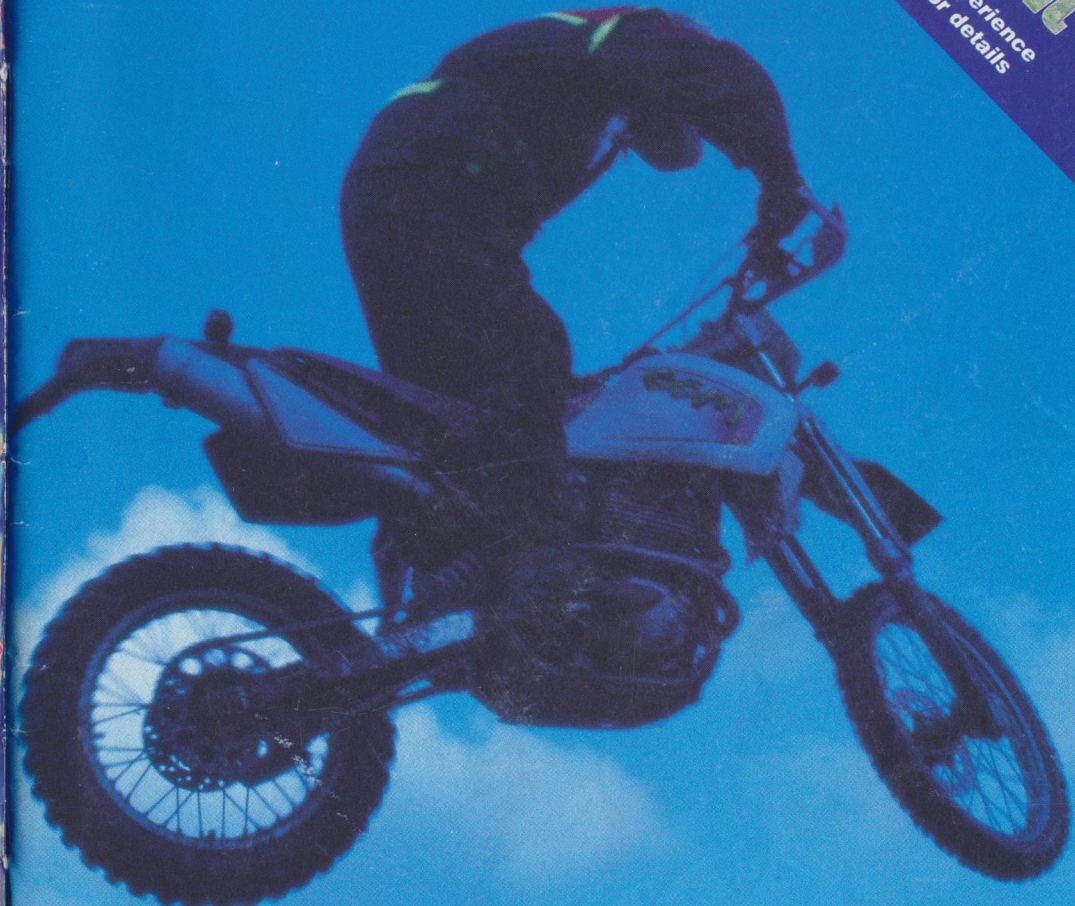
...the 604E sport is quite probably the best of the big dual sporters on the market - you'd be foolish not to try one...

...well built, extremely well equipped and seriously strong, it's also a lot of fun and, by Jove it's British.

Si Melber, Editor TBM - March 1999



CCM Motorcycles Limited
Edgenook Road, Shadsworth Industrial Estate, Blackburn, BB1 2QB Tel: 01254 691500 Fax: 01254 691605
e-mail: info@ccm-motorcycles.com Website: www.ccm-motorcycles.com



Doug Hacking Motorcycles (Bolton) 01204 491511 • Marcol Motorcycles (Nottingham) 0115 950 7912 •
Marcol Motorcycles (Leicester) 0116 262 3554 • Woods Motorcycles (Abergele) 01745 822 922 •
M&S Motorcycles (Newcastle) 0191 261 0121 • The Container Co Eastern (Norfolk) 01362 698147 •
Rafferty Newman (Portsmouth) 01705 665000 • Jack Lilley (Middlesex) 01932 224 574 •
Dirt World On/Off Road Motorcycle Centre (Barnsley) 01226 244770 • CCM Racing (Dublin - 00353) 1452 5866 •

Believe it or not, for me, riding dirt bikes is not a solitary pleasure. I should qualify that remark: Yes of course it's a singular pursuit in as much as there's only one of you on the bike - weirdie beardies sidecar riders excepted of course. But part of the pleasure of riding dirt bikes I reckon, is being with friends. Racing, rallying, trail riding, play riding, larking about or just chewing the fat with like-minded individuals. There's nothing more intoxicating than riding dirt bikes with a bunch of mates.

Granted there are times when it's pleasant to be at one with the scenery (something I've been experiencing a little too often more recently, ahem); but those times are far outnumbered by the rides which are infinitely improved by the presence of a riding buddy. It's so much more fun when there's someone else there goading you on, daring you to get up an impossible hill-climb, ride through a bottomless bog or jump a ditch you've absolutely no chance of getting across. Even better if it's you doing the goading - people are much more inclined to do something really dumb and way beyond their capabilities, when there's a mate betting them they can't do it.

No matter if you don't ride to the same standard as each other; if you're not as good as your riding partner, the chances are that by riding with them you're going to improve, and anyway, you can enjoy yourself by trying to get past them at every opportunity. On the other hand if you're the better rider, the old trick of slowing down a little and letting your mate get really close before roosting them with gloopy mud works every time. Simple minds eh...?

I recently went practising on my own at a little enduro track to try and get myself loosened up after injuring my shoulder, only to find that a bunch of guys I knew were down there already. That changed the whole outlook of the day. Instead of riding a few gentle laps, tweaking the bike and just sort of settling myself into a steady rhythm, I suddenly found myself in a four-bike grid with dead engine starts, some serious handlebar banging and a league table of results with a championship at stake. And anyway, putting a move on someone on the way into a corner is far more enjoyable if you happen to know the person concerned, and can picture their face as you do it. Isn't that right Andy?!!

But the real reason riding with friends is far superior to riding on your own is that for sure, the one time that you manage to wheelie your way right up through the gearbox, break the local lap record or lob your bike into the branches of a tree is guaranteed to be the time that no-one saw you do it - and hey... where's the pleasure in that?

Si Melber

Edited and produced by:

Si Melber.

Contributors:

Paul Blezard, Dave

Cornish, Chris Evans,

Clive Garnham,

Ted Melber

Designed by:

Andy Riley

Editorial address:

PO Box 9845,

London W13 9WP.

Tel (office hours only)

0181 840 4760.

Advertising enquiries:

Call: Paula

Merricks Media

01225 426600

Distributed by:

USM Magazine

Distribution Ltd,

0171 396 8000,

Printed in England by:

ROWE THE PRINTERS

TrailBike Magazine

is published on the first day of every month by Extreme Publishing Ltd, Registered in England and Wales,

Company No:

3051747.

All rights reserved.

All material in TrailBike Magazine is copyright to Extreme Publishing Ltd and may not be reproduced in part or in full without the express permission of the publishers.

ISSN 1359-0324

6 NEWS

Gossip and lots of other interesting stuff...

8 LETTERS

Your views in print, tell us what you think...

12 RANT

Is the two-stroke destined for oblivion?

Si Melber hopes not...

14 LETTER FROM OZ

John Pinnell visits the Skin Shed, home of the Toowoomba Echo Beach Motorcycle Club...

18 TALKING DIRTY

With the debate about event organising raging on, Chris Evans ponders the future...

20 NEW STUFF...

Lots of shiny new things for you to buy...

22 HONDA XR280R

About the only thing wrong with the XR250R is that it isn't a 280, we rode one and couldn't believe the difference...

30 THE IRON AGE

Part one of a series in which we chronicle the history of the enduro bike, this month MZ ISDT...

38 BIG AIR

Steve McQueen meets the Osmonds in the latest Virgin Atlantic ad, Crayzee Horses, weeeahhh...

48 ENDURO TECHNIQUE PART3

More pearls of bikey wisdom from Ady Smith...

52 TESTING TESTING 1-2-3

We test a bunch of shocks attached to an XR400, read on to find out what we thought...

60 SOUTH BOUND

Part two of Alex Marr's odyssey to ride to Cape Town on an XR400...

71 BIG RED

This month's readers special is a tricked out XR440 Supermoto.



JULY 1999

ISSUE 48

Year 2000 models

New Yamahas

★ As we went to press, news reached us that next year's Yamaha WR400F will come fitted with a version of the YZ400 seat and tank unit to make the bike slimmer around the middle and to get around complaints over the current model's bulky fuel tank preventing riders getting far enough forward on the bike. The news will be welcomed by WR400 racers, though we'd still like to see the WR retaining enough range for a decent ride. The problem wasn't so much the amount of fuel carried, but how (and where) it carried it. More details and pics on that story as we get them.

Sadly for enduro enthusiasts everywhere, Yamaha have pretty much decided that there'll be no WR250

model for next year. The superb WR250 which has won three out of the last four British Enduro Championships and has been the bike against which all other 250 enduro bikes have been judged, has finally been killed off by Yamaha. A spokesperson for Yamaha UK said: 'We've asked the Yamaha factory

about a replacement for this model, because it's important in the UK and other parts of Europe. The bike has built up quite a loyal following and we've got a number of meetings booked with the factory to see about a replacement.'

If the Yamaha UK guys get their way (and doubtless they'll get support from the likes of Yamaha USA and Yamaha Motor France where the WR250 is a strong seller), then we may well be looking at a new Yamaha (two-stroke) enduro bike for the next millennium. Keep your fingers crossed on that one.

Meantime Yamaha have launched the four-wheeled TW125, a smaller capacity version of the funky little TW200 trailie we've twice tested in TBM. The TW125 is 'not seen as an off roadier' commented a Yamaha spokesperson, but we think differently. Watchout for a test soon.

No Yamaha WR250 next year, but they have brought in the TW125... That's alright then...



about a replacement for this model, because it's important in the UK and other parts of Europe.

The bike has built up quite a loyal following and we've got a number of meetings booked with the factory to see about a replacement.'

If the Yamaha UK guys get their way (and doubtless they'll get support from the likes of Yamaha USA and Yamaha Motor France where the WR250 is a strong seller), then we may well be looking at a new Yamaha (two-stroke) enduro bike for the next millennium. Keep your fingers crossed on that one.

Meantime Yamaha have launched the four-wheeled TW125, a smaller capacity version of the funky little TW200 trailie we've twice tested in TBM. The TW125 is 'not seen as an off roadier' commented a Yamaha spokesperson, but we think differently. Watchout for a test soon.

Honda Sees Red

★ Honda have released pics of their year 2000 model XR400R and XR250R. The biggest change is the switch to an all red colour-scheme (with red tanks, seats and fenders) aping the XR's of the mid eighties. Other changes include a modified steering head lock and (now) EU-approved switchgear. No prices were available at the time of going to press, but expect a similar pricing structure to this year.

Think Red. Next year's XR's will look like this...



Diary Dates

★ The Mid-Wales Rhayader club are running a hare & hounds event on Sunday 8 Aug, open to virtually everyone. There'll be classes for experts, clubmen, beginners, ladies, trail, sidecar and quads all using part of the excellent Cwmythig Hill MX track, as well as a bit more open going to make up a course two-to-three miles in length. Entry costs £25 from Andrew James (at ET James on 01597 810396). They also wanted to mention that the club hosts evening MX at the same track (regularly attracting up to 3000 spectators), next event starts at 7pm on Wed 23 June.

★ The North Riding Enduro Club are putting on a 'first timers' multi-lap hare & hounds event on 4 July at Camphill plantation, four miles north of Ripon (N Yorks). The event will begin with a Le Mans type start and will run for two hours with a break for lunch and then a further two hours in the afternoon (subject to weather conditions). The organisers promise an easy course through the trees with no 'stoppers' to catch out newcomers. More details by sending an SAE to Andy Cooke, 21 St John's Walk, Harrogate, N Yorks; tel: 01423 503090.

★ The telephone number printed in last month's TBM for details of the Cambrian Rally was incorrect as a few hundred of you who telephoned us pointed out. The correct number for Tony Antipass is 01443 844050, but the rally is now full. Also the Tokyo Trail Dyfi Rally mentioned in last month's snippets which takes place on 5 September, has been confirmed as a proper rally and not an enduro/rally. More details from Vera Jones on 01686 688123.

★ The all new Radnor Rally takes place on 15 Aug with the idea of encouraging newcomers to the sport to have a go. There'll be a few alternative (harder) loops for the regular rallyists to try out, and regs can be obtained by sending an SAE to Gail Lucas at 34 Brook End Street, Ross-on-Wye, Herefordshire, HR9 7EE; tel: daytime 01989 769191, eves 01989 563261.



SNIPPETS

★ Adventure Motorbiking Handbook author, Chris Scott has relaunched his website <<http://www.compass-star.co.uk/AMW.htm>> with a discussion forum, Trip Reports and a 'Real Prize Competition'. He's also organising a three-week bike tour of Libya this November (cost around £1400, five bikes max with a Land Cruiser as support). For details call 0467 496 778 or email via the website.

★ Trail bike sales continue to rise with nearly 3000 new on/off road bikes being registered by the end of May this year (the last figures available). That's a 27% increase on last year, and trail bike sales grew as a percentage of overall bike sales from 4.96 to 5.57% during the same period.

★ CycleLogical in South Wales have become official Moose products importers (enduro clothing & accessories). For all enquiries regarding Moose products and a catalogue, contact them on 01443 218700.

Dear Trail Bike...

Got an opinion? Then write to: TrailBike Magazine
PO Box 9845 London W13 9WP

Law & (out of) Order

Following publication of a letter in last month's TBM about a reader who was angry and upset over the way he'd been treated by the boys in blue, we received a number of telephone calls from serving police officers around the country (all TBM readers), who said that they felt this reader had caused to complain about the way he'd been treated.

An anonymous 'concerned' police officer from a 'south coast force' rang us to say that he felt 'the copper had abused his authority', and that 'the law states that a police officer has the right to see the documents immediately, otherwise they must be produced at a police station within seven days. But once they've been seen by the copper at the scene [as these ones were] the police have no right (or need) to see them again'. He went on to say that 'my advice to this guy is not to produce his documents again; wait for the summons to come through, then attend court and stand up and say that he had already produced his documents at the scene - the copper in question will look very stupid indeed.'

We also received the following letter from a police officer and trail rider we know and respect, who wanted to shed a little more light on the subject...

Hi Si,

I was sad to see Julian Kendall's letter in last month's issue.

Unfortunately situations sometimes arise that lead to a feeling of dissatisfaction on the part of an individual that may have been easily avoided. This may be through a misunderstanding, ignorance or arrogance by either party. I can certainly recall incidents in my service that I should have dealt with better. I think most of us just try to be reasonable - perhaps your readers will have their own views!

I have to be careful when commenting on something that may be subject of a complaints investigation, but you ask a number of questions of a legal nature in your reply that I may answer in general terms.

Once a rider has produced his or her documents as requested, there should be no further need for documents to be taken to a police station. Few of us carry our documents around and so the law allows for production at a police station at a later date if necessary.

There is a scheme in place called a "vehicle defect rectification scheme". This allows for defects to be rectified without prosecution, and a ticket is issued for this (sometimes combined with a form HORT-1 or "producer"). Obviously this needs to be returned with proof of the rectification and this will be in the form of a stamp from an MoT testing station. Perhaps this is what Mr Kendall refers to when he states that he revisited the testers for a new certificate?

Interestingly an MoT certificate does not necessarily mean that his rear number plate is the correct size - unlike in the car MoT - the motorcycle tester only

has to look at the plate for legibility and not to ensure it meets the requirements of the law as to size. Because of that, some forces instruct their officers to issue fixed penalty tickets to offenders (generally the boy-racer brigade), because the defect scheme cannot guarantee that the problem will be rectified.

As we have discussed in the past - even the testing stations can't agree on tyres, but apart from initial interest these don't seem to have been a problem.

I hope Mr Kendall does follow up the issue with his local officers - perhaps they will be able to resolve the situation for him. In the meantime perhaps contact with some of the more "trail-minded" of us on the lanes or in competition, may convince him that we're not all that bad.

Name & address supplied

Don't Start Me Off...

Dear Si

Your 400cc shootout article last month told the same old story: great bikes, but they just don't start properly. Can you imagine a car manufacturer producing a car that didn't start first time, every time for hundreds of thousands of miles - hot or cold? They'd be out of business in no time.

Yet Honda and co appear to treat bikers differently. They know they can get away with selling us bikes which don't always start easily; they know there's a problem, but choose to do nothing about it.

If a bike doesn't start, all its other qualities are meaningless. Why do we put up with such rubbish?

David Lacey
Jordans, Bucks

Why indeed Mr Lacey? We've been banging on about this subject now for ages in TBM. But taking the other side (for a change), it's fair to say that cars and competition dirt bikes have a very different end-user in mind when they're at the design stage. A car's overall weight is not so much of an issue, and in fairness to the bikes we tested, nine times out of ten they fired first kick - it's only when they fail to start that you notice what a pain it is starting a stalled-out, hot, hi-compression motor with a piddly little kickstart.

The reality of the situation (as I see it) is this. As consumers, we vote with our wallets. At the moment we have no choice

because the affordable, electric-start, high performance competition thumper doesn't exist. When it does you can bet that within a very short time-scale (say a year or two), we'll see all the manufacturers hurrying to fit electric starts to their machines, and no-one will put up with the crazy situation we have at present. There are already bikes like the Cannondale and Husaberg which come fitted with leccy starts, but it's going to take someone of Honda's size (or even KTM) to really get the ball rolling.

Closer Scrutiny

Dear Si

Thanks for taking the time and trouble to chat about public tracks when I telephoned your office the other day. I enjoy TBM immensely and in particular liked the feature you ran about getting started in enduros. But

one area I am hoping you will cover in more detail is scrutineering. My CR250 is very old (1987) and I am wondering whether it will make it through. Is there a specification or requirements document which lists any more details? Also where can I find out about up and coming events?

TBM contributions from Blez and others always have me in stitches, their honesty about ride-outs and events is wonderful, making for a great read.

Thanks and keep writing
Jonathan Casey
Camberley, Surrey

Ah yes, the strange and warped world of the scrutineer will come under close TBM 'Scrutiny' in a future issue (probably next month). But in the meantime, the simple answer to your query is that no specification or requirement document exists because scrutineering is simply meant as a quick visual check to ensure that your bike is in a safe condition. Don't worry about its age, there are plenty of much older bikes out there still being used in enduros and rallies. The scrutineer is really only looking for any aspects of the machine which may be potentially dangerous - loose spokes, clunky wheelbearings, that sort of thing. No matter how old your bike, if it is well maintained you should have nothing to fear from the scrutineer. Besides, in our experience, they generally take much more pleasure in finding a loose spoke on a brand new machine, than a whole wheelful of them on something much older (that'll prompt some letters, no doubt).

For up and coming events try our diary snippets in the news pages or failing that, you may have to resort to thumbing through a copy of TMX in the newsagents.



Easy Starter? See
Don't start me off...

Dear Trail Bike...

Ode to a Nightingale

Dear Si

Check-out this article from the 'STAR' newspaper in Camberley. Many of your readers in the south will know the area concerned - The Old Dean land (which consists of Crown land, MoD land and Poores Allotments) - and may well have ridden there. The land has now got a section-29 nature conservation order on it banning all motorcyclists from using it (heavily enforced by the plod), because it is apparently now home to the 'Dartford Warbler'.

It's pretty amazing to read that off-roading disturbs these 'rare' birds whilst just over the fence in the MoD land (next door) - which now shares the sect-29 order - army manoeuvres involving machine guns, rifles, mortars and other explosives, obviously make them feel right at home! Talk about hypocrisy, what a load of horse-crap.

And talking of horses, it's really interesting to see the army building cross-country (horse) jumps on this land, all courtesy of us - the humble taxpayer. The erosion that the horses inflict on the trails seems to

be okay, which suggests this decision has far more to do with socially acceptable sports than any concerns over land damage. I'm sure that if Dave Thorpe had been a major at Sandhurst, there would be table-tops and berms all over the area!!

In the crown land area, hordes of mountain bikers have cut trails through the forest to the point where it's a patchwork of criss-cross tracks. It's great fun no doubt (just like trail riding), but obviously more socially correct?

And finally, when I last came through the Poores Allotment area, I spotted no less than nine stolen and burnt out cars. Now this obviously is something of special scientific interest; how could all those rusty old hulks have found their way down there on their own? Perhaps it's because the local police are too busy chasing off-road motorcy-

clists that they never have time to apprehend the joyriders and burglars who like to steal cars and then torch them just for fun.

To me this is a barometer of things to come and indicative of the strength of the 'Dartford Warbler lobby'. Next time you case your council tax demand, just think that the taxes may end up buying this land for the Dartford Warbler and all its feathered friends, and I bet they won't appreciate it one bit!!

Yours Warblingly
E Strobes (c/o Lord Gnome)

I always had you down as a bird lover Mr Strobes. Last time I went riding with you in France and we settled down for a beer at a bar, you couldn't take your eyes off the French birds...

MAY 6 1999 Motorbike ban at Old Dean common

BIKERS, whose unofficial scrambling has turned large areas of Camberley's Old Dean Common into a lunar landscape, have been banned from the area by Michael Meacher, the Environment Minister. The order, which runs initially for nine months, was signed after Labour councillors Murray Rowlands and Richard Appleton, who sit for the Old Dean on Surrey Heath Council, took him a petition signed by hundreds of local people. A Section 29 nature conservation order came into effect on April 27 covering heath-land to the north of the Old Dean estate, the land, owned by the Crown Estates, Windlesham United Charities and Defence, is part of a Site of Special Scientific Interest and is home to the Dartford Warbler and other rare species of bird.

controls which protect the land and introduce an offence in respect of damage to the land which applies to everyone. This is particularly relevant to motorcyclists who have caused considerable damage to the land in past years. Surrey Police has worked closely with English Nature, Surrey Heath Council, the owners of the land and local people, and police will take action against people committing offences under this new order. Offenders will be reported to English Nature, who have stated they will not hesitate in considering prosecution. Camberley and Frimley area Inspector Tim Harding said: "I hope that those who use the land will observe the new controls, especially motorcyclists, and police will be used by the new Section 29 Order to enforce the new Section 29 Order. Anyone found guilty of an offence is liable to a fine of up to £5,000 in the magistrates court, or an unlimited fine in the Crown Court.

Coun. Rowlands said the Minister was shocked at the devastation and promised urgent action. Now it becomes a serious offence to ride motorcycles on the allotments area and the police can take immediate action. The scrambling originally began on just 12 days a year on part of the allotments with permission from the trustees. But things soon spiralled out of control and 40 per cent of Poores Allotment land has been badly eroded. MOD owns neighbouring land. Objections to the order have to be in by June 8. It is being publicised in the motor-cycle press and notices are being erected on the land. Copies are available for inspections at Surrey Heath and Bracknell Forest council offices. Coun. Rowlands said work could now begin on restoring the land to become a jewel in Surrey Heath's crown. Labour would again be pre-paring for Surrey Heath to buy the land.

TOKYO TRAIL IMPORTS

The Best Bikes **AND** the Best Deals from the Best Importers

HONDA

CRM AR 1998 800 miles FULL mugen kit + more must be seen to be believed
CRM AR x 2 all mint some with pipes
CRM 250 mk3 x 2
CRM 250 mk11p x 2
CRM 250 mk11 Blue or Red x 7
XR250 super full jap spec do not confuse with lower spec versions, elec start digital clocks adj susp etc.
TLM 220R small 2stroke autolube trailbike XL degree 1991
SL230 Honda's Serow elec start stainless exhaust 1997 from

SUZUKI

DR 250 XC elec start DOHC 1997
RMX 250S civilised version of the Enduro Bike autolube, speedo etc but looks just as good from

KAWASAKI

D TRACKER a factory super motard elec start,digital clocks 1999 in Blue
KLX 250SR digital clocks elec start
KDX 250ES elec start gold rims 1997
KDX250SR autolube green meenies 92
KMX 200 1989 black

YAMAHA

Serow XT225WE latest model
Serow XT225 W rear disc x 3 from
Serow XT225 -2 all colours x 5 from
TTR 250 R 1993-1999 x 8 from
TTR 250 raid large tank and light ,better seat etc 1994 on x 4 from

SUMMER SALE

SUMMER SALE

Bring you boots and helmet for a test ride and free coffee

Don't forget to enter the Tokyo Trail North West hare and Hounds championship and the NEW DYFI rally on September 5th call for more details

These prices are on the road with Tax ,Test an age related Plate and a warranty
We are open 6 days a week
9 am to 5.30 pm

Yam TTR owner ??

Convert your TTR digital speedo to MPH easy fit box makes the TTR speedo and Trip work in MPH

BIKE TRAILER SALE

25% off KLIPPONOFF prices we must be mad. not only are the bikes the best value we are now offering 25% off all Klipponoff trailers that we have in stock
3 bike trailer with all the extras ,Radial tyres,High security locks.... was £604.00 NOW

ONLY £453.00 inc VAT

Don't forget the BERWYN BASH if you missed last year you missed a great day trail riding.
this year it's on SUNDAY 22nd AUGUST ring 01691 791307 for more info



TOKYO TRAIL IMPORTS
Betchton motors
Newcastle rd
Sandbach, Cheshire.
CW11 2TN



Just one mile from J17 M6

01477 500 713

WWW.BEADY.COM

RANT!

Noxious Fumes?

Is the two-stroke destined for oblivion? Si Melber hopes not...

No matter how much I close my eyes and ears to it, there's overwhelming evidence that the writing may be on the wall for the two-stroke trail and competition bike. The Japanese factories (who arguably influence the majority of which bikes we purchase), appear to have taken a 'long-term view' that the future lies with thumpers.

Rumours coming out of Japan suggest that Honda, the biggest of the Big-Four bike manufacturers, have little interest in developing new two-strokes. The CRM trailie is about to be canned, and Honda don't make a two-stroke enduro bike. How long they'll continue to build the CR is anyone's guess. Yamaha apparently must hold similar views, their two-stroke WR range is being dropped (we understand) despite demand comfortably exceeding supply, and no-one's quite sure what (if anything) will replace it. Suzuki and Kawasaki both produce two-stroke enduro bikes albeit in limited numbers (the RMX and KDX), but despite both being good, capable, clubman workhorses, they're hardly what you might call cutting-edge machines.

But why should the Japanese abandon a design which has served them well for the last 50 years? Most people argue that the green lobby and the ever-tightening noose of eco-legislation will sound the death-knell for the humble stroker, but why should it? No matter what you may hear (or read elsewhere in the press), I believe there's still an enormous amount of development potential for the simple two-stroke. There isn't space here to detail where that research might lead us and nor is this intended to be a technical précis of the two-stroke's future (I'm certainly not qualified enough to do that), but what it is a message to the motorcycle importers (and ultimately the manufacturers) that the two-stroke is not yet dead in the water. Let me tell you why.

I'm very much in favour of green issues and protecting the environment, but let's not get confused here. One of the biggest single ironies in the modern world (and frankly the best bit of marketing I've ever seen) is the mistaken belief that unleaded fuel is 'good' for the environment.

Bullsh*t. No burnt fuel (apart from water vapour and oxygen) is good for the environment. And in a superb piece of nonsense marketing, the oil companies cleverly re-engineered their fuel (and its constituents) to make us all feel a lot safer. Remember the 'I'm going Green' stickers emblazoned on cars a few years ago - you may well still have one, well what suckers we were to fall for that old trick!

Unleaded fuel (you know the one petrol companies labelled green - because we seen green as caring for our environment, whereas nasty old leaded fuel is shown as red - red for danger), well unleaded may not have the lead content which science proved was harmful to the brains of developing children (I applaud that), but it is stuffed full of one of the most toxic carcinogens known to man - Benzene. Yes I know that benzene is in all sorts of fuels (and that the government is trying to persuade oil companies to reduce the benzene levels it currently puts into unleaded), but the oil companies don't have a lot of choice - benzene in fuel works partly as a lead substitute (an anti-knock compound) and in less than six months time, leaded fuel is going to be banned in the UK.

Now standard unleaded fuel has a lower octane rating than the leaded variety (95 RON compared to 97/98 I believe), and do you know what effect this has on performance? It decreases the engine's economy. In other words, it may cost you less at the petrol pumps (the government taxes leaded fuel at a higher rate than unleaded), but it means that you burn more of it to travel an equivalent distance at the same speed. Because while the oil companies were forced to make the switch to unleaded (they didn't want to, but misguided legislation forced their hand), they took the opportunity to downgrade the 'quality' to a slightly lower octane rating. Result - more, not less hydrocarbons in our atmosphere. [If you don't believe me try it in your car - I guarantee you'll get better mpg from four star than from regular unleaded].

That's all very well, but what has all this got to do with stokers? Well it's an interesting fact that two strokes can burn all sorts of fuels: unleaded, super unleaded, four star etc it doesn't really make a lot of difference - even to reasonably tuned off road race bikes. And in fact that has been the case for at least the last 25 years as far as I'm aware.

Thumpers on the other hand are different. If you own or run a reasonably high performance four-stroke single you may well already realise the extra performance gains that can be made with regular leaded (four star) fuel. Tune that four-stroke up a bit and you don't have an option. It simply won't run at anything like its optimum

performance on regular unleaded fuel (if it'll run at all).

And anyway, what has racing and motorsport in general got to do with green issues? You might say: 'Ah but that's the point - it should have', but I would argue it isn't the point at all. You see it's an undisputed fact that in terms of emissions, motorsport and bike racing (and off road bike racing in particular) contributes diddly-squat to the overall figures. In fact I would take a stab at the figures and estimate that it wouldn't even come to 0.0001 percent of world-wide emissions, so it's hardly a significant global problem is it?

So why are we having to take the blame, and being forced to adopt changes to our sport/pas-time/hobby, and what will the result of these changes be? Well I'll tell you - the result will be that in the long term we'll all be forced onto bikes which are bigger, heavier and use up more 'resources' to build (and propel) than the current crop of motorcycles we currently have.

But in the short term the effects will be simple. As the Japanese move away from the production of simple, light and powerful two stroke engines, the specialist European factories will step in to take their place. We're seeing it already. KTM is selling out of bikes like the 200, 250 and 300 models, and not just in the UK either - but world-wide. I bet even they can't quite figure it. I mean they gear up to produce a whole load of four-strokes and start developing what will undoubtedly be the four-stroke dirt bike to have next year, and then sell out of stokers. If I were in charge at KTM in Austria I'd be rubbing my hands in glee right now, and thinking that if the Japanese factories want to abandon years of two-stroke development, that's up to them, but it won't stop us building what riders (and competition riders in particular) want to use.

And why shouldn't other smaller factories like Gas Gas and TM follow suit? Four-stroke development is not only costly and fraught with far more difficulties, but if riders continue to want to buy and race two-strokes then economic reasons will ensure that the two-stroke race bike remains alive for years to come. Good luck to 'em I say.

And don't get me wrong, I'm not just pro two-stroke, but I am in favour of using the right tool for the job - and having the choice. I don't want the decision as to what I ride made for me by some bureaucrat on spurious grounds which frankly have nothing whatsoever to do with real 'green' issues, and everything to do with governments' desire to legislate where it can.

We should all try to clean up our environment wherever we can, but abandoning the two-stroke competition bike is not the way to do it...

Si Melber

TALES

from the Outback

How much fun do you have at your local club night? Is it just a few musty sarnies, a half a pint of mild and a couple of old timers talking about their Matchless 350s? Over in Australia they do things differently, as John Pinnell explains...

Apart from having the coolest title in the country, Toowoomba's Echo Beach Motorcycle Club is known for having members who just love having fun. Whether it's clean, dirty or just plain illegal, their logic is that if it stretches a grin across your mug it must be worth doing.

The driving force behind this club is a character called Glen Krause - the promoter of numerous 'Kings Of The Mountain' events, not to mention an Aussie MX championship round at their local track (Echo Valley). Krause is a complex character, probably closest to some sort of Robin Hood on two wheels. Part gentleman, part scoundrel, he is satisfied most by two things: furthering motorcycle sport, and pulling some scam to get his club members into a nightclub on the cheap. He's a sharp businessman who'll argue over a buck (if he thinks your trying to rip him off), while he's buying you a three dollar beer.

His real magic though is that he can get

his troops to back him up in a way few other club secretaries can, and this solidarity has led to the club pulling off some impressive holeshots over the years. The Echo Beach Club got Wayne Gardner out of retirement to race at one of their events, they also got their national championship round televised, when no other club had the courage or foresight to stick its neck out so far.

Krause is passionate about the sport he loves and the people who take part in it, and he makes sure that the club's charter of 'Fun At All Costs' is strictly adhered to. The club's first clubhouse was a timber and corrugated-iron building commonly referred to as the Skin Shed because it was attached to a rustic, open-air, hide-drying shed which used to be owned by an abattoir. The place reeked of all sorts of things, chemicals, smoke, spilt beer and old leather, and if death hung rancid from the rails outside, then life - sweet, loose and decadent - was in full swing on the inside.

There's something out of character about quiet, orderly motorcycle club meetings which begin with the phrase: 'I now call this meeting to order...', and the meetings at the Skin Shed never did. It was more like: 'OKAY YOOZ BLOKES, CAN YOU TURN THOSE BIKES OFF FOR A

MINUTE - Now can I see a show of hands for who wants to run a national championship round next month? Good. Okay line 'em up again, and this time it's a Le

Mans start with each rider drinking a full VB on his way to the bike!'

Indoor races conducted on the old timber floor

improved the ambience of any club meeting, and ran in and out of the timber supports of the 'convention room'. Floor space was limited to roughly the area of two double garages laid out in an L-shape, so the machinery was restricted to two Z50s, an RM50, a PW50 and a TY250. And one other thing, if you weren't drinking and riding you were Bloody Ineligible!

Maximum field was five bikes at a time, a density roughly equivalent to a double-row 25-gate grid at the local MX track. The best race in living memory was the one where all five riders miraculously made it through the first turn without crashing, and the front three were charging side by

side for a slice of turn two. As they began to commit to the turn, a change of weather conditions occurred (unusual at an indoor venue), as a jug of beer suddenly washed into their path propelled by an unknown figure hidden beneath the bar. The leading three riders dropped like ninepins, the fourth place rider fell off because of excessive laughter and the fifth place guy went on to win the race.

These festivities would go on for hours at a stretch, and you've gotta' admit, there aren't too many sporting club meetings where you'd half a chance of arriving home legless, carrying a broken wrist and an exhaust burn to the calf.

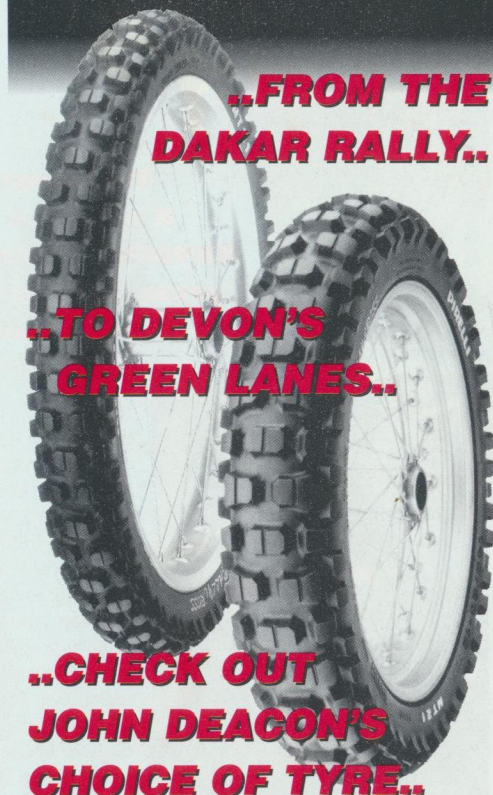
Apart from the fact that it was cheap, the Skin Shed was chosen because of its isolated position well away from the general populace. This was fortunate since the levels of noise, laughter and frivolity that emanated from the building wouldn't have been tolerated downtown. The Skin Shed was also the venue for much of the club's fund-raising activities which were nothing if not lucrative events. The strip nights and 'No Undie Sundays' were not surprisingly a big success with the guys, though girlfriends and wives didn't much care for them; so in the interests of equality the ladies got a strip night of their own. Unfortunately, 50 tanked up women proved to be far more dangerous (gropewise) to the male 'entertainers' than the 150 guys had been, so there hasn't been another one since, and won't be until the girls agree to behave themselves!

The club turned in the bucks, but has never once turned a profit. Some 98 percent of the club members have a race licence, so some of the money went on entry fees and travel expenses thanks to a clause in the club's constitution which allowed it to sponsor its own members on approved applications. The rest went to charities like \$500 to Toowoomba General Hospital to buy an eye machine for infants, and a couple of big donations to the Cancer Research Fund.

To the EBMCC, the recipe for keeping a club bopping along comes naturally: tell people when they're doing a good job, and reward them with good friendships and no club politics. Being able to switch off and talk about general life and enjoy yourself after the last wheel has turned for the day is the major ingredient of any decent dirt bike club... right?

PIRELLI

- MT21 -



..FROM THE DAKAR RALLY..

..TO DEVON'S GREEN LANES..

..CHECK OUT JOHN DEAGON'S CHOICE OF TYRE..

- MT21 -

..THE TYRE FOR ALL REASONS.

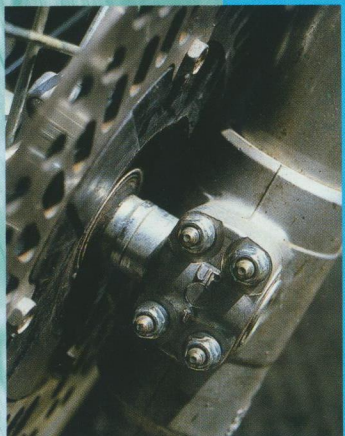
PIRELLI

**MOTORCYCLE TYRES
POWER IS NOTHING
WITHOUT CONTROL**

**DISTRIBUTED IN THE UK BY
CPK MOTO
(01788) 540131**

TRAIL Tips

XR400R front axles can seize into the alloy collar...



**This month:
A split-link tip,
XR400R axle woes and
preventing corroding
exhausts**

We begin the tips page this month with a suggestion from a tipster who wishes to remain anonymous ('to preserve his credibility'), who supplied the following couple of tips. If you carry a split-link for an O-ring chain in your bumbag (and its a spring link rather than the soft-link type), take the link apart (at home) and drill out the two holes in the chain plate so that they are fractionally larger than before and so that the chain plate slips over the link pins nice and easily before you press the spring link into place. The chain plates are always an incredibly tight fit onto the chain pins and this tip saves you having to mess around trying to squeeze the link together with a pair of pliers.

His second tip concerns newly recovered seats. These days the seat covering is often stretched incredibly tight over the foam so that if the fender or any other part of the bike comes into contact with the seat, it'll tear the seat fabric. A small run of duct tape just around (and underneath) the edge of the base of the seat

where it comes into contact with the bodywork (and just out of sight), will help prevent the seat base from chafing or ripping through the new seat covering material. Nice one mate.

Matt Clark from Bristol supplied the following tip for owners having problems with corroding exhausts. 'To save your exhaust from rusting through, wrap black exhaust tape around the corroding area. Unlike heat resistant paint which is useless against corrosion, the tape if applied correctly, will stop any water reaching the corroded part. The tape will need to be heat-cured properly to work (especially on two strokes where the exhaust doesn't get all that hot), but it saves the cost of a new pipe. I got my tape from Halfords - epoxy resin 2" wide tape, and about 18" long. It works a treat.'

Cheers Matt. Now here's a tip of ours gleaned from our own 'experiences' with XR400Rs. Unlike the XR250, the XR4's fork legs have a set of four pinch bolts on the bottom of each fork leg to secure the axle. But whereas on the 250 the axle screws into one of the fork legs, with the 400s it screws into a sort of alloy collar which is retained by the axle pinch bolts on one side. Before you do anything with the bike (and certainly before you jet-wash it for the first time), remove the front axle (if it's not already seized) and reassemble it with a good dollop of copaslip or waterproof grease in there. Otherwise you'll find that a few days after you wash the bike down, the axle will have seized solid into this collar preventing removal of the front wheel. If you haven't bothered doing this and you get a puncture, the only way to remove the wheel is to slip the whole assembly out by undoing the speedo cable and all eight pinch bolts. Even so you'll still end up with a wheel which has got an axle sticking out the middle of it, which sure makes a tyre or tube change tricky.

Be warned, this has happened on two of our XR400s so far, so it's worth checking on yours.

Keep sending those tips in...

Our Only Fear....

....Is that one day another helmet manufacturer will actually succeed in copying our helmets. As for now, we are safe.

If you want what is probably the best helmet in the world, your choice is simple.

Arai.

The VX-Pro & MX/3 are both also available in bright silver & white.

Sizes XS - XXL.

VX-PRO



SCARAB BLACK



SCARAB WHITE

MX/3



STREGA



KING #2



KING #1

Arai far exceeds every national, international, FIM & ACU safety standard for motorcycle racing, even the toughest of all safety standards: The one Arai has developed for itself.



THE LEGEND LIVES ON....

To locate your nearest dealer, contact Apico International. Tel: 01483 450560 Fax: 01483 450670 www.apico.co.uk

Joe Miller Design



TALKING *Dirty*

With the debate about event organising raging on, Chris Evans ponders the future...

As I was loading my bike into the van the other week, at the end of an excellent day's competition, I said to my travelling companion; 'I must write the organisers a thank you letter - that was really superb'. The problem is that I've said that before and never done anything about it; so realistically there's little chance of it happening this time. Shameful, when you consider all the hard work that goes into putting on such an event.

'Cos one thing's for sure, organising even the smallest outing, combining that potentially explosive mix of riders (unstable individualists), off-road motorcycles (barely road legal, unreliable, over-powered) and the countryside (now populated by militant down-sizers), is

one thing's for sure, organising even the smallest outing, combining that potentially explosive mix of riders, off-road motorcycles, and the countryside, is always going to prove something of a challenge...

always going to prove something of a challenge.

People who've done it themselves know only too well the time involved, the amount of work necessary and that so much of that work is invisible. Everyone can see, for example, that a course has been laid out, but few have any idea of the grief that went into finding it, getting permission to use it as well as just marking it out.

Which was one of the reasons why it was such a pleasure to have the boys who organise the Wyegate Trial along on one of my French trail rides. When, during dinner, we talked about the pitfalls of organising our respective events, it was clear we were talking the same language and could empathise with each other's problems. I did however have to keep reminding myself that these guys organised their event purely out of love for the sport; as opposed to my motivator - hard currency. Where do they find the time? How do they manage to placate their partners? How do they stay motivated?

Just to give you an example of their dedication, they actually go and knock on the door of every house on the route of their trial. And we aren't just talking about a quick 'ding-dong, hello, there'll be 150 motorcyclists coming past your front door on Sunday, love.' kind of conversation either. Can you imagine how much time that takes?

Now, you may already be aware of this fact (though I wasn't), but new technology in our work places has actually lead to an increase in the number of working hours we are putting in, with UK white-collar workers fronting more hours than any of their European counterparts. Put this together with the fact that more people are now expected to play an equal role in the 'domestic context' and you have to ask how long the concept of dedicated amateurs organising off-road events is realistically going to last?

Already in France, one of the annual classic enduros has been cancelled this year because the amateur team which organises it is quite simply burnt out. Yet with more and more people taking up our sport, and with many events being oversubscribed, we clearly need more people prepared to get their hands dirty, not less.

It could well be however that a new wave of organisers is just around the corner; with the likes of riders such as Paul Edmondson prepar-

ing to turn their hand to event promotion and organisation, as long as the returns are there. Now, as someone who has been charging others to go trail riding for over six years, this sounds like an excellent initiative that could become a badly needed showcase for what, until now, has proved to be a difficult sport [enduro] to package for mass media and public consumption.

What does worry me however is that if event organisation becomes more commercially driven, it also risks becoming more restricted in format and less intimate in nature; let me explain. From a commercial point of view, stuff like going round knocking on people's doors is a total non-starter. Long distance trials, or anything else for that matter that involves large numbers of participants riding over well-populated public land, are unsuited to purely commercial ventures. Which means that the profit-based events of the future risk being easier to control, circuit based, multi-lappers - which just isn't the sort of riding I (and many others like me) enjoy doing. Start up costs and economies of scale may also mean a tendency toward a few large entry events, to the detriment of smaller, friendlier ones. Finally, it also worries me that increasing professionalism, lack of time, and an unwillingness to be measured by the same yardstick as properly financed events, will scare off any budding organisers, and that as a result, amateur organised events, the backbone of our sport, will disappear for good.

Ironically, the solution is perhaps to encourage amateur organisers to become more commercial and more professional in their outlook, as the esteemed editor of this magazine has been advocating for some time. Freelance working has become so commonplace now that I'm sure it is possible for amateur organisers/clubs to be, in part at least, financially rewarded for what they do. We may have developed a 'customer is king' mentality, little suited to the unpredictable nature of organising off-road events, but if people are unwilling to give up their free-time, at least they are more ready to pay for their fun. And by inference, more willing to pay someone else to do the legwork and organising for them. Thus when someone tells their partner that they are popping out for a few hours to knock on some doors, the partner understands that while it is their other half's passion and makes them happy, it is also okay because they are making a useful contribution to the family budget.

That way we may yet see our sport prosper and develop, even if it costs us a little more hard cash to make it happen...

That way we may yet see our sport prosper and develop, even if it costs us a little more hard cash to make it happen...

That way we may yet see our sport prosper and develop, even if it costs us a little more hard cash to make it happen...



LONG DISTANCE OFF-ROADING IN FRANCE

NORMANDIE 10/11/12 SEPT

Takes in the best trails in what is a spectacularly beautiful area - lots of woodlands, lots of sunken tracks and a fair splattering of Med! "Enjoyed every minute of it". Trailbike Magazine.
£250

TOUR DE MORVAN 24/25/26 SEPT

Deep in rural France - just south of Auxerre - the Morvan is ideal for those who want to cover big off-road distances. 180 km per day combined with hilly, wooded countryside guarantees a challenging ride.
£240

BURGUNDY 7/8/9 OCT

The area is where France's top enduro riders train. 360 km of tight, technical trails over the wooded hills of Burgundy - "Three of the most enjoyable days' trail riding I've ever had" - Trailbike Magazine.
£250

Navigated by road book prices include half-board accommodation, full back-up, great food and an absolute minimum of road work.

For further information contact:

Chris Evans, Sport Adventure,
156 Boulevard Voltaire,
75011 Paris, France.

Tel: (0033) 1 43 72 86 02
Fax: (00 33) 1 43 72 61 09
Mobile: (00 33) 6 62 48 71 90

http://www.sport-adventure.com
e-mail: chris.evans@sport-adventure.com

Plate Tough

KTM200 owners can now protect their investment with this tough new lightweight WER skidplate which is cleverly shaped to offer maximum protection for the engine and cases, without the risk of filling up with mud. Designed by six times ISDE gold medallist Chris Smith, the WER bashplate is constructed from hardened aluminium which is then anodised for durability and finish. Best of all it costs only £69.95 inc VAT and there's a model to fit not just the 200 KTM, but also one for the 250, 300 & 380 (as well as another to fit the XR250 & XR400). The guard comes with a full fitting kit and details are available from Eurotek on 01765 608209. Our verdict: Good design, good price.

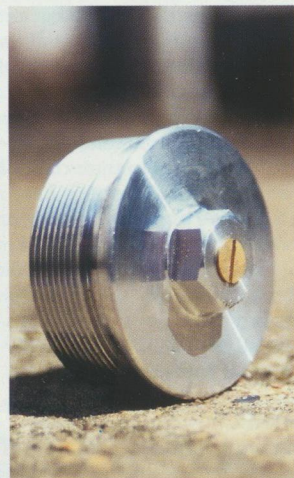


At the Bar

New from the USA comes these TAG X5 handlebars. Claimed to be stronger than your regular alloy bar, they feature a thick wall design that tapers (internally) from 5mm in the centre to 4mm at the ends (to accommodate wraparound brushguards). The outside diameter is constant so they'll mount up in your standard bar clamps. We like the smart design, the fact that they come with a matching bar-pad and the extra strength they offer. The price is reasonable too - £29.95 inc bar pad. Hard anodised to a high gloss finish they come in a variety of bends and are available in silver, gold or gun-metal grey. TAG bars are available from Moto Vision Products on 01403 865383. Our verdict: Smart, strong, stylish, essential.



Bleedin' Marvellous



valve which allows you to discharge the pressure build up which occurs in the forks every time you ride. Manufactured and machined here in the UK from a solid block of aluminium, the fork tops cost £25.95 per pair (exchange), and are available from Leisure Trail UK on 0115 973 2466. Our verdict: Never mind the price, feel the quality.

Own a mark-II or mark-III CRM then you'll need a set of these air-release-valve fork tops. Standard equipment on the later Active Radicals, these fork tops contain a brass release

Thirst Quencher

Scott have built their reputation on providing dirt bike riders with high quality products at sensible prices - and their new Racing Water Pack is no exception. This is the sort of product that's going to appeal to the guys who trail ride long distances or race full-day enduros. Because not only is it a water carrier in the 'Camelback' mode, but it also doubles up as a small rucksack. In other words there's space to pack a few tools, a spare tube or maybe just a waterproof, but without anything like the bulk of a traditional backpack. Like all Scott products it's well built, constructed from strong, hardwearing (and stylish) materials and designed with the user in mind. There's a pair of well padded shoulder straps, a hip and chest strap a decent full length padded drinking tube and a unique bite-valve to stop the contents disappearing down your shirt. There's also a few sensible designs which most other manufacturers don't bother with: for instance the main bladder filler is big enough to accommodate ice cubes (to keep your drink nice and cool), the bladder itself has a measuring gauge indicating the amount of liquid inside, and the bladder has been designed to facilitate easy cleaning (with screw off tubes etc) - something you'll appreciate if you've ever left one unwashed in the back of your shed for a few months. We really rate this product and at £39.99 inc VAT, it's not even expensive. Details from any Scott stockist or from BHR on 01582 472379. Our verdict: Well built, well priced.



Pull-Over

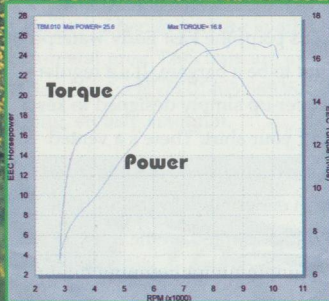


Few products featured in these pages are as cheap or as handy as this one. At just £12.99 (plus p&p) the Fast Eddy waterproof top has got to be a bargain. It's a regular enduro cover-up simply designed to keep the rain off your shirt. There's a vented neck, an elasticated waist and the jacket is available in either black or red with the Fast Eddy logo printed on the front. Don't look for special features because you won't find any, instead you'll get a simple enduro top that'll pack down small and won't hurt your pocket. Details from Pete Edmondson on 01543 685430. Our verdict: Cheap and practical.

Little- Big Guy



Dyno shows that the XR280 makes more than 25hp and revs to over 10,000rpm. Still civilised enough to enjoy green loring on though.



About the only thing wrong with the XR250R is that it isn't an XR280R. We rode one that was, and couldn't believe the difference...

280cc potion turns Dr Jekyll into Mr Hyde. Looks nice too...



Mr Honda knows a thing or two about building off road thumpers. He knows we don't all want the same bike, because we don't all do the same thing with them. The guys who want speed or power take the XR600R (it's a fine rally bike, a passable road bike and it can do virtually everything from trail riding to enduros if you're willing to use a little muscle). The XR400R on the other hand has the combination of power and agility to make it the perfect all-rounder. Then we have the little XR250R Low on power but agile and deceptively easy to ride fast - loved by trail riders everywhere.

So if you own an XR250 and you want a bit more power you buy an XR400R, and keep Mr Honda happy. Need more power still and you opt for the XR6. Buy all three and Mr Honda is delirious, but you'll probably be disappointed.

Because as you trade up for more performance, with it comes extra weight - and extra weight is precisely what you don't want if you're doing most of your riding on the unpaved stuff. So the smart guys take a look at what they've got already and then think of ways of making it better.

The standard XR250 is a lovely little bike. Maybe if you're going to be picky it's a bit sluggish - particularly on the road between lanes - but it steers and handles nicely and it's nearly a

grand cheaper than an XR400 at today's retail prices. But perhaps more importantly it's actually 10kg lighter and an inch lower in the saddle. That makes it handle completely differently to an XR4, especially when it comes to tight stuff. Get them both into the trees and the XR4s power, weight and height work against it compared to the more nimble 250. Obviously all this is relative, but the fact remains that the XR250 can zip around a tight and technical woodland trail a lot quicker than you'd imagine.

But an XR250 always feels pretty anaemic once the trail opens out into moorland or easy going. It's not that the engine doesn't rev, it's just that it feels a bit sluggish at building revs and short of breath at the top end. So the secret to making a really good XR250 is to keep the bike's nimbleness and agility, but give the motor a little more in the way of punch, allowing it to build revs quicker and hold a higher gear for more of the time. You don't want so much power that you destroy the bike's grip and finesse, but you need enough so that it'll power up gnarly climbs without having to resort to first or second gear all the while.

The answer lies in hogging the engine out to 280cc (or 277cc in this case), adding a pipe and carb and then spending a bit of time getting the jetting just right. It's a common enough trick (and

Words & pics: Si Malber

Little- Big Guy

a pretty simple one to be honest) but the results are truly remarkable.

Our 280 came from Allens Performance R&D in Bingham. The bike's a brand new '99 model with a handful of aftermarket goodies on board, and the 277 motor installed. Allens are carburetor specialists as well as White Bros importers and reasoned that the little XR would make a nice little rolling advert for some of their stock of parts, plus a fun bike for when the weekend comes along.

On the Dyno

The first thing to say about the bike is that it still feels just like a stock 250 to ride in terms of size and handling, but it's a whole lot livelier in the engine department. What the 280 conversion doesn't do is to give the little bike arm-wrenching power, instead it provides the sort of punch you'd like for a bike of this size and weight. In other words it's lively rather than awesome.

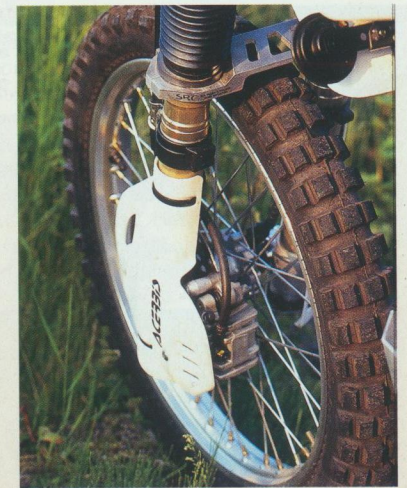
Of course you wouldn't expect a 280cc four-stroke to deliver arm-pumping power - indeed if it did, the whole effect of this bike would be lost - but nevertheless this motor's got plenty of beans and a willingness to rev that leaves the standard 250 trailing in its wake. I'll give you some figures

to digest, on the PDQ dyno the 277 produced 25.6hp and 16.8 ft/lbs of torque, that's ten percent more power than a stock KLX300R and slightly more power (but not torque, obviously) than a standard DR350 enduro gives, which by any standards is pretty impressive.

Like the KLX300R the XR280 is happy to rev on way past the point where the standard engine has signed off; from 7500-10,200rpm this engine is making over 24hp - and typical of a Japanese unit, it does it without much in the way of vibration or harshness - just smooth linear, creamy power all the way. Nice.

On the Road

What we felt on the dyno translates pretty much to the feel of the bike when you ride it. Starting is a simple affair - there's a bit more compression than the stock motor (10.5:1 compared to 10.2:1), but you rarely need to use the decompressor unless you're feeling particularly knackered. Once the choke is switched off and the XR's warmed up, then you're ready to go. Thanks to the extra zip of this motor, the standard 13:48 gearing feels way too short on the road, and although this is a bike destined to spend most of its time on the lanes, I reckon 13:45 or perhaps



Top left: E-series can gives the 280 a mellow bark.
Top middle: Digital tachometer reads over 10,000rpm at full chat.
Above right: Summers fork brace.
Left: Piston kit, carb, gaskets, valve springs and pipe... Good stuff.
Below & left: neat touches abound.



14:48 would be a better compromise.

Acceleration is pretty sprightly with first gear dispensed with in seconds, and the remaining five disappearing pretty smartish. Around town or just sauntering along country roads, the XR feels nice and easy to control, it's so slim and light with the weight so nicely centred, that you can slip through the narrowest gap in the traffic and sling it round corners with aplomb. The biggest limitation to fast manoeuvring is the aftermarket Woods-Pro handguards which though doubtless effective, make a slim bike feel unnecessarily wide, and certainly catch the

breeze at faster speeds.

Turn off the tarmac however and this bike comes into its own. To really make the most of the 280 you need to be riding tight, naddery trails where short bursts of acceleration, and leech-like grip is called for. In many cases this is the sort of going you'd find on an enduro and indeed the XR280 would make the ideal compact four-stroke, with enough rattle to crack on at a fair pace, yet the agility to turn inside larger bikes. And of course that lowish seat height makes the bike that

bit easier to handle. For a start it feels significantly smaller than a 400 when you start chucking it around, but it also means you can get your weight lower and further back on steep down-hills, and lets you dab easily when the going gets really slippery.

As a trail bike the stock 250 is pretty hard to beat. It's probably fair to say that you don't need the extra torque generated by the bigger engine when there's no hurry - on the other hand, once you've sampled it, you wouldn't want to go with-

Second Opinion - Clive Garnham

Everybody knows the standard XR250 is a fine motorcycle. It's the ideal beginner's machine; versatile and robust; willing and capable yet extremely forgiving for those finding their feet in off road- ing. It nurtures newcomers and can be instrumental in encouraging them to develop their skills.

But it's so good at this that it may actually shoot itself in the foot. The novice can quickly progress right past the level

engine as possible, you can end up with a cammy engine with the power concentrated in a narrower rev band which can be difficult to exploit effectively. That sort of power delivery upsets the chassis as well. Snappier power moves the suspension around, which can make cornering a handful. XR's seem to rely on smooth power delivery to let their suspension do its stuff. Okay they are suspended on the soft-side, but as we've said

sis out and so the XR retains that rideability most owners want. We found this despite the truly awful standard IRC tyres that just astound with their lack of off road grip (though they're surprisingly good on tarmac). Nevertheless the Allens equipped XR still managed to find grip and chug up slippery hills or out of corners, so you can imagine how much better it would perform when shod with decent rubber.

Throughout the test the bike ran clean and crisply and was also a willing starter. Unusually despite the best efforts of the TBM wrecking crew (and the crappy tyres) we never once needed to put the hot starting to the acid test by dropping the little four stroke. Instead we had to resort to completely upending the bike for 20 seconds and then trying the restart test. It took a few kicks to get it going - but started within about ten seconds - not too bad.

All in all this bike is a lot of fun and with the kit fitted, will help a developing rider progress way beyond the capabilities of a standard XR250. As sure as Chris Evans wears a funny hat, if I had to ride an XR250 regularly it would be similarly kitted.

Clive Garnham

before they still work pretty well even when pushed hard.

With all that in my mind I was very pleasantly surprised by the Allens 277 treatment. It granted cleanly off the bottom thanks to the standard cam, and then spread it's power delivery nicely through to the ionosphere. Although the thing revs until the valves bounce, it really works best earlier on in the rev range.

The added bonus to this is that it doesn't stress the chas-



of the standard machine and quite simply be left wanting more: more power, more suspension... Oh yes and more power again please. So the market for XR250 hop-up kits should be a healthy one (after all I doubt there is anyone who considers the XR to have a surfeit of power!)

Some kits though compromise one of the XR's inherent strengths: its rideability. By concentrating on squeezing as many horses out of the little

out. The fact of the matter is that if we're honest, there's always time when we could do with a little more speed - whether it's on the road in between lanes or just to press on before sunset, the extra stomp makes the 280 that bit nicer to ride.

We've all come around a corner and found a log in our path, or been heading up an unknown trail and come to a big rock step we weren't expecting; chop the throttle on a standard bike and you're going to have to downshift to find any power again, the 280 on the other hand digs deep, clears its lungs and simply grunts over the obstacle in its path. You'll be amazed at how low you can let the revs die with the clutch out and it'll still pick up and pull again.

And I say all this as a rider not generally fond of hop-up kits. My reasons are simple, manufacturers generally spend a lot more time than the average aftermarket company to ensure that their products work well out of the crate - too many big-bore kits trade off rideability for extra power. Slippery surfaces require softer power delivery than the average high-compression, cammy four-stroke hop-up kit delivers. It's all very well when you're on the gas, but back off the throttle for a second and the rear wheel can lock up solid.

But that's not true with the XR280. For a start the compression ratio is only slightly higher than stock, but just as importantly the Allens 280 makes do with the standard Honda camshaft, which means milder power delivery, with a decent spread of torque. Even when trickling along feet-up, picking your way through the brush, the 280 felt comfortable and sure-footed with non of the stop/start power delivery some big-bore motors seem to suffer from.

Putting aside the limitations of the standard Honda tyres (there was no time to change them before the test), we still found the XR would generate grip on some of the most slippery trails. And because its such a small bike to start with, transferring your weight around the machine has much more effect than on a big bike, allowing you to search for either front or rear end grip, with small movements of your body.

Of course as you up the pace, the limitations of the XR's chassis and suspension begin to take effect, though it's fair to say that all but the heaviest and fastest riders will find enough adjustment in the standard set-up, by changing oil or pre-loading the fork springs to suit - the rear of course is fully adjustable.

Summing Up

At the end of the day the XR280 is not about simply going fast, it's about enjoying your riding and matching the bike to your ability. There are plen-

Better than an XR400R

- Lighter than the XR by at least 10kg
- Lower all round
- 6-speed gearbox
- More comfortable
- Easier to ride
- Less tiring in a long event
- Much more fun to thrash hard
- Cheaper
- Quicker in the woods

Worse than an XR400R

- No QD clutch cover
- Non-adjustable front forks
- Not as fast as the XR on the road

ty of faster, more nimble enduro bikes to choose from, but the XR remains a firm favourite for the owner wanting a rugged and reliable, yet extremely capable little four-stroke. The 280 conversion simply improves on what Honda have already built, with a machine that responds quicker, pulls harder and goes better. Now you have a machine that is truly versatile, one that won't get left behind on the road, stuck for power on hills; or even one which you can compete on with. There are enough 280s running around to know that reliability simply isn't an issue. So andne which you can compete on if you want to race the thumper class in enduros., and thbikee cost of the conversion can be from as little as £300 upwards.

If you're the owner of a used 250 and you now want something with a little more go, there's probably no better way of breathing new life into your riding than modifying something which you already own and are used to riding. Besides, if you leave the 250 graphics in place everyone will think you're a real hero - riding a 250 THAT fast...!

Little- Big Guy



Technically Speaking...

Building a 280 can be as simple as buying a new piston and boring out the barrel to match, and there are various piston sizes available for the XR from slightly oversize (std is 73mm) right up to a massive 76mm (270cc) 77m (277) 78mm (280cc). This one used a forged 77mm JE piston (£91), with the standard barrel machined to accommodate the larger slug. The valve seats were cleaned up, with compression ratio and squish band corrected. Stock valve springs and cam were used with a Mikuni TM33mm with accelerator pump (£190+) was fitted (standard carb is 30mm). Stock headers were matched to a White Brothers (WB) Pro-Meg fully tapered stainless pipe (£195), which was fitted with a quieter baffle and an exhaust disc shield cover (to stop the plastics from discolouring). And the bike runs on super unleaded fuel.

Other parts WB full sumpguard, Summers fork brace, Woods Pro hand-guards, stainless headlamp protector, MVT digital tacho and Acerbis fork/disc guards & frame protectors.

Thanks to Phil Allen for the loan of the 280. If you want to do a similar thing to your 250 (or require the parts), give Phil a call on 01949 836733. Also thanks to PDQ for the Dyno testing. PDQ are located in Taplow in Berks and can be reached on 01628 667644.

My One - Gary Warr

Honda's XR250 is universally accepted as being one of the finest foo-foo bikes ever built. However, while its vice-free handling and modest output make it easy on the beginner, the more experienced rider might find it... well, a bit of a slug.

My 280 came via a bigger piston and a couple of gaskets - that's all - but the difference it makes is like night and day. I've been riding and racing dirt bikes for over 20 years, so I'm not exactly a novice, but after 18 months of tooling along trails, slogging through national enduros, and thrashing around our local MX practice track on it, I wouldn't swap it for anything.

Too much power slows you down, it tires you out and gets you into trouble. The 280 makes just enough of the right sort of power to get the job done - you can ride it at 90% for hour after hour after hour. Usually that's enough to stay on time at most enduros and because you're not completely knackered when you get to the special test, you go better there too.

Perhaps the ultimate question is 'would I buy another one?' Yes, without hesitation, but would I recommend one to my mates? No way. Not if they are going to ride against me anyway. No my recommendation would be that they go out and buy the biggest, most powerful dirt bike they can find, and then let's go racing... **Gary Warr**



999 ENDURO SERIES



RMX 250 1989-99
DECAL KIT £43.00 SEAT £43.00



KTM 2 STROKE 1998-99
DECAL KIT £43.00 SEAT £43.00
INCLUDES AIRBOX DECAL



YZF 400 1998-99
DECAL KIT £43.00 SEAT £43.00
INCLUDES AIRBOX DECAL
WR VERSION AVAILABLE SEPT 1999



KDX 200 220 1995-99
DECAL KIT £43.00 SEAT £43.00
INCLUDES REAR FENDER DECAL



XR 600 1989-99
DECAL KIT £43.00
INCLUDES REAR, SIDE PANEL AND SWINGARM DECALS



XR 250/400 1996-99
DECAL KIT £43.00 SEAT £43.00
INCLUDES REAR, AIRBOX AND FRONT FENDER DECALS

WERX

FACTORY RACING

FOR A FREE CATALOGUE SEND A LARGE S.A.E TO

tm TEAM TM DECAL KITS
NOW AVAILABLE

WERX LTD ASTONBURY BUSINESS PARK ASTON
NR STEVENAGE HERTS SG2 7EG D1438 880170

History of the world - Part 1: The Iron Age

Les Rowland takes a look back at the dirt bikes which have influenced our time, beginning with the MZ International Six Days Replica...

What's in a name? - The market image of a brand name can prove a significant factor in motorcycle sales. The antics of various entrepreneurs in recent years attempting to revive and capitalise upon a traditional badge (not to mention the acrimonious court battles over jealously guarded copyrights) bear witness to the perceived power of the market image.

In its most successful form, a brand name can be used to market a lifestyle. Harley Davidson is a prime example, a name capable of selling anything from cosmetics through to leisure wear with a host of non-motorcycle related paraphernalia in-between.

Which brings me to MZ - I don't mean to be unkind, but let's face it, for most of us these two letters instantly conjure up images of donkey-jacketed commuters smoking and rattling their way to the afternoon shift. This image even helped foster motorcycling's own form of inverted snobbery, the Alternative Biker. Remember the phrase 'Zed Cred'?

Some of the blame for the problems encountered by MZ in recent years must lie with this poorly perceived market image. A couple of decades ago MZ had become very good at producing and selling a plentiful supply of commuter bikes, which in itself was no mean feat against such formidable opposition as the mighty Honda Corporation's Step-thru. Marketing a low-cost motorcycle capable of being run on a shoestring by owners often lacking in mechanical sympathy, called for a robust, well-engineered design.

Back in the late Sixties this was the equivalent of a Gas Gas €C250...



Throughout the Fifties and Sixties the competition department at the Zschopau factory were instrumental in making a significant contribution to the development of the high performance two-stroke motorcycle. Working with very limited resources at the highest levels of the sport, achievements were hard earned and well deserved. With over 50hp squeezed from the 250cc road racer (remember this was 1964), it must have come as some surprise to the MZ racing team that the ISDT bikes, based on the humble commuter, began to prove even more successful than the sophisticated disc valve racer.

Riding MZ bikes, the East German Trophy and Vase teams held a virtual stranglehold on the ISDT from 1963 to 1967, with five Trophy and two Vase wins in total. Additional victories were to follow in later years, but at a time when all national teams had to compete on bikes of the same country of origin, this was another prime example of the power of political statement through international sport meted out by the Iron Curtain countries.

As continuing success began to elude the factory, replicas of the competition bike were made available to the general public and, whether by accident or design, the timing was perfect to coincide with the fast-growing interest in trail bikes at the turn of the decade.

However, acquiring such a piece of competition hardware did not come easily. In 1970 you would have needed to find a total of £459 (including Purchase Tax) to be the proud owner of an ISDT replica, which at that time was only £16 less than the cost of BSA's 500cc Victor

History of the world - Part 1: The Iron Age

thumper (a sort of contemporary XR600) - and a full £101 pounds dearer than Bultaco's equivalent, the Matador. A Suzuki two stroke twin could be bought for £359.50 so forget about any thoughts of cheap 'n' cheerful MZ's, the potential purchaser of an ISDT Replica was in serious territory.

Expensive, yes (particularly considering the rather basic level of specification), but the MZ was, quite literally, a lot of

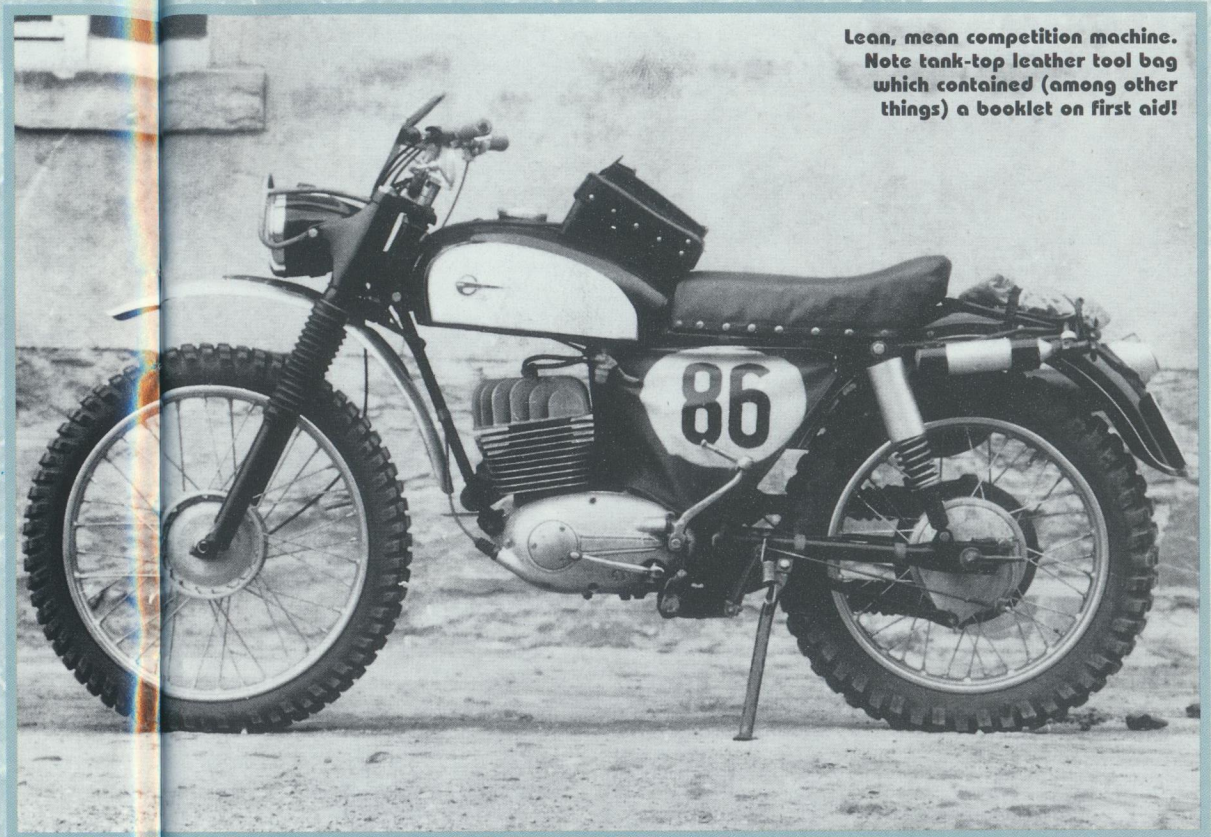
bike for the money, with an all-up weight which topped the 300lb mark! With modern materials, design techniques and build quality, it is easy to overlook the fact that inherent reliability in motorcycles is so much greater nowadays than it was almost 30 years ago. The philosophy at that time for putting together bikes capable of withstanding the punishment metered out by events like the ISDT, seemed to be 'build it strong, then make it faster'.

However, while creating the appearance of a very simple motorcycle, the air-cooled 250 single had a few interesting features with a (typically Teutonic) lateral-thinking approach to engineering design. Unusually the all-alloy engine sported a crankshaft-mounted clutch with geared primary drive into a five-speed box (the extra ratio was later to appear on the Supa-5 road model). Engine lubrication was by pre-mix, albeit with the main bearings lubricated by the gearbox oil. The wheels were genuinely QD items (Quick Detach). The rear wheel benefited from the split rear hub assembly and the fitment of a totally enclosed rear chain, a common feature throughout the whole MZ range. Whilst not the most aesthetically pleasing of items, the enclosed chain has to rank as one of the best ideas ever to grace a dual purpose motorcycle. The 3.5 gallon fuel capacity permitted real long-distance riding potential for those who could stand the punishment, whilst the huge filler cap allowed easy filling from a Jerry can (no pun intended) or whatever else was available. Incidentally, the production version had a potted history of the ISDT achievements engraved into the alloy filler cap - a nice touch.

No obvious surprises in the suspension department with conventional telescopic fitted up front and a twin shock rear. The tubular steel frame however, relied upon a substantial spine for strength with a bolt-up front strut providing additional support for the heavy motor (an engine weight of 90lb was the reason MZ never ventured into Motocross).

Unfortunately, the weight saving effects of using aluminium alloy for wheel rims, fork crowns and cylinder barrel, all taken for granted nowadays, were offset by the heavy steel fuel tank, fenders, handlebars, lighting equipment, and other items (including chromium-plated cladding of the rear light lens).

Attention to detail extended to the duplication of ignition coils and condensers, enabling a change of spark plug at the flick of a switch, with careful shrouding of both the carburettor and air intake to reduce the possibility of drowning. An exasperatingly small tyre inflator was mounted beneath the fuel tank, and equipment included a leather bag strapped to the tank which housed tools and a few useful extras such as spare cables, jets, countershaft sprocket etc. A small first-aid kit was included, with the somewhat intimidating presence of a booklet outlin-



Lean, mean competition machine. Note tank-top leather tool bag which contained (among other things) a booklet on first aid!

ing basic medical advice such as diagrams showing main arteries and tourniquet application! This and the owner's handbook were both printed in that amusingly stilted style characteristic of literal translations (Lada owners can nod knowingly at this point).

MZ bikes of this era are always considered to be somewhat odd looking, even for 'The Decade That Style Forgot', but while it could never be described as pretty, the ISDT model was at least sensibly proportioned and had a certain utilitarian ruggedness about its looks. A puritanical lack of embellishments, save for a small badge and a gold pinstripe, gave the bike had an almost cartoon-like appearance of brutal simplicity. It was neat, uncluttered and reasonably well finished.

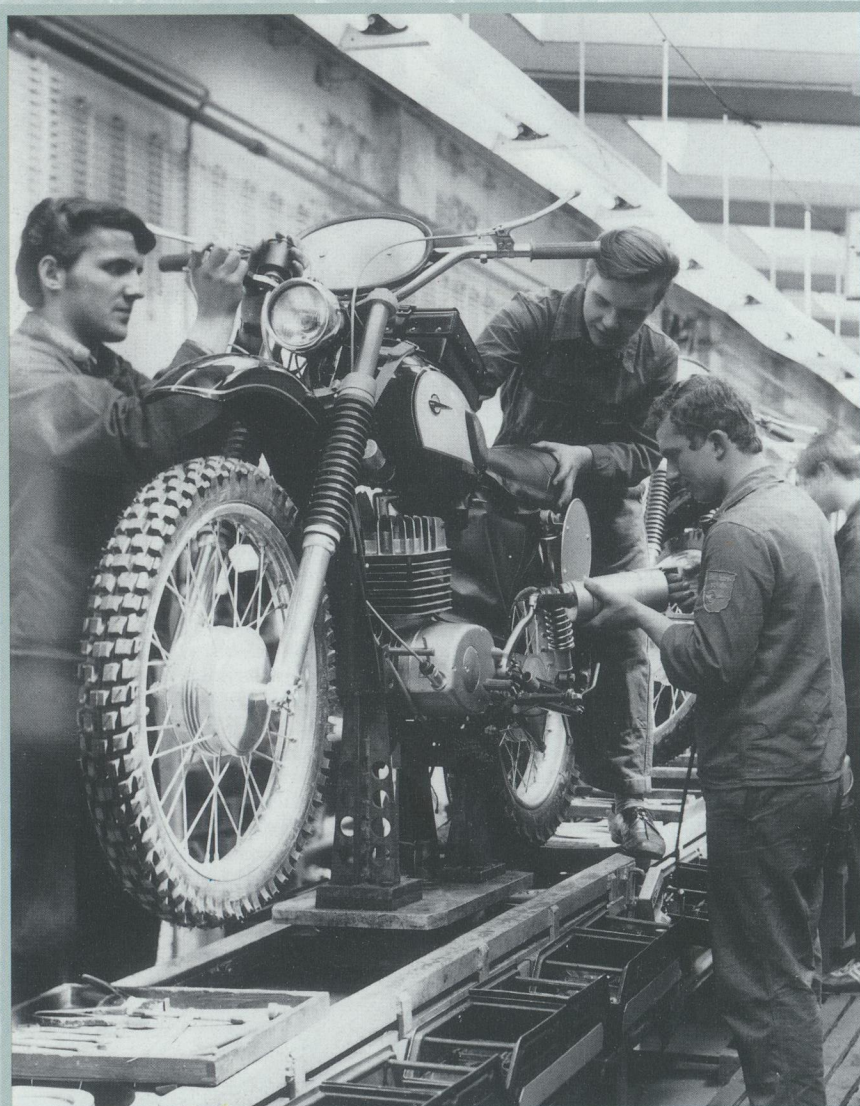
As an impressionable teenager I saw one of these bikes on a trade stand at the Northern Motorcycle Show (held at Belle Vue in the mid Seventies). Plastered with mud from a recent event, an accompanying notice-board announced the fact that the bike had been timed at a whisker under 100mph! I was hooked. Some years later, as an impoverished newly-wed I took the chance to buy a slightly scruffy but very original example which gave good service on the lanes for quite a few years.

So, swapping the anorak for a waxed-cotton, what was it like to ride? A powerful but peaky motor, nose-heavy layout, short wheelbase and quick steering made for an interesting ride, to say the least. At speed the supple front forks worked well to keep the heavy front end on track as the motor sought to climb into its power band, by which

History of the world - Part 1: The Iron Age

time the very limited rear suspension was becoming seriously out of shape. A steady nerve was needed to ignore the violently bucking rear wheel which seemed to hover somewhere behind your ears, creating a very real sensation of teetering on a knife edge between speed and disaster.

The drum brakes worked well enough and were more water resistant than most,



Left: Back in those days, riders often took a hand in assembling the works competition bikes on the production line...

although the clumsy and over-efficient rear pedal was, quite literally, a bind to use. The steep fork angle (by the standards of the day) gave an almost modern quick-steering feel which, coupled with the short wheelbase and low seat height made for excellent agility in trickier terrain. The downside to this was a tendency for the front wheel to tuck under on twisting descents, while recovering grip on a loose climb could reward the unwary with a sudden direction change as the thing promptly tried to clamber a wall, tangle with a fence or embed itself in a hedge. This motorcycle demanded the rider's full attention. A momentary lapse of concentration could result in a sharp (and possibly painful) reprimand, leaving you wondering who was really in charge. Rather like being left in charge of a large dog, you needed to constantly assert yourself when riding the ISDT MZ replica.

Like many bikes of the era, the engine had more power than the chassis could safely handle, and trying to use that power held all the potential risks of lifting the lid on a Pandora's box of nasty surprises. Likewise, the six volt direct lighting was almost as big a joke as the bulb horn, but when darkness fell it just didn't seem so funny anymore!

Which brings me to the exhaust system (I deliberately refrained from using the word 'silencer'). Despite the power-band, the engine would at least run cleanly at low engine speed, albeit with no willing

History of the world - Part 1: The Iron Age

The intrusiveness was physical also, with a bandy-legged stance required to keep your feet on the pegs when standing. Oh, I almost forgot - the footrests didn't fold either. I once limped for more than a week after crushing both calfs simultaneously. Finally, the left handed kick-starter was an acquired taste, I always stood alongside and used my right foot to kick it over.

One noticeable advantage over a modern equivalent however was the small stature. Despite the weight penalty it was possible to keep moving somehow or other even in the roughest of going. Dismounting to push was really a last resort, and in this way it was considerably more forgiving than the vertigo-inducing height of modern dirt bikes.

If much of this sounds like a condemnation then it isn't meant to be, it's just that things have moved on in the last 30 years or so. With a little application, the bike could be made to steer, go and stop pretty well in most circumstances, as the competition successes testify. The point is that it was down to the rider to get the most out of it.

That pretty much sums up the MZ ISDT Replica. As a Sixties competition bike, it was harsh, uncompromising and efficient, built for the sole purpose of bringing home the medals. Paradoxically, as a Seventies trail bike it was a reliable, practical and seemingly unbreakable old work-horse. A true classic then, and the fore-runner to the modern day enduro weapons most of us now ride...

response. This proved a blessing, allowing the rider to short shift to keep the revs down and minimise the noise intrusion. The bike would reward with an irritating moan as the motor voiced it's discontent. With care, a noisy bike can be made to seem quieter, however after a hundred miles or so of mid-winter green laning, the incessant drone and crackle of the exhaust would prove to be a big contribution to rider fatigue.



Despite their weight and relative simplicity, the MZ bikes took five Trophy wins in the ISDT between 1963 - 1967



IN STOCK 604 SPORT £4950.00



CRE80 £3500
CRE125..... £4150
CRE250..... £4350
CRE500..... £4350

SMALL SELECTION OF USED BIKES IN STOCK

the container company

PHONE FOR MAIL ORDER LIST

KTM540SXC R REG £4000
CRM250-2 1994 £1850
DT230LANZA 1996 £2500
CRM250-1 1989 £1600
DR350ES P REG £2595
CR500 1992 nice £1400

SPECIAL OFFER
CONVERT YOUR CR250/500 TO CRE SPEC FOR ONLY £495



CCM604E



CRE500

CRM250AR

NEW £3750 ONLY 10 LEFT

BRIDGESTONE

ED660A 120/90/18 £49.88
ED660 120/90/18 £49.88
ED661 90/90/21 £34.69
ED660 140/80/18 £62.99



SPECIAL OFFER SINTERED PADS ALL MODELS £14.95
1998 PREMIER RK CRASH HELMETS £99.00

TEL: 01362 698147 FAX: 01362 695554
UNIT 12 BERTIE WARD WAY, RASH'S GREEN IND EST, EAST DEREHAM, NORFOLK NR19 1TE



VISIT OUR NEW SHOW ROOMS
1 MILE from JUNCTION 37 M1 motorway
Call in & TEST RIDE a CRE250 or CRE500

Open Mon - Sat
8.30 - 5.30 p.m.
Closed Wednesday

SPECIAL OFFER CRM250AR ONLY NEW £3750.00



IN STOCK

LARGE SELECTION OF USED BIKES IN STOCK

FULL WORKSHOP FACILITIES

DISCOUNT TYRES

KTM LC2 125cc NEW O.T.R £2250

AGENTS FOR:

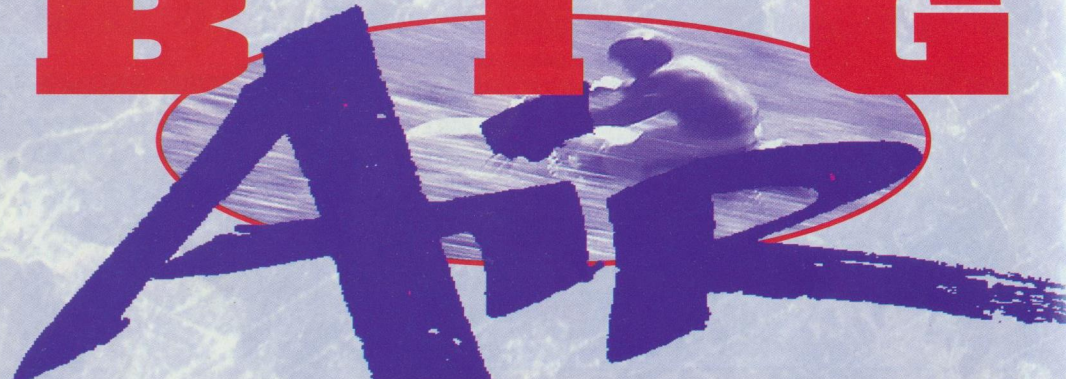


Unit 16, Fall Bank Industrial Estate,
Dodworth, Barnsley, South Yorkshire S75 3LS
Tel: (01226) 244770 Fax: (01226) 244554

Is it Steve
McQueen...? No
it's Mr Virgin...!



BIG



Anyone who's watched ITV or Channel 4 in the last few weeks can hardly have failed to notice the Virgin Atlantic commercial featuring a trail rider roaring up a mountain on an XT500. Paul Blezard did some rooting around and found out just how the advert came about, and why it chose the subject of dirt bikes to get its message across...

So there I was, slumped in front of the box on a Friday night, too zonked to drag myself off to bed, or even to hit the zapper and change channels when the ads came on. Hello, what's this? Green Hills, Alpenhorns, clap of thunder, and a young man sitting on a trail

bike! He's wearing a loose grey sweater and off-white trousers which immediately reminds me of Steve McQueen in the Great Escape. A rainbow appears in the distance, he smiles, puts on an open face lid, kick-starts the bike and the next thing you know, he's charging across a grassy

meadow to the tune of the Osmonds' 'Crazy Horses'.

'CRAZY HORSES

Weeeooooow, weeeooooow'

I cannot believe what I'm seeing! This guy has a huge grin on his face as he rides onwards and upwards; alongside a fence, through a stream, over a hillock - nice jump, clean over a tarmac road, along a high ridge... cut to a blonde Teutonic damsel in a fetchingly low-cut top looking wistfully over a fence as our hero continues his ride up the valley towards the rainbow.

Finally he takes off in a huge jump right into the rainbow and lands in the multi-coloured light. The beams play on his ecstatic face, he rides towards the camera and we see the following words appear on the screen as the silhouetted biker rides off beneath them:

'Some say why?' then: 'Others say why not'

At the very end of the ad, the Virgin Atlantic logo appears for the first time. End of commercial. It's lasted exactly one minute, but seems like less.

I was gob-smacked. I sat staring at the TV screen thinking, 'What a great advertisement for... motorcycling!

I mentioned the ad to the Ed and it turned out that he'd actually been approached by the production company for some help about which bike to use to provide the right kind of nostalgic feel they were seeking. Apparently they'd been thinking of using an old Suzuki PE175 till Si suggested a somewhat more charismatic thumper. Now Herr Melber is not the greatest archivist in the

Film Facts and Fantasy

Of course, neither the Sound of Music nor The Great Escape (both made in the early '60s) let the facts get in the way of a Great Movie. For example, in reality (but unlike in The Great Escape), there wasn't actually a single American incarcerated in the real Stalag Luft prison camp upon which the film was based, plus of course, the wartime Wehrmacht were not in the habit of using Triumph motorcycles (especially not ones made in 1961!) as their means of getting about. And a genuine German army 1940s BMW flat twin would have struggled even to clear a garden fence, let alone a frontier barrier.

Interestingly, great rider though he was (Steve McQueen once rode for the US ISDT team), it wasn't McQueen who did that heroic jump over the fence - it was his mate and great off road racer Bud Ekins who rode it! (Who cares? it remains one of the all-time great biking film sequences!)

world and he gave me completely the wrong name for the company and had lost the phone number anyway. However, I could sniff a good story here and my curiosity was aroused. With a little help from my mates at Virgin Limobike followed by a lot of phone calls, e-mails, international faxes, and a couple of trips to Soho, I managed to piece it all together...



BIG AIR

Good Vibrations...

The idea for the ad came from RKBC (Rainey Kelly Campbell Roalfe), which is one of the country's trendiest and most successful advertising agencies. (They also came up with the slogan 'BA don't give a Shiatsu' for Virgin Atlantic, drawing witty attention to the massage service available for clients of Mr Branson's airline).

James Murphy, RKCR's head of account management told me, 'We wanted to make a "feel-good" ad that contrasted with the current trend for cynicism. Part of the inspiration actually came from Richard Branson's own autobiography where, in the face of all sorts of sensible advice to the contrary, he sums up his decision to start Virgin Atlantic as "Screw it, let's do it". We couldn't really use "Screw it, let's do it" as a strapline in the ad, so we came up with "Some say why? Others say why not" instead - it was meant to reflect the same idea.'

The production company that RKCR chose to make the video was Godman UK who already had a pretty impressive track record. Their recent 'portfolio' includes videos for George Michael, Robbie Williams, Levis, Geri Halliwell and Lucozade - the latter in a pastiche/tribute to The Who's mods-on-scooters film, Quadrophenia.



James Murphy put me in touch with Producer Amanda Tassie (of Godman UK) who was both pleased and amused when I said that the ad conjured up images of both The Great Escape and The Sound of Music with its 'Steve McQueen-as-The Cooler King meets Julie Andrews-as-Maria' theme. 'That's exactly what we were aiming for' she told me, 'and we deliberately wanted it to be "cheesy"'. She wasn't quite so pleased when I confessed that on first viewing the part involving the rainbow had completely passed me by. 'But that's the whole point of the ad' she said, 'he's chasing the rainbow!' I had to admit to her I was more concerned with trying to identify the bike at the time....

The initial script was illustrated by a 'storyboard' - a set of 31 illustrations telling the story of the ad in pictures - like a cartoon strip without any word balloons - as is usual in the world of film and video. RKCR were good enough to send me a copy and it was interesting to see that it's a little different from the final video - and quite amusing if you're a biker. For example, the close up of the bike's bars in the storyboard look as if they've come off a Harley whereas a few frames later the bike's suddenly turned into a cafe racer! It also shows a close-up of the rider's foot on the gearchange - on the right side of the bike - correct for an old Triumph but wrong for the XT - though that bit was deemed too problematical to shoot anyway. The essential elements are there though - the rainbow at the top of the valley, the charge along the fence, the water crossing and so on. The jump over the road wasn't in the original storyboard though - someone must have thought of that on location and a mighty fine addition to the script it makes too.

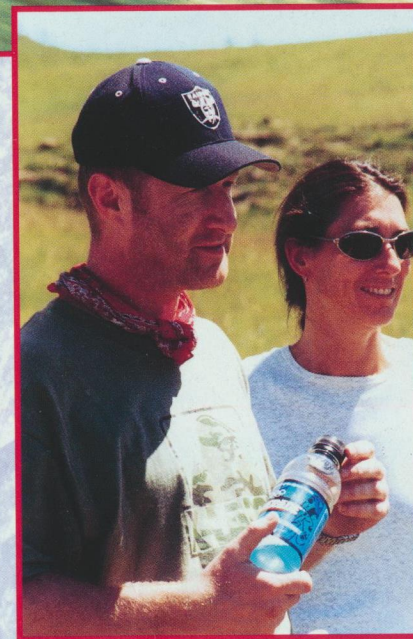
You might be surprised to hear, as I was, that before a single second of the video could be shot, the script had to be submitted for approval to the BACC - the British Advertising Clearance Centre, a kind of advertisers' equivalent of the British Board of Film Censors. The script was approved with the proviso that the rider must wear a helmet (though not gloves or goggles) and - big surprise to me this - the bike was not to be shown tearing up the virgin countryside - strictly no roosting!

Heading South

With the script approved, Godman had to find a loca-



Director Vaughan Arnell and producer Amanda Tassie contemplate filmic reality...



tion to shoot the commercial and it had to be somewhere that looked like the German-speaking Alps in order to achieve the 'Steve McQueen meets Heidi' look they wanted. However, if you know anything about the Green lobby in Europe, you'll appreciate that you'd probably have a better chance of persuading the Pope to front an ad for Mr Branson's Mates condoms, than you would of getting permission to film a motorcycle roaring up a 'virgin' mountain in Switzerland, Bavaria or Austria...

So Godman UK turned instead to the wide open spaces of Africa - Seth Efrika to be precise - in the Drakensberg mountains about 200 miles south east of Johannesburg. Amanda Tassie explained that the 'Republic of Essay' is not only blessed with lots of sparsely populated beautiful locations, great light and predictable weather, but just as importantly, has extremely good film crews. Last but by no means least, the weakness of the Rand means that the whole package could be made at very affordable rates. (I presume the flights to SA weren't hard to organise, either!)

This meant that Godman UK only had to fly out a relatively small crew with Amanda and Director Vaughn Arnell, and were able to entrust a lot of the nitty gritty production details to the locals. (For example, The actor playing 'McQueen' came from Europe, but 'Heidi' was a Cape Town model).

They used the well established 'Stunt Company' (with offices in both Jo'burg and Cape Town) to find the locations and just as important, the bikes and riders. Yes, you read that right, bikes and riders in the plural. You didn't think they'd risk trying to shoot the whole

thing with just one bike and one rider did you?

The Bikes...

The bikes, both XT500s, were sourced from a mechanic in Durban but underwent a few subtle modifications to ensure that they looked identical (for obvious reasons) and also weren't immediately identifiable as Yamahas. Amanda: 'We wanted the bike to be anonymous because we didn't want to have to get Yamaha's permission

BIG

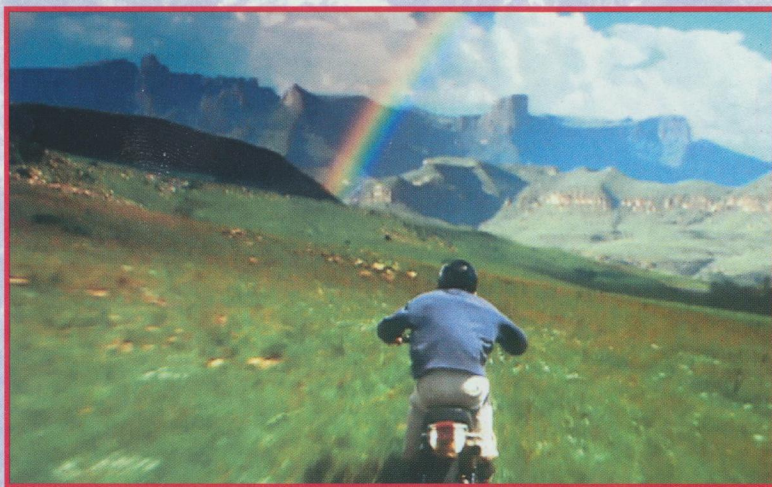
improved his skills considerably. Most of the tricky stuff was done by stunt rider Julian Koberman but the final big jump at the end was done by multiple SA motocross and supercross champion Wayne Smith, who had done a number of previous spectacular leaps for films in the past, including jumping a bike onto a moving train (doubling for Dolf Lundgren) and over a hovering helicopter! Wayne takes up the story:

'The shoot took four days of filming in six different locations within the Drakensberg area. Julian had to do some really difficult and even heroic riding which required plenty of skill. It would have been tricky riding at high speed over the rough and very rocky terrain even on a modern enduro bike, let alone an old XT500. Julian also had to do some of the riding with a camera

to do the shoot - apart from anything else, we didn't have the time'.

So the tanks had their Yamaha badges and the paint on the sides removed so the bare metal could be buffed and polished for a nice old-fashioned British look. Both were also fitted with slightly meatier IT175 forks and aftermarket rear shocks. One of the bikes was actually fitted with an SR500 engine so the exhaust had to be modified and both machines were run with straight through pipes.

The good-looking fellow in the ad is just an actor who had only ridden a bike twice in his life before, although by the time the shoot was finished, he'd

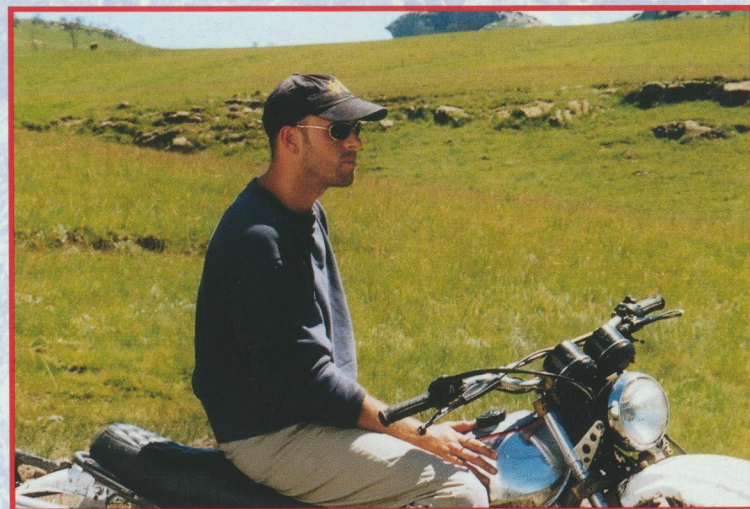


mounted on the tank, which meant he had to sit practically on the rear mudguard'. (The advert was shot on film as opposed to video - like a proper 'movie' in order to make the most of the wonderful natural light and to get the warm 'feel' that the team wanted - but that precluded the use of the sort of tiny video cameras available these days which transmit their digital images by radio waves to a video recorder somewhere else. Whereas with film

you have to have the whole kit mounted on the bike). A Yamaha 300 farm quad had a camera mounted on it to get tracking shots of the bike and a helicopter was used for the most spectacular aerial shots.

Wayne continues: 'Both the bikes were drowned many times in the river crossing and they also ran very hot, due to the straight through exhaust pipes, which caused the valves to burn'. (Hmm, should've upped the jetting chaps!)

The team also had problems when they first attempted the jump over the tarmac road, as Amanda told me: 'The standard footrests were a nightmare; Julian gashed his leg jumping the road on the very first day'. (The standard XT footrests are mounted on a spindle and are noto-



rious for slipping round if subjected to the forces generated by a big jump). Plus of course light jeans and workboots are not exactly the ideal protective legwear...

The final and most difficult part of the shoot was the big jump into the rainbow at the end. Originally Julian was going to do it, but stunt manager Paul Siebert decided that it would be better left to Wayne with his unrivalled experience of hairy take-offs. It was a genuinely big leap with no trick photography, so Wayne did it first on the '99 CR250 which he'd earlier used for recce-ing the terrain. Before attempting it on the XT the troublesome footrests were welded solid to the frame to make sure they stayed put. With everyone crossing their fingers and with several cameras rolling, Wayne went for the biggee and

The Nit-Picker's Guide

Most of these points probably wouldn't occur to most lay viewers no matter how many times they saw the ad, but I'm a congenital nit-picker, and having now watched the ad about 20 times I've come up with a whole raft of criticisms. Next time it comes on, see if you agree with the following observations:-

1) You can tell that several different locations were used, because the initial view up the valley to the rainbow bears little relation to the ride sequence. In other words it's just a mixture of images which don't really hang together in terms of what the biker sees, then what we see him doing - for example, the river crossing pops

up out of nowhere, as does the tarmac road - and if you pay close attention you can see that the bike is actually on the tarmac road just after he's jumped it! One minute there's a fence up the valley, the next there isn't; then 'Heidi' pops up from nowhere but we never see her and our hero in the same shot, even from a distance, nor even the fence that she's supposedly looking over.

2) You can see that the guy riding initially isn't the bloke who does the final jump because of the way he lets the back wheel kick up over the little hump instead of pulling the front up and jumping off it.

3) The producers tried to tell me that the bike sound on the ad is genuinely taken from the XT500 they used, but I'll eat my helmet if it is. I reckon someone substituted a recording of an XR Honda somewhere along the line. Whatever bike it is, it sure as hell ain't on an 'open pipe'!

4) The choice of 'Crazy Horses' for the soundtrack is nicely ironic. I'm old and sad enough to remember what the Osmonds actually said about that record when they first released it back in the flare-filled Seventies. It was inspired, they said, by the problems of traffic congestion and pollution - listen to the words: 'What a show, there they go, smoking up the sky, yeah Crazy horses and their riders like you and I'. And it was written to persuade people to stop using their cars so much - the 'crazy horses' of the

song refers to polluting cars, not motorcycles!
5) Interestingly, the very end of the ad as screened on TV is subtly different from the video which the ad agency kindly sent me - instead of the Virgin Logo appearing right at the end on a plain black background, it now appears across the final shot of our hero on his trusty steed.
6) Finally (and this one's especially for the analytically-retentive and the English students amongst you), the final 'Some say why not?' is actually missing its essential question mark - it appears on the screen simply as 'some say why not' which (in my humble opinion) detracts from its impact quite significantly. But like I said... I am a pedantic old buffer.

Paul Blezard

BIG AIR

achieved the perfect take-off and landing that can be seen at the end of the ad. But the size of the jump - and the impact on landing - can be judged from the fact that it bent the XT's forks, handlebars and even the frame at the steering head! Must have been a hell of a jump - just as well they got 'it in the can' first time!

That's not the end of the story of course. Having got the required footage it then all had to be edited together and enhanced in the studio and the music added - Crazy Horses was only one of several possible tracks and wasn't finally chosen until after the editing. The colour was artificially tweaked and most important of all, the essential rainbow was put in by computer. (You didn't think they sat around waiting for a real rainbow before they started shooting did you?!)

Finishing Up

The whole project was actually completed in record time for such an action-packed ad. Conceived in February and shot in March it was actually on our screens by mid-April. Cost? They wouldn't tell me - but all concerned reckoned they got great value (million pound budgets for TV commercial are not uncommon). You can be sure it must've cost well over a hundred grand... but that counts as cheap in the surreal world of advertising these days.

Was it worth it? Who knows? The direct effect of an ad on sales of airline tickets is very hard to measure and in any case, as James Murphy explained to me, that wasn't really the point of the exercise. It was more about trying to create a 'feelgood image' in the minds of the general public about Virgin in general and Virgin Atlantic in particular (the Virgin empire comprises hundreds

of different companies, from Virgin Cola to Limobikes). RKBC would say that if the general public's perception of the Virgin name has been enhanced by the ad, then they've achieved their aim.

In any case, all those involved in the production of the ad are very pleased with the end result, as are Virgin themselves, by all accounts. The bent and battered XT500 is being shipped back to Blighty and rumour has it that Mr Branson himself is going to give it pride of place in his Notting Hill HQ.

The commercial must have gone down pretty well with the general public too, because on the strength of the ad, 'Crazy Horses' is being re-released and even as I type little Jimmy Osmond is back in the UK to promote it! (See Nit-Picking Box out)

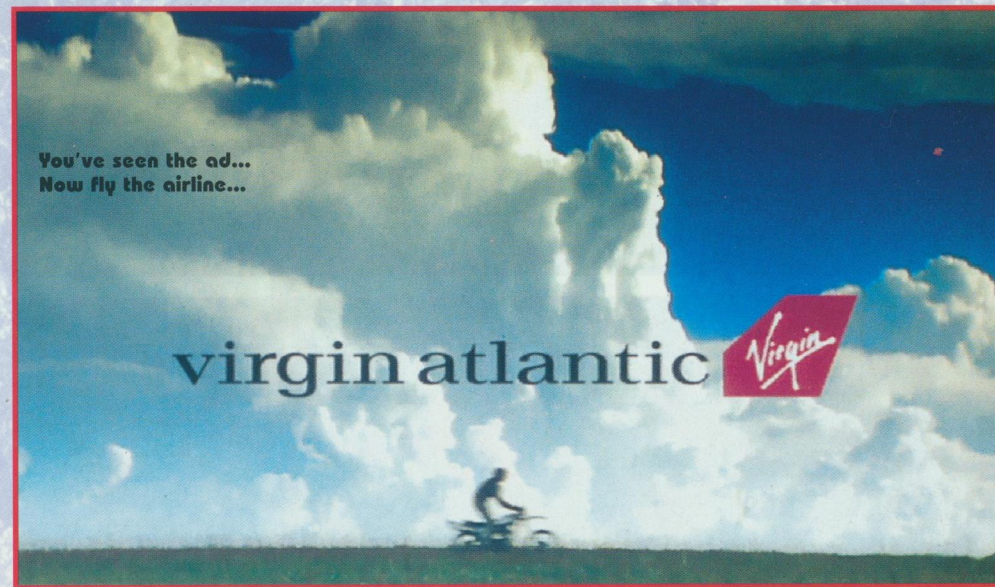
The commercial has had mixed reviews in the advertising industry - one pundit described it as 'The strangest ad of the week' but a biking friend of mine who also happens to be the creative director for a rival agency expressed his admiration saying: 'It's a great ad, because it promotes



just the sort of cool image that Virgin Atlantic want to have to distinguish themselves from other airlines'. When I was initially trying to track down the agency responsible, a creative executive from another company said, 'No we didn't make that ad, but I wish we had'.

Not everyone loves it though, even in motorcycling. The former editor of a well-known motorcycle magazine said to me, 'That ad really annoys me - I switch over every time it comes on!'

Personally I'm not entirely convinced that it's a good ad from Virgin's point of view but then what do I know? I'm a natural cynic and I've always thought that the whole advertising industry is largely sustained by 'Emperor's new clothes' psychology. What I am certain of, is that 'Chasing the rainbow' is a great ad for motorcycling and off-road motorcycling in particular. Some might say that it could encourage people to get on their bikes and ride in places they shouldn't, but I think it's so obviously and deliberately fantastical and surreal that not many viewers would confuse it with real life off-road riding -



not in the UK anyway! And as the TRF's PR officer Mark Holland said to me: 'At least it's a four-stroke he's riding!' (Hmmm).

It's easy to be cynical with something like this, especially when you're as much of a pedant as I am, but the greatest compliment I can pay the ad is that even after countless viewings, it still makes me want to get out on my bike and ride every time I see it! And I'm unlikely to forget the name of Virgin Atlantic for a while... that's for sure.

What the Industry Thinks

Some might say that this is just the sort of advertisement that the motorcycle manufacturers should be making to promote motorcycling! I asked the TY250-owning new Chief Executive of the Motorcycle Industry Association, Mark Foster, what he thought of the Virgin ad.

MF: I think it catches the spirit of motorcycling perfectly - freedom, excitement and the prospect of good times to come and therefore it's good for motorcycling. I agree that it's one of the best bits of advertising that motorcycling has ever had on TV.

PNB: So why doesn't the industry fund something like this?

MF: A fair question. However, a TV advert is

extremely expensive to make and, to be effective, requires continuous reinforcement which is also quite expensive. To fund such a campaign would require us to cut back on all our promotional and lobby work elsewhere which, at the moment, is not a feasible option.

BMF spokesperson Jeff Stone commented about the ad:

1) Image. Depends who you are. For the 'yoo' market it's brilliant, but so were 'Trainspotting' and 'Crash'. For the 'antis' it's ammunition. For the intelligent, it's a bit of fun. On balance I think it shows that bikes are fun, exciting and a bit reckless - so no change to the image there then!

2) Selling. Yes it could help sell more bikes. If someone was half thinking about getting a bike, it could be all they need to say YES! Especially that last hook line 'Some say why, others say why not?' Says it all really.

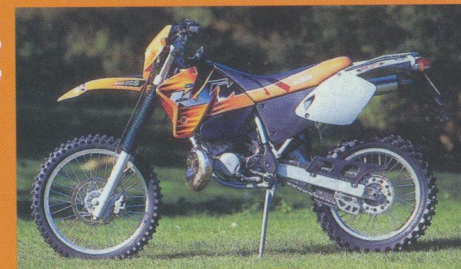
NEW **KTM 400 EXC**

WINS BRITISH ROUND OF WORLD ENDURO CHAMPIONSHIP

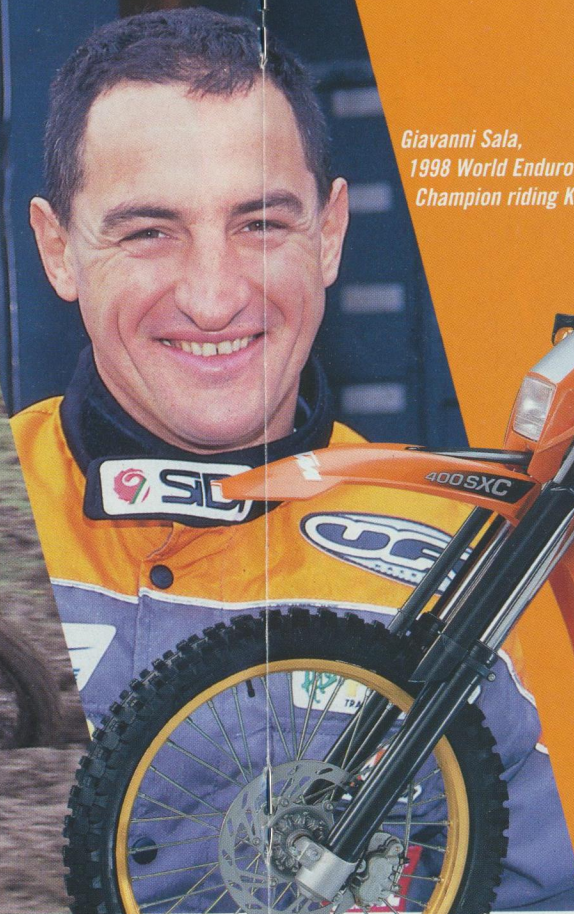
Mario Rinaldi on his way to victory at the British round of the '99 World Enduro Championships.



The new KTM 200EGS, as featured in the May '99 issue of TBM magazine



Giavanni Sala, 1998 World Enduro Champion riding KTM.



KTM's 400cc 4 stroke enduro

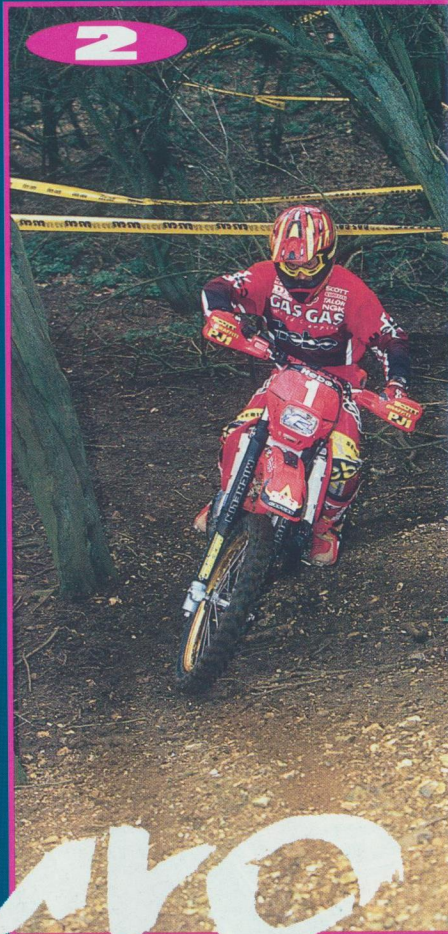
KTM
SPORTMOTORCYCLE

touch the **Limits**

KTM SPORTMOTORCYCLE UK LIMITED
KTM House, Ward Road,
Brackley, Northants NN13 7LE
Tel: 01280 709 500 Fax: 01280 705 999

NEW KTM 520 SX
WINS AUSTRIA MOTO CROSS GRAND PRIX

CALL 08000 96 91 97
FOR DEALER INFORMATION AND BROCHURE



Ady Smith



Tight Trees & Trail Litter

Enduro

Techniques 3

The ability to pick your way quickly (and safely) through trees is an important part of any enduro rider's armoury. Watch how a good expert rider like Ady does it, and you'll be amazed at how quickly he can slice his way through fairly dense undergrowth in a confident manner. But more than with any other situation, machine control and good technique is vital if you want to avoid bouncing off the bark.

As always it's important when approaching a hazard like tight trees, to be in the right gear with all your braking done and most importantly of all, completely under control. If you try approaching trees hard on the brakes and all crossed up, you're going to come unstuck.

1 Let's assume the special test takes you through some tight trees. You should aim to walk the special test as many times as possible, but at least once in any event. When he's walking the Test, Ady is looking for ways of shaving seconds

from his test time. Here he walks us through the technique required - demonstrating what he's looking to do. Naturally he's looking for the quickest line through any series of obstacles, but he's also looking for the safest one. In other words he's not chancing his luck. By lining up correctly first, he can travel through the narrow gap much quicker than attempting to steer his way around it - remember the more the bike is leant over - the wider it is.

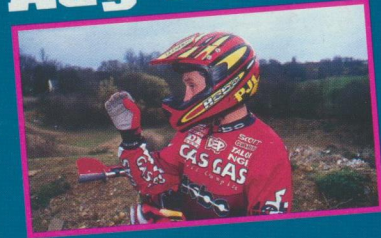
2 Though most situations require you to be stood on the pegs - it's not always helpful

to do so. This section of tight trees occurred soon after a sharp corner and the quickest way through was to stay seated after the corner; getting the bike turned and lined up for the narrow gap before attempting to go through it. Notice that the bike is turning quite sharply to the left, but Ady is looking ahead to the next turn (to the right) where the tight trees are located. Always cover your control levers in technical terrain like this - so you can react quickly to any situation.

3 Because the trees were so narrow (barely bigger than



Ady Smith



Tight Trees & Trail Litter

handlebar width). It was important to line the bike up as accurately as possible BEFORE attempting to pass through the gap. If you cut in tight (or try to steer around one of the trees), you're almost certain to snag a footpeg, lever, bar-end - or worse, your shoulder. Ady's technique is to keep the bike as vertical as possible and stay sitting down - keeping his centre of gravity low and allowing him to get his foot down quickly for a supporting dab if he needs it. Notice that he's centrally positioned on the bike and looking ahead to where he wants to be going. You can't afford to risk getting things wrong in trees. Riding too fast or slightly out of control can have disastrous consequences.

Expert Tip Trail Litter

Here Ady's negotiating a pile of slippery roots and branches. Although not that obvious from the photo, this is both uphill, and off-cambered. When Ady comes across a pile of debris such as this, his instinct is to lift the front wheel clear of it. Hit any slippery root (on a slope) with the front tyre and you're going to be off. But a swift application of throttle, pulling back on the bars and standing up on the pegs gets the bike up and over the obstacle. Try and get your weight over the back tyre to keep maximum grip on the rear; notice too that Ady is not looking up, but down at the bike ready to correct any slide. Looking ahead is generally the way to go, but this obstacle is too tricky to risk taking your eyes off it for a moment...

cyclelogical

EXCLUSIVE U.K. IMPORTER



THIS MONTH'S SPECIAL OFFERS
Smith regulator goggles - the perfect eyewear for enduro/trail riders with a patented adjustable lens ventilation system with a sliding bar to control airflow and help prevent lens fogging
Now only £17.50!

520 Iris pro racing 'o' ring chain - 120 LINKS
Now only £31.50!

Pirelli MT16 garacross 4.00 x 18 - an ideal tyre for all conditions to fit your XR250, 400, 600 etc.
Now only £39!

Our fast, friendly mail order department is open as normal.

MISCELLANEOUS

Pro Clean 1 litre	£4.99
Pro Clean 5 litre	£17.99
Pro Care 1 litre	£2.55
Pro Care 5 litre	£17.60
Bike Shine 5 litre	£7.99
Large sponge	75p
Heavy duty brush	from £2.55
Fire extinguishers	from £17.50
Slime tyre sealant as used by team Suzuki	£7.40
Molts tyre weld	£6.75
Roma cap & air kit	£18.99
Tyre pressure gauge	from £3.99
Rim locks 17", 18", 19", 21"	£5.99
Rema puncture kits	£2.99
Heavy duty tie downs	£9.99
Quick fill can	£19.99
Petrol can - holds 6.6 litres	£8.99
Jerry can - holds 20 litres	£21.50
Long reach spout for jerry cans	£7.50
Large flexible funnel	£4.99
Exhaust stoppers - Acerbis	£3.75
Free flo petrol tank hoses	£4.85
Exhaust springs - 90mm & 70mm	£2.95
Chain rollers - small & large	£6.59
Acerbis spark plug holders	£1.95
NIK spark plugs	from £1.99
NIK spark plug caps - water light	£4.20
Leakproof pro-moly fork seals	£16.15
Acerbis fork gaiters	£23.15
Ce Moto fork gaiters	£19.99
Apico brake pads - all makes	£13.99
Moose brake & clutch levers - with rubber grip set	£20.84
Moose forged brake levers	£6.46
Moose forged replacement clutch levers	£6.46
Apico cold forged levers	£6.16
Apico cold forged clutch brackets	£6.99
Raceline replacement levers	£2.10
Raceline universal clutch brackets & levers	£6.30
Apico brake pins - long & short	£6.50
Apico kill buttons CR, KX, RM	£7.15
Apico universal cable repair kit	£4.95
Raceline rear tailight - universal type	£5.99
Raceline airbox covers	£11.85
Raceline front fender brace	£9.99
Raceline exhaust guards - alloy	£19.99
Apico skid plates - alloy	from £39.95
Apico frame guards - alloy	from £39.99
Ce Moto wirts copy adjustable clutch lever	£24.99
Ce Moto quick action throttle body & grip	£18.99
Pipercross high performance air filters - all makes	£9.00
XL air dual stage pro air filters	from £7.75
XR oil filters 250, 400, 600cc	£5.50
Moose muffler packing	£2.72
Acerbis foam - prevents build up of mud	£5.70
Cycological foam - prevents build up of mud	£14.30
Talon rear sprockets	from £17.99
Talon front sprockets	from £7.75
Tax disc holders	£9.99
Enduro card holder	£13.39
High five energy drink 50g all flavours	75p
High five energy bars	99p
Maxim energy drink 80g all flavours	£1.25
Maxim energy bars	99p
Water bottles all colours	£4.99
Renthall handlebars - alloy	£21.99
Renthall handlebars - silver	£27.99
Moose carbon steel handlebars	£13.92
Moose steel handlebar with bar pad	£13.92
Moose bar pads - all colours	£6.46
Apico bar pads - all colours	£6.95
Renthall bar pads	from £5.95
Renthall grips - all compounds	£6.50
Renthall grip glue	£5.99
Pro grip - all colours	£5.99
Ce Moto grips	£4.99
Radz racing background squares - all colours	£11.75
Pro-cut backgrounds, matching tank & seat covers available - all makes, all models	£24.99
Acerbis rear fender tool bag - black only	£24.99
Races front fender tube bag	£16.25
Acerbis six day bum bag - with waterbottle	£39.99
Ce Moto bum bag	£32.99
Cycological camelback	£19.99

PLASTICS

Acerbis DHH new '99 single headlamp all colours	£59.99
Acerbis DHH twin headlamp - all colours	£57.25
Acerbis HP headlamp	£41.75
Ce Moto XR style headlamp	£35.00
Ce Moto twin headlamp	£35.00
Acerbis rear tailight '99 spec	£26.95
UFO headlamp with fork protectors	only £39.99
Acerbis replacement DHH headlight bulbs	£11.99
Acerbis rally handguards - all colours	£39.99
Acerbis rally pro handguards - all colours	£54.10
Acerbis spoilers to fit handguards	£12.85
Ce Moto handguards - all colours	£22.49
Ce Moto brushguards	£13.49
Alloy brake busters	£29.99
Full Acerbis range available	phone for prices!

CLOTHING

Moose qualifier jersey	£22.99
Moose qualifier pants	£69.99
Moose M1 jersey	£24.99
Moose M1 pants	£89.99
Moose M1 gloves	£21.99
Moose XCR jersey	£38.99
Moose XCR pants	£149.99
Moose kid's jersey	£19.99
Moose kid's pants	£57.49
Moose XCR comp 2 jacket	£199.99
Moose qualifier jacket	£129.99
Moose quick coat	£59.99
Moose M1 socks	£6.95
Moose M1 body armour	£196.89
Moose all caps	£13.39
Moose helmet bag	£12.16
Evolution Off Road waterproof jackets	£139.99
Cannondale MX jersey	£52.99
Cannondale MX gloves	from £18.99
Dalnesse body armour	£149.99
Evo body armour - long & short sleeved	from £69.99
Smisato super body armour	£24.99
Smisato tex guard body armour	£99.99
Acerbis zoom body armour	£119.85
Axo knee pads	£16.99
Oneal knee pads	£16.95
Acerbis knee pads	£14.99
Axo elbow pads	£25.60
Oneal elbow pads	£17.95
Riding shorts - six panel cycling shorts	only £14.99
Full range of Smisato clothing available!	
Gaerne GTX boots - red or blue	£139.99
Gaerne GTX boots - red, blue & yellow	£139.99
Wulfsport boots - purple & black	£89.99

HELMETS

Bell Moto 'SL' spark - red or purple	£120.00
Bell Moto Ace - silver or red	£120.00
Bell Moto 6 replicas rrp £285	only £200.00
Sure all colours	£49.99

GOGGLES

Oakley goggles - all colours	from £26.00
Smith speed regulator	£21.95
Smith sub speed roll off goggles	£35.15
Replacement lenses - all types	from £3.50
Full range of 'rudy project' sunglasses available	

TOOLS

Buzzetti tyre levers - workshop pack of 3	£24.25
Buzzetti tyre levers - bum bag size of 3	£9.99
Valve keys	99p
Motion pro spoke keys	£13.99
Superin bar type spoke keys	£4.95
City 12 in 1 pocket tool	£24.99
Chain breaker	£13.85
Plug wrench - water cooled/flat type	£3.99
Plug wrench - 4-stroke type	£3.00
Raceline safety wire - 0.5mm x 30mm	£3.45
Cable ties - pack of 100	from £5.25
Cable cutters	£4.85
Digital tyre pressure gauge	£3.99
Standard tyre pressure gauge	£3.99
Draper 7 piece screwdriver set	£12.99
Cannondale mini pump	£14.99



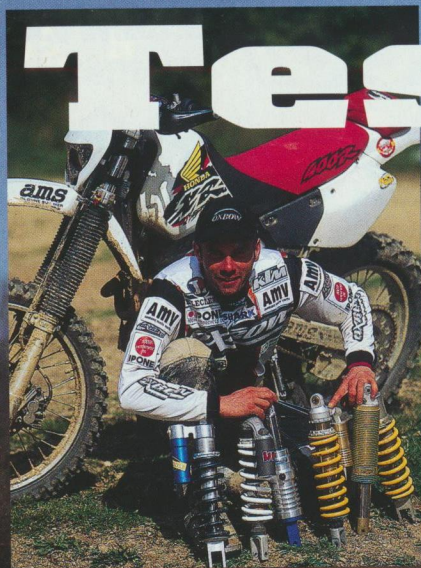
Moose M1 jersey . . . £24.99
Moose M1 pants . . . £89.99
Moose M1 gloves . . . £21.99

SEND 50p FOR MOOSE
CATALOGUE & MAILING LIST

OPEN LATE - 7 DAYS A WEEK - we are open when the competition sleeps.
MAIN ROAD, CHURCH VILLAGE, NR PONTYPRIDD, MID GLAM TEL: (01443) 218700 FAX: (01443) 203085

Please phone or call in ask for PIERO OR JAMIE P+P ONLY £6.00 next working day on all orders

Testing



Is it worth investing in an aftermarket shock for your bike, and how do you know how good each different make is? In collaboration with French magazine Moto Crampons, we got together a bunch of aftermarket shocks and fitted them to an XR400R for a proper shootout. Here's what we found...

Words: Yves Chemoulin; Pics: YC & Margot

Testing 1-2-3

The XR400R may be a good bike, but it's not beyond improvement, especially as far as suspension is concerned. So when we thought about a test-bed for our shock shootout, the XR400 seemed the ideal first choice. Not only is it popular and well known, but with a bit of suspension work it can be made to handle really well. Eric Bernard (France's number one enduro rider) was chosen for his ability to put in consistently fast laps and was happy to test the bike and record his findings.

All the shocks were compared over a varied special test designed by Bernard himself, and we used a number of parameters to achieve an overall rating rather than just the times against the clock (which were actually very close). Because enduro racing is such a 'complete' discipline we took into account grip, comfort (and by comfort we mean the amount of pounding the rider feels through the pegs and seat), and of course the 'feel' each shock provided for the rider, before analysing the shocks on a suspension dyno to check their sensitivity to adjustments for compression and rebound. WP, Öhlins, Fournales, Air Xo, Donerre and an OE shock prepared by Bud Racing were each fitted to our test XR400, whose OE shock served as a point of reference.

As well as demonstrating the excellent quality of the five shocks in question, the test also revealed that just changing one element in the



equation isn't always enough. For instance change the shocker and you'll find that the XR's fork reaches its limits much quicker. For sure any suspension mods you carry out should include both front and rear ends, but for now we'll concentrate entirely on the effect of the individual shocks.

**Modest performer...
OE Showa**

Cost: £497.82 inc

VAT; origin: Japan;

weight: 4.26kg; diameter

of damping rod: 14mm; design:

De-Carbon type, one piece external

reservoir + linear rate

spring; adjustable for: compression,

rebound, pre-load; options:

none; contact: Honda UK 0171 747

1400

The original Showa is a pretty standard shock with an average level of finish. For example the collars for the shock pre-load are thin and tricky to use. As you might expect, all our tests confirmed that the standard shock has some serious shortcomings. Irregular shock absorption, frequent bottoming out (with the result the lower frame tubes kept hitting the tops of bumps) and stuttering during heavy braking. As it comes the Honda isn't very sure-footed in big bends and wallows badly in bumpy sections at high speed, and much of this is down to the standard shock.

The suspension dyno backs up what was felt through the seat of our pants - that's to say virtually no sensitivity to changes in compression damping and a rebound adjustment that is sensitive but very irregular. The retail price of nearly £500 beggars belief.

The quick fix

Bud Racing Showa

Cost: £118 (£57 of revalving + £61 for the spring); origin: Japan; weight: 4.49kg; diameter of damping rod: 14mm; design: De-Carbon type, one piece external reservoir + linear rate spring; adjustable for: compression, rebound, pre-load; options: set up suited to your requirements; contact: Bud Racing 00 335 58 49 80 81.

Using the original Showa, Bud Racing revalves the shock and replaces the original spring for a stiffer one. In use there is no comparison - the mods work and the stopwatch proves it. The main shortcomings are eliminated; the irregularities of the shock disappear, the shock no longer bottoms out on big bumps and the rear wheel 'dribble' disappears. Nevertheless the modded Showa doesn't achieve the same level of performance as the aftermarket alternatives. Comfort isn't greatly improved either and even though the Bud version is more pleasant, it felt a little too stiff to filter out all the irregularities of our special. The dyno shows that the tuning managed to achieve good results on the rebound (more regular), but the compression is no more sensitive to adjustment than the stock version.

For someone who wants to improve their bike without investing in a whole new unit, a shock re-valve (like the Bud Racing) is a sound investment. It won't work quite as well as some of the other shocks on test here, but it will make your XR400R perform better for a fraction of the price of a complete new unit.

Solid gold investment

Öhlins

Cost: £382 inc VAT; origin: Sweden; weight: 3.87kg; diameter of damping rod: 16mm; design: De-Carbon type, one piece external reservoir + linear rate spring; adjustable for: compression, rebound, pre-load (comes with tool); options: choice of shock stiffness; contact: Harris Performance 01992 551026.

Well known in virtually every branch of motorcycle sport, an Öhlins shock always catches the eye of the enthusiast thanks to its gold anodised reservoir and shock body, chunky rebound screw, and faultless finish. In action Bernard judged the Öhlins to be the best 'all rounder' on test here: good compression and rebound, no bottoming, excellent comfort. Slightly longer than the standard model, the Öhlins also helps protect the lower frame tubes

which no longer touch on landings. It's only in the area of grip that the Öhlins doesn't score top points, mainly when pitched against the air shocks. But on the dyno it's the most sensitive to changes and one of the few (along with the Donerre) which you can 'block' just by using the rebound adjuster! The Öhlins is also very sensitive to compression changes and therefore offers a wide range of adjustment without even having to change the spring. For those who plan to compete with an XR, the Öhlins is an excellent choice, with a relatively affordable price in relation to the competition.

Setting the standard

WP Suspension

Cost: £419.95 inc VAT; origin: Holland; weight: 3.80kg; diameter of damping rod: 14mm; design: De-Carbon type, one piece external reservoir + linear rate spring; adjustable for: compression, rebound, pre-load (comes with tool); options: shock stiffness; contact: WP 01280 709500.

Testing Testing 1-2-3



The Dutch firm WP (bought by KTM last year), needs no introductions as its shocks equip numerous top-flight enduro machines as original equipment. Their products aren't flashy but are well designed, dependable and fully serviceable. The compression and rebound adjusters are both large (no need for tools), the aluminium pre-load collars are thick and make pre-load changes easy.

All this however was irrelevant during the tests because the WP was the only shock that didn't need any setting up at all. Pre-load was perfect for our 70kg rider, compression and rebound were spot on; in fact it was the only shock in our test which was truly 'ready to go' out of the box, and Bernard immediately felt at home.

The WP has similar qualities to the Öhlins - good shock absorbing both in compression and rebound, no bottoming on big bumps and excellent comfort. Plus the shock protected the frame more than the standard version, by keeping it away from the ground. However the dyno showed that the compression adjuster gave only a small amount of range, while that of the rebound was comparable to the others. The WP is therefore a good choice for riders who want performance out of their XR with the minimum amount of effort required.

Hi-tech but pricey...

Donerre
Cost: £700; origin: France;
weight: 4.24kg; diameter of damp-
ing rod: 20mm; design: De-Carbon
type, one piece external reservoir
+ linear rate spring; adjustable
for: fast and slow compression,
rebound, pre-load; options: shock
stiffness; contact: 00335 6302
1854.

Until now reserved for the privileged few (riders like Stephane Peterhansel use one), Donerre now offers a range of shocks for most MX and enduro bikes. The shock looks conventional except that there is no rubber bump-stop. That's made possible thanks to two compression controls: the adjuster which controls fast compression takes the place of the rubber bump-stop by acting only at the end of the damping phase. On the ground it definitely works, since the first time round the special the shock bottomed frequently,



but then stopped after we played with the adjuster. This setting also effects the comfort, which was generally excellent on both big and small hits. The Donerre feels very taught and secure - no bangs, good absorption of holes and excellent grip.

The dyno confirms the large range of both compression and rebound adjustment available. Just like the Öhlins, you can 'block' the shock by fully closing the rebound screw. The shock is also remarkable for the diameter of the damping rod (20mm!), which confirms the manufacturer's desire to produce a product which is strong and reliable. Unfortunately the prohibitive price means that the Donerre is reserved for the very rich, those in with a chance of winning and those who need the range of settings available without ever having to dismantle the shock. Recommended for XR based specials and perhaps African rallye competitors.

20 years experience

Fournales
Cost: £495; origin:
France; weight: 2.39kg;
diameter of damping rod:
45mm; design: oleopneumat-
ic; adjustable for: pre-load
(ride height), compression
and rebound; options: two
other types - 'trail' and
'cross' (both can be fitted to
the XR); contact: 00335 6124
7524.

Manufactured in Toulouse for more than 20 years, Fournales shocks enjoy a good reputation in both French enduro racing and the road bike scene, with three of the top riders at this years Gilles Lalay Classic using Fournales air shocks on their bikes. The design of the Fournales shock is totally different to all of its rivals: its an oleopneumatic design with emulsion, that's to say compressed air mixes with oil inside the shock body. The unit itself is well finished with a chunky 45mm rod and a body made from aluminium.

In action, Bernard found it offered 'different' sensations to the other more traditional shocks, but felt it was difficult to feel its limits in corners. The rebound, which seems a little fast at rest, is not at all off-putting in action, like the compression, which seems a little stiff at the beginning of the stroke. Grip is excellent and comfort exceptional. On a bike as heavy as the XR, losing a few kilos is always useful and with the Fournales you save nearly 2kg. Though the Fournales couldn't be tested on the dyno, on the ground the shock proved to offer a wide range of adjustability, especially for pre-load. The unit is well priced, but you need to have access to a high pressure pump (about £30). This shock is an interesting alternative to the classic design, performs very well, and gives the Honda excellent grip.

The newcomer

Air Xo
Cost: £520; origin: France;
weight: 2.44kg; diameter of damp-
ing rod: 45mm; design: De-carbon
type with oleopneumatic spring;
adjustable for: pre-load (ride
height), compression and
rebound; options: can be fitted
without linkage (though needs
different airbox). A more expen-
sive model (£800) with remote
reservoir is also available; con-
tact: 00334 4254 2020.

The latest arrival on the dirt market, the Air Xo offers an unusual combination - that of a traditional shock and an oleopneumatic unit all in one. The unit is good looking, thanks to the aluminium anodised body (with cooling fins) and has a steel damping rod of 45mm. On our special we tested two versions: one that simply replaces the original shock and another that bolts directly onto the swing-arm and allows you to do away with all the linkage, but also means changing the airbox.

Bernard's comments could be summed-up in one word: 'unusual'. The sensation of 'riding on a balloon', as he put it, due to a very free rebound.

You can adjust out this feeling but only at the detriment of comfort. On the other hand small bumps are particularly well absorbed, with a very

Testing Testing 1-2-3

smooth initial movement, which makes the rider feel very secure. The shock doesn't bottom and absorbs big hits perfectly.

If the bike 'moves around a little' in corners, it nevertheless gives good grip, even under braking. With the PDS style linkless set-up, the shock behaved in a very similar fashion and even allowed Bernard to post his best times!

The dyno showed average adjustment range for rebound and none at all for compression. The sole adjuster therefore only works for rebound. In linkageless configuration the weight savings are impressive (1.82kg for the shock and 1.24kg for the linkages). However when you take into consideration the fact that you need to buy a special pump, and that the linkageless kit costs a staggering £200 more(!) it all starts to get a bit pricey. Our verdict is good, but unusual and only for the very serious rider.

Against the clock

The special test laid out by Bernard featured a wide variety of difficult terrain, from flat corners, through off cambers to climbs and drops with jumps and fast bends etc, but all with plenty of bumps. Although cloudy it stayed dry all day

and the track hardly changed at all. Eric Bernard practised with each shock before being timed. Then - if he felt he needed to - changed the settings before having another go. Only the best times were recorded, which confirm that all the shocks improved the XR's performance. The small differences between them and the standard Showa is definitely noteworthy. Although not that impressed by the sensations afforded by the Air Xo Eric Bernard nevertheless put in his fastest time using the linkless version.

Test Times

Showa	Bud	Öhlins	WP	Air Xo	(linkless)	Fournales	Donnerre
4.09:31	4.00:92	4.00:25	4.00:92	4.03:57	(3.59:16)	4.02:94	4.00:41

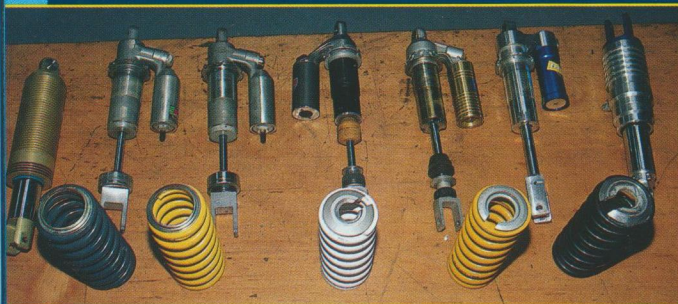
Conclusion

We gave top marks to the Öhlins because it performed and felt the best overall. It was second quickest against the stopwatch, gave the best results on the suspension dyno and most of all instilled a feeling of confidence in the rider. The WP, Fournales, Donnerre and Air Xo all follow suit, each having their own particular benefits. The WP felt similar to the Öhlins to ride and also contributed to one of the fastest times, but didn't offer quite the range of adjustment of the Swedish built shock and is slightly more expen-

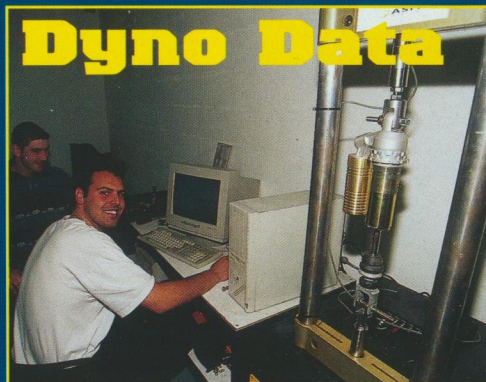
Tech Talk

The majority of shocks are built along the lines of the De-Carbon style (Showa, Öhlins, WP, Kayaba, Stadium, etc). The shock body (whether the reservoir is remote or not) contains pressurised gas separated from the oil by a membrane. The passage of oil is controlled by a number of 'valves', and the rod is fitted with a piston at the end which moves by compressing the gas. The steel spring sets the shock to the correct length (and height) and helps the shock return to its correct position every time. The idea behind a reservoir is simply to aid cooling of the shock contents and body.

The Donnerre on the other hand (like traditional shocks), works on the movement of oil but is different in a number of details. The reservoir contains oil and gas separated not by a membrane, but by a piston, which acts like a sliding drawer. The Air Xo is also part of the De-Carbon family but the metal spring is replaced by compressed air (oleopneumatic) totally separated from the internal body. Finally the Fournales is an emulsion controlled oleopneumatic shock, that is the pressurised gas is not separated from the oil by a floating piston. There are two distinct phases (gas and air) which aren't separated by any sort of physical barrier (piston or membrane).



Dyno Data



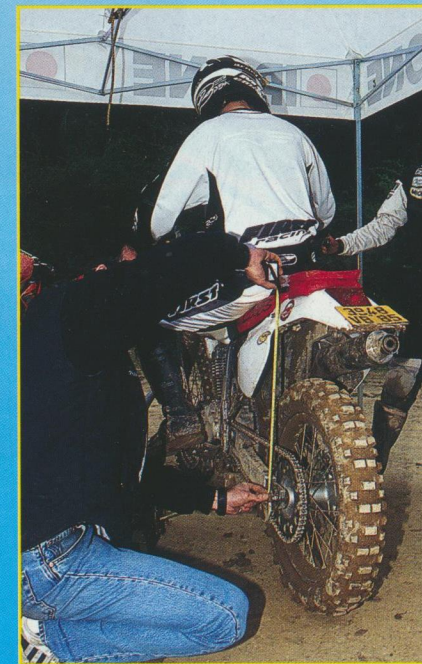
We tested our six shocks on a dyno so as to measure their sensitivity to external adjustment. Each shock was tested twice: the first time with the compression and rebound adjusters completely wound out, then we put the shocks back on the dyno with the adjusters completely screwed in. We could then compare the two readings to see the effectiveness of the external adjusters. If the difference between the readings was large it meant that the shock was sensitive to external adjustment. If the difference was small then the shock was not very sensitive.

Summary

Make	Effectiveness (50%)	Feel (20%)	Comfort (10%)	Adjustability (5%)	Weight (5%)	Price (10%)	Overall
Showa	**	**	**	**	***	***	**
Bud	****	***	**	**	***	****	***
Öhlins	****	****	****	****	****	**	****
WP	****	****	****	**	****	**	****
Air Xo	****	**	****	****	****	*	****
Fournales	****	**	****	****	****	**	****
Donnerre	****	***	****	****	**	*	****

sive. The Fournales is an interesting alternative; it offers the greatest degree of comfort, but just takes a little getting used to, expect to see more springless air-shocks in the future. The Donnerre is also a very good shock, with interest-

ing technology but a hefty price tag. By the same token the Air Xo is handicapped by its price, even though it produced the fastest ST time of the day. The Bud prepared Showa is very effective and unbeatable on price but not on the same level as the others. Finally in last place, the OE shock is truly... average.



After fitting, each shock was set up for the test rider and adjusted after a few practice laps. Above left: Air Xo shock could be used with or without the Honda linkage



Above: Ice cool in Alex...? Looking windswept and interesting. Ho, hum...

South -bound

Alex Marr set off to ride to Cape Town on his Honda XR400R. In this, part two of his story, his journey appears to be taking a strange direction...

Riding to South Africa (from the north) normally means going in a southerly direction, but three months into this overland trip I found myself in Niger's capital Niamey - further north than where I'd started - and making the apparently strange decision to go even further the wrong way. But with good reason this time - I was heading to Agadez.

Like its Malian equivalent, Timbuktu, Agadez is a sand-ridden old trading town on the southern edge of the Sahara. Whilst it's an interesting place in itself, it's also the springboard to two of Niger's great natural attractions - the Air Mountains and the Ténéré desert. The Air region was, for me, the

highlight of the trip so far. It's a huge, barren, desolate area covered in rugged peaks of volcanic rock; a harsh, silent lunar-landscape but dramatically beautiful at the same time. Nothing much lives there, except at the occasional colourful oasis where Tuareg nomads have settled. I stayed a couple of nights in their mud houses - they really are genuinely hospitable people, never wanting money, just friendship. My only regret was not being able to spend too much time there as I had a rendez-vous in Agadez with a convoy of trucks who were going to cross the Ténéré Desert.

There were three huge ten-wheel Mercedes which bring salt back from the mines in the east. Their cargo on the outward journey however, was people. Too many people, jammed into too small an area, essentially just a large metal box. Each truck carried about 80 of them, some on the outside hanging onto the back. They were mainly Ghanaians and Nigerians spending their life savings going to Libya in the naive hope of finding a job. Heated arguments were commonplace and a couple of times a day they would flare up into full scale fights which were always rather unsatisfactory as there is a limit to how much damage you can inflict in such a



confined space.

One of the trucks carried my extra fuel (two 20 litre Jerry cans), most of the water and some of my stuff while I rode the bike along behind. The 700km trip took two and a half days and despite the incredible surroundings it wasn't much fun for one simple reason - we travelled mainly at night. Fine for trucks but distinctly 'unfine' for bikes. It was incredibly difficult to ride in the dark, not to mention dangerous: the first 24 hours

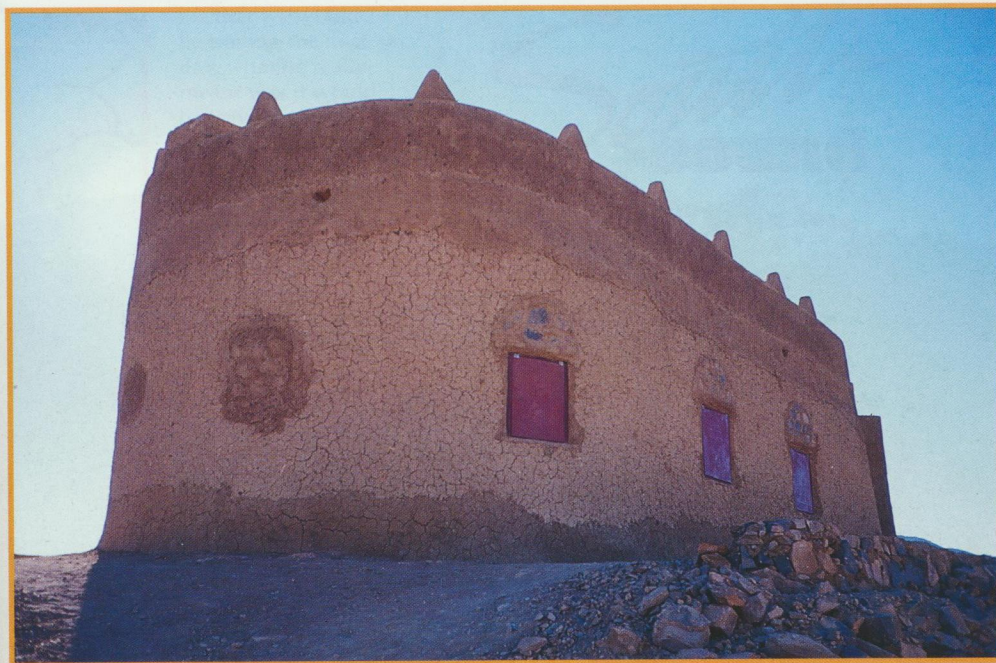
South -bound

consisted of twisting deep sandy tracks which you really had to blast through to keep going. It was cold too - close to freezing in the early morning. By daytime I would be completely shagged out but desperate to make some progress while I could see where I was going. But during the day we spent more time stationary than moving; frequent stops for praying, sleeping, eating, and the usual Saharan pastime of partaking in 'a nice cup of tea', meant progress was frustratingly slow.

Things got better about 200km from the end when I left the convoy and went on my own, knowing that if I broke down, the trucks wouldn't be far behind. At times the riding felt like floating on a calm sea. Wherever I looked, 360 degrees around, there was nothing but virgin, flat sand - a very weird feeling. The XR struggled a bit for power through the deep sand; it would be happy cruising at about 80kmh in fourth gear, but could never pull fifth satisfactorily.

Unfortunately our route passed just a few kilometres north of one of the Sahara's great historic landmarks: L'arbre du Ténéré. A large tree completely on its own in the middle of the desert, the next nearest tree being hundreds of kilometres away. Or rather it took us north of what remains of this historic landmark. You see back in the 1970s a Libyan truck driver crashed into the tree and all but destroyed it. Pretty incredible huh? The only tree in an area the size of France and he managed to run into it (sounds like the sort of thing Crasher could manage - ed).

Once I arrived in Dirkou I asked a policeman where I could find a vehicle that I could join on the long, remote piste south to Lake Chad. 'Nobody goes down there' he laughed. I had learned quickly in Africa you never believe what anyone says without getting a few second opinions. Usually you get a variety of contradictory responses and either have to go for the most popular answer or choose the guy who seems most intelligent and trustworthy. However this was one of those rare cases where everyone said the same,



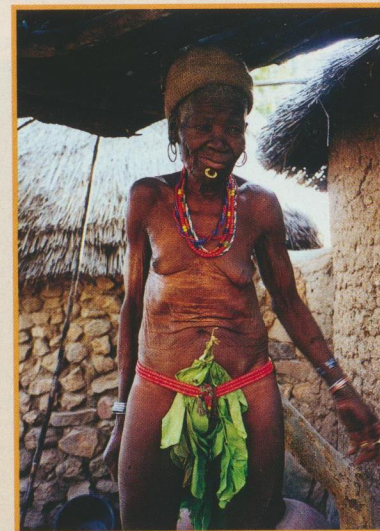
and it suddenly dawned on me that something rather inconvenient had occurred: I had ridden 700km of knackered desert and had come to a dead end. The route east to the border with Chad was closed, I couldn't go south, north into Libya was the wrong way (and impossible without a visa). The simple fact was I was going have to go back the way I'd come.

As I wandered around the village in a state of exhausted depression, I noticed a large trail bike sitting on top of a fully loaded-up truck and went in search of its owner. Daniel was a 17 stone, 53 year old Frenchman with a pony-tail and permanent three day stubble. He had done the Dakar five times and had a girlfriend (sadly, not present) younger than his daughter. His Yamaha Ténéré had a sidecar attached, not for someone else to sit in, but for all the things he needed to make his trip more comfortable - something he felt he deserved having done it 'the difficult way' on two wheels a number of times. There I was tearing the unnecessary pages out of my guidebook to save weight,

and he had an 11 litre wine box, a tape recorder, 15 cassettes and a capacity for 90 litres of fuel. In short, Daniel was a typical Saharan fruit-cake.

He had come down through Libya where his Yamaha had lost first and second gear, and even he couldn't manage to ride desert sand in third, so had arranged for the truck to take him and the bike to Agadez. The truck's owners were having a stopover in Dirkou to juggle a bit of cargo and were leaving the next day. The prospect of two hot days and two freezing nights on top of a truck in the company of a madman and a load of disgruntled, skint west Africans who had failed to find

**Above: One of the many forts scattered across the Sahara
Below: 97 years young and skin like a peach... a 97-year-old peach!**





Above: The XR just keeps going and going with barely a hitch

work in Libya, wasn't exactly appealing but even so, it was still better than riding back the way I'd come.

That night I slept fitfully on the sandy ground in the truck park as a donkey wandered around all night rummaging in heaps of rubbish. When it relieved itself about two feet from my head, I got up and went to sleep on top of the truck.

Next day Daniel's bike had to be temporarily unloaded to make way for a hundred sacks of flour - a significant engineering problem given that the bike sat on top of the cargo, about 20 feet off the ground and there was no loading crane in Dirkou. In true African fashion the guys on the truck were ready to sling it off the back with just a few ropes attached. Daniel

was distinctly 'unamused' and suggested that they drove the truck out of town, reverse it up against a tall dune and then roll the bike (and sidecar) down the sand ladders onto the top of the dune. This was actually a very good idea and it worked but Daniel made the mistake of saying rather condescendingly to the African workers 'You see guys - you need to use your head, not your arms'. They all found this hilarious and whenever any of them saw Daniel after this, they would point to their heads and with a knowing wink and a big grin say 'Hey Daniel - use your head not your arms'. This happened about five hundred times a day and never stopped being funny.

When the Libyan truck owner told

me that we would be leaving the next day, what he really meant was it would be leaving when he'd got a few more fare-paying passengers and even more cargo, as if it wasn't loaded well past its limit already. So after three more days lying around avoiding the hordes of kids asking for 'cadeaux' and three nights avoiding the insomniacal donkey, we set off, wearing turbans and goggles against the heat and the dust. Sitting on a split bag of sugar for 53 hours with just four packets of sweet biscuits, two tins of sardines and 12 litres of well-water as my only means of staying alive was, to be frank, an absolute bloody nightmare. Fortunately, there is a rather nice Italian restaurant in Agadez where Daniel and I were

able to drown our sorrows in some decent food and about four litres of red wine.

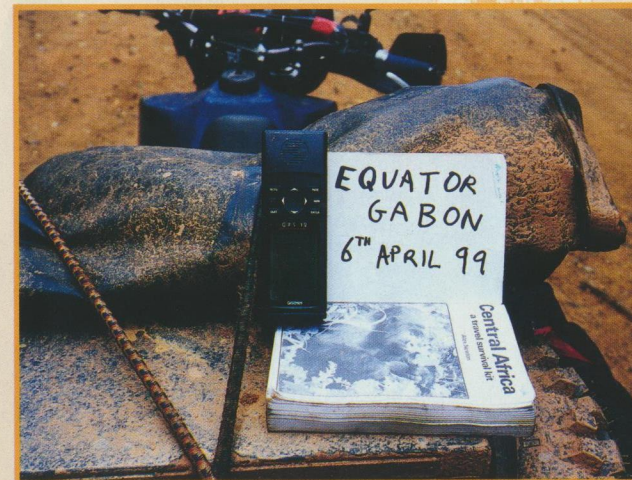
Apart from the gearbox problem, Daniel's bike was consuming huge quantities of oil. He'd noticed that it seemed to use a lot less oil when it was really hot, so he decided to block off the cooling system. Now I'm not an expert in these things, but to me there seems something inherently wrong in doing this when the ambient temperature is over 40 degrees in the shade. When I last saw him he was setting off (in third gear) to Niamey with a whole load of cardboard stuffed down the front of the radiator.

After one false start due to a sandstorm I headed south east towards

South-bound

Lake Chad. Having watched the army beat up a load of protesting students for no apparent reason, I left the border town of Nguigmi and made my way into Chad. The little-travelled 600km route was rumoured to be teeming with bandits and corrupt officials, but turned out to be relatively peaceful. The terrain was tough but it was kind of interesting riding through the strange, fairy-tale landscape. It's a very remote area with only a few villages and the odd nomad to be seen. It always amazes me that I could be in the middle of absolutely nowhere without a trace of life and suddenly a wizened old man or woman would appear from behind a bush. This would invariably happen as I was crouching behind a tree with my trousers round my ankles.

I spent the night in Bol, a depressing little mosquito-ridden town on the shores of the lake. There were no hotels but I was offered a space to stay in the garden of the Prefet (the top man in town, a bit like a mayor). He spent the whole evening sitting cross-legged on the floor hosting a



Room for another twenty on top?



succession of locals who would pop in for a chat and a cup of tea. He seemed to have a phobia about mosquitoes and sat there with a can of insect spray permanently fixed in one hand and the white plastic lid in the other. Whenever anything flew near him he would give it a quick spray then draw up as much phlegm as he could from his throat and gob into the lid. Still, he was a nice bloke and came in very useful the next morning when the man at customs decided he would only stamp my document if he relieved me of a fiver. After the usual protests I reluctantly coughed up, very unhappy about losing my record of not having paid a single bribe in the whole trip. What he didn't realise however was that I was by now best mates with the Prefet, an uncommonly honourable man. I went straight to his office and complained. He was disgusted and I had my money back within two minutes.

Hopefully the oily creep got a rollocking too.

Then followed about 200km of deep, grey powdery stuff which felt and looked just like dried cement powder. I got so bogged a couple of times I had to take all the luggage off the bike to hoist it out, but eventually I reached N'djamena, Chad's capital, in the dark and absolutely exhausted - the first cold beer never tasted so good. From here I made a quick two week trip back to England to sort out a few things at home. I flew back home, leaving my bike at a hotel, wondering whether I would ever see it again. While I was back I took the opportunity to get a new passport and bring back some parts for the bike.

The XR was still there on my return, started first time and I continued on down through Cameroon. It had become noticeably hotter while I had been away and it was regularly

over 45 degrees in the shade, verging on unbearable. Fortunately the tracks were dry, stony and easy to follow. Cameroon is effectively two different countries - the arid north, with spectacular mountain landscapes, and the humid, rainy south separated by 600km of dense, hilly forest through which runs a dirt road, littered with broken trucks. It was here that, for the first time on the trip, it started to rain properly. The hard mud surface developed a thin layer of sludge which clogged up my knobbles, and at times it felt just like I was like riding on ice, I had no control at all over where the rear wheel went and I just had to stop and wait for the sun to come out and dry things up.

In the south I bumped into a German biker called Andi, who had a bushy beard and long hair (like all German overlanders are required to by law, I believe). He had come down through Algeria somehow and was also trying to get to South Africa. He was a bit of a back-to-nature sort of guy - he had painted his XR600 a sort of terracotta brown to blend in with the earth... or something. He refused to ever stay in hotels, preferring to camp even when it was totally impractical - in the rain, near cities etc. He objected to e-mail and thought that GPS was for girls.

He and Daniel were the only guys on bikes I had met so far, and I was beginning to feel a bit inadequate; I didn't have facial hair and had no particularly eccentric traits which seemed to be a prerequisite for being a true trans-African biker. So it was some relief when in Douala I met an English couple on a BMW who were quite normal. They too

South-bound

were trying to get down to Cape Town but had suffered a whole string of technical problems on the way including a broken drive shaft and something else nasty which required the whole engine to be opened up on the side of a dusty street. Meanwhile the XR, having been nearly battered to death by the constant pounding it was getting, just kept chugging away. It has now done about 35,000km, and in that time the speedo cable broke, one of the oil filter cover bolts sheared off (very annoying that one), and it is consuming quite a lot of oil, but the important thing is, it just keeps on going.

Into Gabon, and it rained nearly all the time. The dirt roads had mostly become muddy quagmires, impossible with a 4x4 but just about manageable on a bike. Still, it was pretty miserable being soaked the whole time. Sometimes it was like riding a wet



Loading and unloading procedures left a lot to be desired...



Welsh enduro for eight hours but instead of having a hot shower, a decent meal and few pints of the local brew at the end of the day, I had a cold shower, porcupine stew and a warm coke. With the air being so damp, my clothes never dried out overnight and putting on wet clothes in the morning is one of life's least pleasant biking experiences.

Having crossed the equator I finally made it to Libreville, Gabon's rainy capital, and decided I needed a holiday. I flew to the island of Sao Tome - a tranquil old Portuguese colony - quite nice though it rained most of the time here too. Feeling a

bit lost without a bike, I hired a DT125 with almost no brakes (best of a bad bunch) and due to the slickness of the tyres, managed to come off on a muddy corner of a rainforest track. Stupidly I was wearing just shorts, a T-shirt and no lid, so it wasn't that funny. A bruised hip and broken sunglasses I could cope with, but the humiliation of riding back through the little villages I had just come through but now completely drenched in wet mud was too much. At least it caused a lot of hilarity to many children who don't normally have that much to laugh about.

Back in Gabon, I was at the end of the road. With virtually all of Central Africa at war, there was no way through to the south without taking a detour. I had little option but to fly the bike out and plumped for Nairobi, Kenya. And with my uncanny knack of going in completely the wrong direction, I began heading north to Ethiopia. (To be continued...)



ISDE Jackets Performance Features:

- Rugged 3 layer Gore-Tex throughout.
- 3 layer rip stop collar & under arm panel are supple & soft yet rugged.
- Ballistic Nylon elbow panels for added strength!
- All other areas are Gore-Tex breathable fabric.
- Adjustable Velcro cuff closures.
- 3 large cargo pockets.
- Square cut shoulders to fit over Roost D-flectors.
- Folds into its own self contained bum bag.

ISDE Pant Performance Features:

- Roomy cargo pocket on left leg for storage of soft items.
- New higher rise waist, wider 80mm side panel & fuller cut on legs & knees for greater comfort with less restriction.
- Heavy duty 360 denier Cordura fabric with 3 layer Gore-Tex water-proof breathable membrane.
- Soft & flexible 3 layer Gore-Tex on rip stop nylon behind knees to help prevent chaffing.
- Kevlar inside knee panel for longer wear.
- Guaranteed to keep you dry by Gore-Tex



ISDE jacket £225.00

ISDE pants £175.00

System 6 Jersey	£42.50	Wick Dry Sock	£12.99	Gold Medal 2 Jersey	£27.99
System 6 Pants	£125.00	V Top Padded Shorts	£49.99	MSR Enduro Tool Pak	£39.99
System 6 Gloves	£34.50	MSR Elbow Pads	£24.50	MSR Lite-ning Pak	£37.50
System 6 Body Armour	£99.00	ISDE Jacket	£225.00	MSR Tube Tote	£13.99
Kevco Stubbs Body Belt	£37.50	ISDE Pant	£179.00	MSR Front Fender Bag	£17.50
Rage Pants	£99.00	Gortex Pak Jak	£135.00	MSR Rear Fender ToolBag	£34.50
Rage Shirt	£27.50	Windstopper Jersey	£48.00	GearBags (from)	£34.99
Rage Glove	£25.00	Windstopper Glove	£29.99	MSR Pit Jacket	£89.99
World Tour Glove	£19.95	Gold Medal 2 Jacket	£79.99	MSR Hats	£17.50
Cold Pro 2 Glove	£29.99	Gold Medal 2 Pant	£73.99		

KTM Main Dealer - call for details on all new enduro bikes



KTM skidplate's
 125cc - 380cc **£69.99**
KTM clutch slave-cylinder
 defense - **£24.99**
 125cc - 200cc '98
 125cc - 380cc '99

The full MSR® range is available exclusively from:

Eurotek
 (01765) 608209

South
-bound

GREG THOMAS Racing



Husqvarna TE610RE

A brand new electric start model from Husqvarna. Four years of development by the industries top designers have given us a superb all round trail bike with the magic red button. *Trail Bike Magazine* tested it first in the UK and they loved it. The latest suspension from Marzocchi and Sachs are fitted, together with new rear rack, rear foot rests and indicators. Of course we can supply aftermarket cans!

Colours - Husky Team Colour or stunning Black/Silver.
TE610E OTR £5,195.00



Just Arrived - '99 TE410 Electric Start

WALES' PREMIER HUSQVARNA DEALER
WIDE SELECTION OF CLOTHING & ACCESSORIES

PENTREBACH ROAD
MERTHYR TYDFIL TEL: (01685) 722773



Leisure Trail UK

Independent Importers of
Japanese Trail Bikes and
Honda CRM Parts Specialists



Oakleys Yard, Beech Ave, Long Eaton, Nottingham, NG10 2AX Tel or Fax 0115 973 2466



NEW HONDA CRM 250 AR only £3,795

Honda CRM 250 AR (Active Radical)

- 40 BHP 2 - Stroke Engine.
- Hi-Tec Electronic Exhaust Valve.
- Torque of a Four-Stroke.
- But Nimble & Lightweight.
- Easy Starting.
- Fully Road Legal.
- The Best Trail Bike to come from Japan

- Full Range of Honda CRM Accessories
- Performance Exhausts
 - Engine Bash Plates
 - Extra Wide Footrests
 - Braided Brake Hoses
 - Mugen Tuning Parts
 - Two Colour Seat Covers
 - Alloy Tailpipes
 - Frame Guards
 - Disc Guards
 - Rear Racks
 - Talon Wheels
 - Rally Levers

Plus £80,000 of Genuine, Pattern & Used CRM spares in stock, call and test us!
Mail Order Specialists
Got a CRM Technical Problem give us a Call

Quality Used CRM's always in Stock

CRM Mk1 x 5	Original CRM	from £1,495
CRM Mk2 x 16	USD forks	from £1,695
CRM Mk2/2 x 4	Updated Mk2	from £1,795
CRM Mk3 x 6	AR styling	from £2,395
CRM AR x 4	Awesome bike	from £2,995

All Our used bikes are Mint Condition, Road Legal, Fully Serviced & covered by our No Quibble Warranty
'We only Import the Best, we leave the Scrap for the Rest'

Full range of CRM model
Demo Bikes always available
for Test Rides. Give us a call
and arrange a no obligation
Test Ride.

Guided Trail Riding Days
Available

You can hire our CRM
for the Day and get your
money back if you buy One!

Please call for more details.

BRIDGESTONE

EDO2 460 - 18 £34.95



We are the Only **HONDA CRM 250**
Specialists in the WORLD

Phone or Fax **0115 973 2466**

www.leisuretrail.co.uk

Chunky...functional...red...



Words & Pics: Si Welber

Red

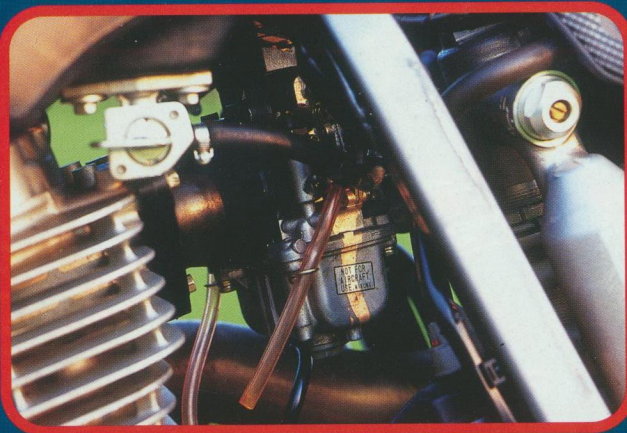
Reader's Special: Honda XR440SM

36 year old Phil Kavanagh from Surrey is a self-employed stainless-steel fabricator who when he's not playing with dirt bikes, builds brewing vats for a living. Phil knows a thing or two about turning a harmless bit of metal into a usable object and decided that the XR should get the full Kavanagh treatment.

Phil bought his XR400R brand new last year with the intention of doing some enduros on it.

As he readily admits, he likes a bike with a healthy bottom end and prefers his thumpers to have crushing mid-ranges rather than the revvy top-ends you find on some bikes these days (no names, no pack drill). But having been talked into doing the odd MX event on the XR, Phil soon realised that he needed a bit more power to play with.

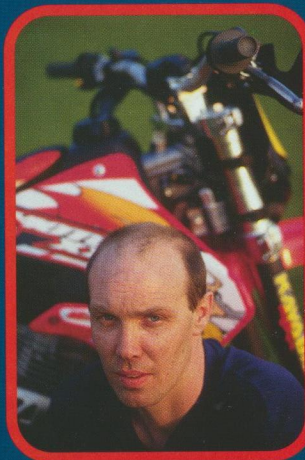
The idea behind the 440 conversion was to find



new piston and liner along with a 'relatively small' 34mm Mikuni flat-slide in order to try and keep the Honda's creamy torque (remember small bore carbs give good torque, big-bore carbs give horsepower). For the same reason Phil elected to stick with the standard 'small bore' headers instead of going oversize, which once again helps the motor produce good torque.

But Phil wasn't content with the rest of the stock exhaust system, and decided to put his metal-work skills to use. He designed and built a big-bore pipe which

begins at a point just a few centimetres back from where the header pipes siamese. Phil used 2" stainless pipe, flaring into 2.5" pipe where the exhaust tucks up under the seat, and then back to 2" just before the muffler. Phil also built the muffler him-



self - inside there's a stainless perforated mesh core which is packed with SilentSport wadding and the whole thing encased in the blue anodised aluminium cover you can see. The result is just perfect; clean crisp carburetion, with a healthy but not overly loud crackle, and a pipe which looks a whole lot thicker than standard.

By the time Phil and his mates had the engine apart to press in the new liner, Phil was nursing a broken collarbone from a practise crash after he'd bottomed everything out on a heavy landing. Stiffer suspension was called for and the XR forks were ditched in favour of a set of nearly new USD '96 CR items and matching yokes (with a pair of braceless Acerbis bars on top). At the rear the standard spring was replaced by a slightly heavier 10.5kg item and while all that was going on, one of Phil's mates worked the head over before Phil finished off rebuilding the lump.

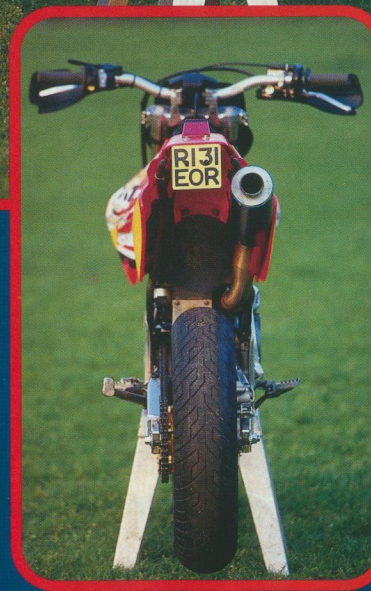
The whole lot was reassembled complete with the much slimmer A-loop tank, seat and rad pan-



some extra ponies up top without sacrificing all that lovely bottom and mid-range urge that Mr Honda designed the XR to have. As he puts it: 'So many four-strokes these days have thrashy top-end power which wasn't what I wanted.'

Spotting an advert in a US magazine, Phil contacted Thumper Racing in the States and they sent him one of their catalogues with details of the 440 kit and some other trick XR accessories - like the A-loop tank and seat. Phil ordered the

Left: Carb states - not for aviation use... Better mind the humpback bridges than Phil



els and a smart new set of graphics, but a potentially serious neck injury (the result of the original crash) meant he was going to have to spend a few more months staying off the dirt. Phil had no intention of mothballing his newly rebuilt XR, so decided that the supermoto route was the way to go. Talon supplied the wheels, on went some sticky tyres and new Apico discs and sprockets meant he now had a complete change of wheels for the street, with the other set ready to go on when his neck feels good and strong again. The only other changes to the bike are a CR500 stubby rear fender (for 'the look'), and a twin Halogen headlight to replace the heavy Honda item.

But Phil's not yet completely satisfied. He likes what he's already got, but reckons you can never have enough of a good thing. This summer he

plans on turning the 440 into a full-bore 500. There's no more room in the barrel to go any bigger on the bore, so extra capacity has to come from stroking the motor using a different crank.

'I don't want it too revvy' he says, 'I just want the sort of stump-pulling power that you won't forget in a hurry...'

Hmmm... Give us a call when it's built Phil, and we'll use it to tow Blezard's van to the scrappy...

Without Whom etc etc...

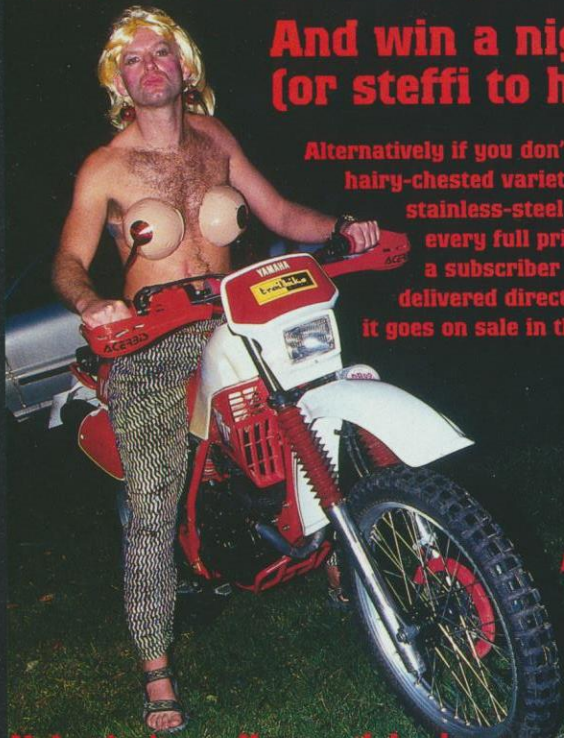
Thanks to: Dave Alloway at JAM Sport, Ike Flack, Geoff Grimes and Peter Bowker for all their help on the bike.

If you've got a special which deserves to be featured in the magazine, give us a call on 0181 840 4760 and let us know about it...

SUBSCRIBE!

And win a night out with Steve (or Steffi to his mates)...

Alternatively if you don't fancy a romantic liaison of the hairy-chested variety, why not claim an exclusive stainless-steel TBM trail-knife (worth £9), free with every full price subscription to TBM. Remember as a subscriber you get your favourite magazine delivered direct to your door every month long before it goes on sale in the shops.



Pass it, take the knife...

A subscription costs just £26 (£36 Overseas) and if you want to claim your free trail knife you'll need to add a further £1.00 to cover the cost of post and packing.

If that isn't an offer worth having, remember... there's always Steffi...

Yes please I want to:-

* Claim my stainless-steel trail knife * Get Steffi to lick me between my toes

* (Delete where applicable)

Name

Address

Post code

Bike owned

I want to start with issue number I am already a subscriber Y/N

Please make cheques for £26.00 (£36 overseas) plus £1.00 p&p for your trail knife, payable to TBM Subs, PO Box 9845, London, W13 9WP

WEST COAST IMPORTS

SPECIALISING IN HIGH QUALITY, LOW MILEAGE TRAIL BIKES

HONDA

6	X	HONDA	XLR 250 R-4	8-13,000km	from £1,995
1	X	HONDA	XLR 250 BAJA1992	4,400km	£2,195
1	X	HONDA	XLR 250 R 1989	22,000km	£1,695
1	X	HONDA	CRM250 -2 1992	3,500km	£2,295
1	X	HONDA	CRM250 -2 1991	13,000km	£1,895
1	X	HONDA	SL230 AR		CALL FOR PRICE
1	X	HONDA	NX650 DOMINATOR Red F REG TOP CONDITION		£1,995
1	X	HONDA	XLR 125 3 & 6,000km Electric Start		£1,895
1	X	HONDA	XR250 Red/White		£1,695
1	X	HONDA	CR250 AR 1997		CALL FOR PRICE

KAWASAKI

2	X	KAWASAKI	KDX 250SR1992	9,000km	£1,695
1	X	KAWASAKI	KLX 250SR1993		£2,295
1	X	KAWASAKI	KLR 2501993	12,000miles	£1,795
1	X	KAWASAKI	KDX 200SR 2		CALL FOR PRICE
1	X	KAWASAKI	KMX 200 1991	18,000miles	£1,395
1	X	KAWASAKI	KDX 125	only 2000km	£1,395
1	X	KAWASAKI	KLR 600	12,000miles	£1,495

2 X KAWASAKI KDX 250SR

SUZUKI

2	X	SUZUKI	RMX250 1992	TO CLEAR	£1,395
2	X	SUZUKI	DJEBEL 250 XC	electric start	CALL FOR PRICE
1	X	SUZUKI	DR250 RS		CALL FOR PRICE

YAMAHA

10	X	YAMAHA	XT 225-W/1993-1997	0007km to 10,000km	
				electric start, all colours	£2,200
6	X	YAMAHA	XT 225-21991-1993	2,000km to 12,000km	
				electric start, all colours	£1,800
2	X	YAMAHA	XT 225-1	1987 2,000km to 8,000km	£1,400
2	X	YAMAHA	XT 225 W3 1997-98		CALL FOR PRICE
2	X	YAMAHA	TT 250R 1993		CALL FOR PRICE
1	X	YAMAHA	TT 250R 1995		CALL FOR PRICE
1	X	YAMAHA	DT 200 WR2		CALL FOR PRICE

OTHERS

		DERBI	SENDA 1995		£1,195
--	--	-------	------------	--	--------

ANOTHER 80 ASSORTED ROAD BIKES IN STOCK

EXCELLENT RATES IN FINANCE • SALES • SERVICE • REPAIRS • MOTs
PLEASE PHONE JASON OR GLEN

TEL: 01643 702511

UNIT 4, HAWKSWORTH ROAD, MINEHEAD, SOMERSET, TA24 5BZ



TE410 Electric Start '99 New Model £4495+ otr



TE410

Bike pictured TE410 Kick Start Model

Fantastic Handling
Electric Start
2 Oil Pumps
Counterbalanced Engine
Street Legal
Economic

Build Quality - Second to None
Demonstrator Available

Also available from stock:

+TE610E / TE410 / TE610 / 125WR / 125WRE / 250WR / TE610E SM etc.

The Green, Cheriton,
Nr. Winchester.
(01962) 771122

classified

BIKE SALES

COLIN HILL VERTEMATI Racing

492cc ENDURO & SUPERMOTARD AVAILABLE NOW
CALL NOW FOR A TEST RIDE
WE STOCK WATERPROOFS FOR TRAIL & ENDURO

0181 • 660 • 3728
197 Godstone Rd • Kenley • Surrey

WEST COAST MOTORCYCLES

UNIT 4, MARSH LANE INDUSTRIAL EST, HAYLE

SPECIALISTS IN TRAIL AND ENDURO

CORNWALLS LARGEST SELECTION OF USED TRAIL BIKES

BIKES ALWAYS AVAILABLE - MOST IMPORTED FROM ITALY AND IN EXCELLENT CONDITION

HONDA XL350R	FROM £1295	YAMAHA TT600	FROM £1595
HONDA XL500R	FROM £1195	KAWASAKI KLR600	FROM £1395
HONDA XL600R	FROM £1395	KAWASAKI KLX650	FROM £1995
HONDA XR600R	FROM £1995	HUSQVARNA TE350	FROM £1895
YAMAHA XT550	FROM £1195	APRILIA RX125	FROM £1495
YAMAHA XT600	FROM £1395	APRILIA TUREG350	FROM £1395

MANY MORE MODELS AVAILABLE - VISIT THEM '99 HUSQVARNA RIDER

WE CAN DELIVER ANYWHERE • NEW STOCK ARRIVING WEEKLY
E-MAIL: d.butcher@west-coast-imports.ndirect.co.uk

TEL/FAX: 01736 757788

MOTORCYCLE centre



CRM 250 AR
IN STOCK NOW

SELECT FROM OUR HUGE USED RANGE:

CRM250-2	from	£1550
KDX250SR	from	£1300
KLX250	from	£1450
RMX250	from	£1400
DT200WR	from	£1400
CRM250AR	from	£2950
TS200R	from	£900
SEROW W	from	£1150

LOADS MORE MODELS IN STOCK

ALWAYS 150+ BIKES IN STOCK!!!

RING NOW
(01342) 892768

WE EAT, BREATHE & RIDE TRAIL BIKES.
ADVICE, CHAT & COFFEE ARE FREE!!!
OPEN 9.30 am - 6.00 pm Tues - Sat.
LAMBS BUSINESS PARK, J6 M25, SOUTH GODSTONE, SURREY

HONDA XR250, XLR250 BAJA,
XLR250RS, XL250 DEGRE,
CRM250 MK1, 2 & 3
YAMAHA TW200,
SEROW 225 MK1, 2, WR, WE.
DT200WR, TR250 & TR250 RAID ETC.
KAWASAKI KDX200SR,
KDX220SR, KLX250SR,
KLX250ES, KLX300R ETC.
SUZUKI TS200,
RMX250ST, DR250 ETC.

AS IS PRICE I.e.:

TRADE PRICE AVAILABLE



classified

BIKE SALES

Paul Branson
MOTORCYCLES

WE SPECIALISE IN HONDA XR'S
'99 BRAND NEW U.K.
XR250 RX'S £3295
XR400 RX'S £3995

READY TO RIDE Honda U.K Warranty
PLEASE RING FOR DETAILS OF USED STOCK.
7 Oxford Road, Pen Mill Trading Est., Yeovil
Tel: 01935 474998

JAPAN TRAIL DIRECT

Commercial quantities suitable for small, medium and large enterprises

Late container packs from £14,999 UK Landed
Mixed road / trail packs from £8,999 UK Landed

Integral Solutions Int'l Co., Ltd. (Japan)

(Sorry, commercial orders only. Only serious start up entrepreneurs and existing dealer enquiries will be answered.)

Tel: 00 81 3 3928 0935

Fax: 00 81 3 5991 7062 or 00 81 3 3594 0429

Email: isik@crisscross.com Web: <http://www.isibike.com>

TRAIL BIKES IN KENT

JOHN RILEY MOTORCYCLES

SOUTH EAST OFF ROAD CENTRE

Owner rider - Steve Garner

Constantly changing stock of Trail & Enduro Bikes from £850 - £4000

Full workshop facilities & MOT test centre

Full range of clothing & accessories inc. Acerbis, Renthal, Wülfspport & others.

Regular local Green Lane runs - ring for details

DARTFORD (01322) 526111

Open 7 days
5-6 The Parade, Crayford Way, Crayford, Kent.

BILL LOMAS MOTORCYCLES

136 High St, Clay Cross, Chesterfield
NEW ENDURO BIKES

HONDA XR400 brand new '99 model	£4150
YAMAHA TT600R '99 model	£4195
YAMAHA WR400 '99 model in stock	£4195
SUZUKI DR350SE	£3495
SUZUKI DR650	£3995

QUADS

SUZUKI QUAD LT50	£795
SUZUKI QUAD LT80	£1495
SUZUKI QUAD LT5160	£2495

ALL IN STOCK • ALL PRICES ON THE ROAD
ALL MAKES OF BIKE SUPPLIED AT DISCOUNTED PRICES • LOW FINANCE ARRANGED

(01246) 863383

NB Northern Trail Bikes

for
QUALITY MACHINES

at
REALISTIC PRICES

• XR • DR • CRM •
• XT • TTR • XLR •

SERVICED GUARANTEED

TAXED TESTED

ADVICE, TEA &

TEST RIDES ARE FREE

Tel: (01904) 673080

To advertise
here call
**(01225)
426600**
today.



classified

BIKE SALES, PARTS & ACCESSORIES

TRICK UP YOUR TRAIL BIKE WITH TAYLORS!!

Main Agents For
SUZUKI KTM TM

TAYLOR
Racing

Importers of

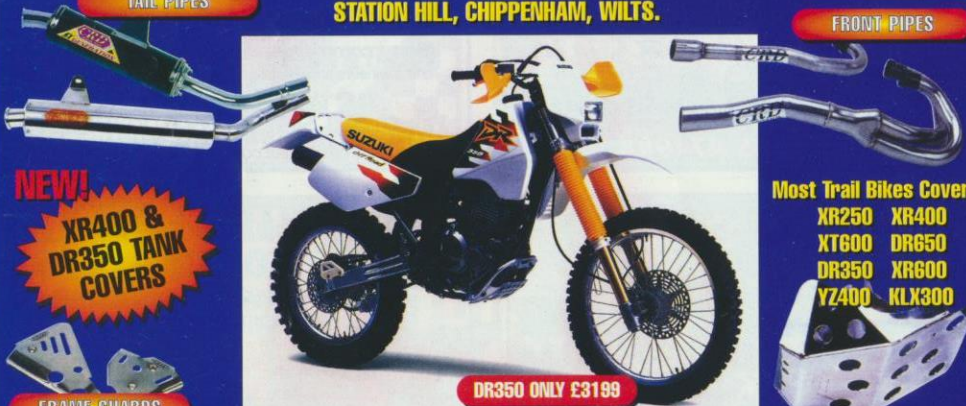


White Brothers

TAIL PIPES

STATION HILL, CHIPPENHAM, WILTS.

FRONT PIPES



NEW!
XR400 &
DR350 TANK
COVERS

FRAME GUARDS

DR350 ONLY £3199

Most Trail Bikes Covered

XR250 XR400
XT600 DR650
DR350 XR600
YZ400 KLX300

BASH PLATES

TEL: (01249) 657575 FAX: (01249) 443643

PARTS PROBLEMS? - GIVE US A TRY - FAST FRIENDLY SERVICE - POP IN AND SEE!!

MASSIVE STOCKS OF PLASTICS, BARS, OILS, HELMETS, GLOVES & CLOTHING

SOUTH WEST RACING

UNIT 2, FALCK DEPOT, SOUTHOVER, WELLS, SOMS BAS TUN
ENDURO + MOTOCROSS SPECIALIST
MICHELIN (SW SUPPORT DEALER)(COMP III'S YES)
PIRELLI + METZELER TYRES
ENDURO / MX TYRES IN STOCK
PIRELLI MOUSES AVAILABLE
HUGE DISCOUNTS ON 1999 GÆRNE BOOTS, LAZER +
BELL HELMETS
SINISALO + UFO CLOTHING
ALL CLOTHING MUST GO (SPECIAL PRICES APPLY)
FULL W/SHOP FACILITIES, TUNING, SUSPENSION,
MOTORS, SHOCK REBUILDS
TEL/FAX - 01749 - 671307

CLOSED MONDAYS



OLDHAM - LANCASHIRE

**MOTO-X
MOTORS**

PRIMROSE BANK,
ASHTON RD,
OLDHAM, LANC
SALES: (0161) 652 7393
SPARES: (0161) 624 2313

HONDA • SUZUKI • YAMAHA • KAWASAKI
NEW AND USED TRAIL AND ENDURO'S
ALL BIKES COME WITH AGE RELATED
PLATE AND WARRANTY - FINANCE AVAILABLE

60 MORE BIKES ARRIVING 1ST JULY

MERLIN MOTORCYCLES

HONDA XR400RX	NEW £3750
HONDA CRM125R	NEW £2699
SUZUKI DR350SE	NEW £3199
SUZUKI DR350X ENDURO	NEW £2950
SUZUKI DR650SE	NEW £3499
KAWASAKI KLX650R	NEW £4249
YAMAHA TT600R	NEW £4149
YAMAHA TT250R	NEW £3499
YAMAHA WR400F	NEW £4099
YAMAHA XT600E	NEW £3299
GAS GAS ENDURO EC125 - 300	NEW FROM £3540
GAS GAS TRIALS TXT 125 - 321	NEW FROM £2699
GAS GAS PAMPERA 250	NEW £2550

Phone for latest details

NEW BIKES • DIRECT IMPORTS

• PRICES INCLUDE VAT • 1999 MODELS

www.merlinbooks.com FREE CATALOGUE

Phone/fax: 01403 257626

CLYMER MANUALS		HAYNES MANUALS	
HONDA 100-350 OHC 1969-78		Honda CR 250/500R '86/97	£12-99
XL125, XL250, TL125, 250	£17-99	NEW Honda XR150L/R, XR400R	
HONDA CR125/250R 1978-80	£17-99	'91-'97	£12-99
HONDA CR250-500 1981-87	£17-99	NEW Honda CR80R/RB '85-97	
HONDA CR250R '88-91+CR600R	£17-99	CR125R '86-97	£12-99
'78-96	£17-99	Honda XL600R '83-87, XR600R	
HON XLX/RTL 125-200 '79-87	£17-99	'85-96	£12-99
HONDA XLXR250/350 '78-95	£17-99	Hon XRXL80/100/125/185/200	£12-99
XR200R '84-85	£17-99	Kawa KMX125+200 '86-95	£12-99
HONDA XLXR 500-650 '78-97	£17-99	Suz TS100/125/185/250 '78-84	£12-99
HONDA CR250R/125R '92-96	£17-99	Suzuki DR125 '82-93	£12-99
KAWA HD200 '83-88	£17-99	Yam DT125 LC '82-87	£12-99
KAWA KX125/250 '82-91+	£17-99	Yam DT125R '86-95	£12-99
KX500 '83-93	£17-99	Yam TY80/125/175 '75-84	£12-99
NEW SUZUKI RM80/125/250	£17-99	Yam XT125 '82-85	£12-99
1989-95 + RMX 250 '95	£17-99	Yam XT/TT500 '75-83	£12-99
SUZU DR250/350 '90-94	£17-99	Yam XT250 Serrav '92/97	£33.00
SUZUKI RM125-500 '81-88	£17-99	P&P BOOKS: £3-45, orders	
YAM YZ4WR 125-250 '88-93	£17-99	over £50 post free (UK)	
YAM XT125-250 '80-84	£17-99	FREE CATALOGUE	
YAM XT/TT350 '85-95	£17-99		
YAM XT/TT500 '76-81	£17-99	MERLIN BOOKS (TBM)	
YAM XT/TT800 '83-89	£17-99	PO Box 153, Horsham,	
BOOKS		W. Sussex RH12 2YG	
Adventure Motorbiking Handbook		Phone/fax: 01403 257626	
(Scott) Post £2	£13-99	E-mail: info@merlinbooks.com	
Desert Travels (UK post £1.50)	£6-99	www.merlinbooks.com	
Motocross & Off Road Motorcycle		VISA MASTERCARD SWITCH	
Performance Handbook (Gorn)			
(post £2.50)	£15-99		
Pro Motocross & Off Road riding			
techniques (post £2.50)	£15-99		
Running with the Moon (Beatty)	£7-99		
Jupiters Travels (Simon)	£7-99		
Riding High (Simon)	£14-99		

suspension
WP

Factory Trained Technicians
using the latest high pressure
bleeding system for PDS Dampers.

After Market Shocks and Forks
for all current makes and models.

KTM
SPORTMOTORCYCLE

KTM Sportmotorcycle UK Ltd
KTM House, Ward Road, Brackley,
Northants NN13 7LE

Telephone: 01280 709 500
Fax: 01280 709 999

EUROPE'S LARGEST

DAINESE STOCKIST

bike stop

The award winning clothing, helmets, parts & accessories store



**DAINESE
ALPINE STARS • ARAI
FURYGAN**

Plus many more major brand names!

FINANCE AVAILABLE • CONTACT US TODAY

1998
awards
MCN
MOTOR CYCLE NEWS
...Find out
why today

TEL 01438 317038
FAX 01438 221234

WEB www.bikestop.co.uk
E MAIL info@bikestop.co.uk

104 HIGH ST. STEVENAGE, HERTS

MOTO-WARD LTD

Motorcycle parts and accessories
117 Brighton Road, Surbiton, Surrey KT6 5NJ
TEL: 0181 399 0630 FAX: 0181 296 0704
e-mail: motoward@compuserve.com

YAMAHA

SPARE PARTS SERVICE - ALL MODELS
TOP BRAND NAME OFF-ROAD GEAR

- ALPINESTARS • ANSWER
- SBS • IZUMI • PREMIER
- ACERBIS • RENTHAL
- EVOLUTION • ARAI
- MIKUNI • RICKY CROSS
- ND PLUGS • REIKON

Specialist supplier of enduro & overland equipment



ADVENTURE in store....

OFF ROAD MOTORCYCLE MAIL ORDER CATALOGUE

FREE·FREE·FREE

**ANNOUNCING
THE NEW 1999
MAIL ORDER CATALOGUE**

- Full colour pages throughout
- Over 150 colour photographs
- Over 400 latest lines
- Includes clothing, helmets, boots, graphics, pistons, tyres & spares
- Everything for You & Your bike

**YOUR
EXCLUSIVE
OFF ROAD
CATALOGUE**

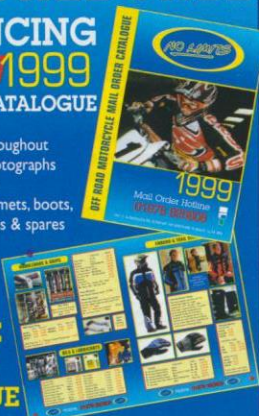
"Unique Trail/Enduro Section"

NO LIMITS

To receive your **FREE** Catalogue send 2 x 1st class stamps or a 50p piece with your name & address

UNIT 3, LLANGOLLEN RD, ACREFAIR, NR WREXHAM,
N.WALES LL14 3RU TEL: 01978 820808

ORDER TODAY WHILE STOCKS LAST!



ALLENS PERFORMANCE R & D

IMPORTER OF KEIHIN & MIKUNI CARBURETTORS AKTIVE REEDS

WHITE BROS '99 Catalogue Issue 21 Now in £11 inc vat

- BIG BORE STAINLESS FRONT PIPES • SUPER TRAP EXHAUSTS
 - POWER UP KITS XR250, XR400, XR600, XR650, DR350, KLX250 PLUS HUSBERG
 - KLX650, KTM CARBURETTORS FROM 22mm - 45mm
 - AIR FILTERS: WHITE BROS., K&N, RAM AIR
- THROTTLES:
OVER 15 TYPES IN STOCK
- NOW AVAILABLE
YZ400 & XR400, WR400, XR600
Big Bore Pipes
& Pro-Meg Silencers
- WHITE BROTHERS DISTRIBUTOR
KEEN PRICES

MOTION-PRO M/X TOOLS

KTM, HUSQVARNA,
HUSBURG & XTZ
PERFORMANCE PARTS

BIG BORE KITS
HIGH LIFT BILLET CAMS,
TITANIUM COLLETS,
SPRING KITS, CARILLO RODS,
CRANK PINS & PISTONS

Tel 01949 836733 Fax 01949 836734 Unit B9, Moorbridge Road, Bingham, Notts. G13 8GG

DAVE CLARK RACING HUSBERG MAIN AGENT

LARGEST STOCK OF HUSBURG SPARES IN
THE COUNTRY

TEST RIDES ALWAYS AVAILABLE

1999 MOTOCROSS & ENDURO
HUSBERGS NOW IN STOCK

LARGE SELECTION OF USED ROAD REGISTERED
ENDURO MACHINES IN STOCK

RING FOR DETAILS

TEL: 01772 612118
FAX: 01772 454633

DAVE COOPER TRAILERS

CLIP-ON ADJUSTABLE BIKE RACKS
Car Racks £49.50 inc P&P • Van/Motorhome Racks
£59.50 inc P&P • 4x4 Racks £69.50 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 bikerack in use! Made from 4mm British Steel tubing and m/g welded. Finished in protective enamel. Lightboards, tie down straps also available.

DELIVERY AVAILABLE
Spare Wheel £19.50 extra
Trailers come with independent suspension, clip-on loading ramps, tie-down straps, wheel support stands, security locking facility, removable light board and 6 anchor spacers. RECV wheel mounting brackets to hang your trailer on your garage wall. £79.00 extra

TRAILERS	PRICE
Single Bike	£199
Double Bike	£229
Treble Bike	£299
Quad Trailers	£299

ALL PRICES INCLUDE VAT

DAVE COOPER
DEPT T8, UNIT 7, ERITH BUSINESS CENTRE, HIGH ST, ERITH KENT DA8 1RT
TEL 01322 359393 (DAY OR EVE) & 0860 702112 (MOBILE)

HUBS TALON SPROCKETS

DISCS • WHEELS • CLUTCH BASKETS

NEW! - SOLE IMPORTER FOR
'BRAKING' BRAKE DISCS & PADS
OVERSIZE DISCS & SUPER MOTO DISCS

TALON ENGINEERING LTD
Tel: (01935) 471508 Fax: (01935) 431825
Email: sales@talon-eng.co.uk

SPECIALIST INSURANCE FOR TRAIL AND ENDURO BIKES

- Cover for fire and theft whilst your bike is kept in a locked building (Quads and Kiddie Bikes also welcome!)

OR

- Cover for Third Party Only, Third Party Fire and Theft or Comprehensive for 2 wheel motorcycles (provided that your bike is registered for road use)

MITCHELL & PARTNERS INSURANCE BROKERS

providing bike insurance for over 25 years

0171-281-9090 0171-272-7661

Internet: www.mitch.co.uk
13-15 Archway Road, Highgate, London N19 3TX

IN CHAINS

HUGE discounts on top quality chains, sprockets, tyres, brakes, clothing and most parts and accessories for TRAIL, TRIALS, MOTO X and ENDURO in stock ready for immediate despatch.

SETTING THE STANDARD FOR STANDARD MACHINERY
01425 474800

UNIT 6, HIGHTOWN INDUSTRIAL ESTATE, BINGHAM, NANTS BREK 1NE

All new '98 TMs in stock

KB TRAILSPORT

Tyres & Accessories by Mail Order

Brand	Type	Size	Price
Bridgestone	Trail & Enduro Tyres		
ED02	Excellent Trail Tyre	4.00 - 18	£34.95
ED04	Enduro Rear Tyre	4.10 - 18	£38.50
ED03	Enduro Front Tyre	3.00 - 21	£33.50
ED16	All Terrain Tyre	4.00 - 18	£27.50
ED15	All Terrain Front	80/100 - 21	£31.50
Barum	Trail, Enduro, Mx & Trials Tyres		
C11	Awesome off-road tyre	120/90-18	£36.50
TR1	Hardwearing Trials tyre	4.00-18	£32.00
Trail / Enduro 'O' Ring Chain/Sprocket Kits	Quality 520 chain & Steel Front and Rear sprockets		
FRM250, DR350, KD200, XR250			£84.50
XR400, XT600, KLX650			£85.95

All prices include VAT

Please phone for a copy of our free illustrated price list

Tel: 01949 850530 (anytime)

Trail Bike BREAKERS

TEL/FAX 01429 540600
MOBILE 07977 210259

USED PARTS FOR TRAIL & ENDURO

LATEST ARRIVALS

CHEAP NEW KAWASAKI PARTS ALL K&N FILTRES KLX KEI KEI DR350
KLX600(85) - XT500(82) - XR600(89)

TS200(90) - XT600(90) - SEROW 225(87)
KDX200(91) - XT600(84) - XT550(82)
XL600(84) - KLX250(84) - XR350(84)
SP370(79) - SP400(81) - DR400(82) - XT600(86)
DR600(85) - XL125(82) - KE175(82) - TS125(85)
KLX250(82) - XT125(84) - MTX125(89)
XR250(87) - XL600 P/DAKAR

TONS MORE CALL DIRTYBIKE SPARES - IF YOUR BIKE IS NOT LISTED - CALL

MAIL ORDER-VISA-ACCESS-SWITCH ETC
BIKES AND PARTS ALWAYS WANTED FOR CASH
ALL PRICES SUBJECT TO P&P & VAT

MAGNUM

Motorcycle: Repairs, Service, Parts.
New Tyres: All sizes
Accessories: Helmets, Gloves, Boots, Jackets, Jeans etc.
70 Worcester Street
Wolverhampton

(01902) 427915

EXMOOR LANES GALORE!

Bring your own bike
Only £12pp per day

- RING BOB •
- (01823) 433972

PARRYMORE Motor & Trailer Company

Telephone: (01784) 464636
Fax: (01784) 466101

BIKE TRAILERS FROM £199-00 + VAT

(TRAILERS INC.)
FULLY GALVANISED CHASSIS
FULL LEGAL LIGHTING

TRAILER HIRE AVAILABLE FROM £20 A DAY

mSc MOTORCYCLE SERVICE CENTRE

HULL'S BIGGEST, BRIGHTEST,
CLEANEST, INDEPENDENT
MOTORCYCLE WORKSHOP

SERVING YOU
REPAIRS • MOTS
WARRANTY WORK • INSURANCE WORK
• FULL PAINTWORK FACILITIES •
• PLASTIC WELDING • CARBURATIONS •
DYNOJET K&N FILTER CHARGERS •
• TUBELESS TYRE REPAIRS

mSc Racing
MOTORCROSS/AND
ENDURO TYRES,
TUBES, PLASTICS,
CHAINS & SPROCKETS

mSc
FREE FITTING OF ALL
TYRES, BRAKE
SHOES AND PADS

(01482) 222622
15 KIMBERLEY ST, HAYLE ST, HULL

TRAKSPARES

NORTH WALES No 1 MOTOCROSS SHOP
We have the largest stock of off road spares in North Wales

Tech 5	£176.00	Premier RK Helmets	£126.95
Sidi Rando Boots	£135.00	Bum bags fr	£8.95
Gloves fr	£10.50	Tool bags fr	£13.50
AXO Enduro Boot	£139.00	1999 UFO Shirts & Pants	£120
Motocross Tyres from	£11.50	1999 premiers	P.O.A
Goggles fr	£18.50	XR400 plastics	P.O.A
T & R Graphics fr	£5.00	Knee pads from	£8.50
Evo Clothing fr	£29.99	Kidney belts from	£15.00
AXO RX5	P.O.A	AXO EM2 boots	P.O.A
Mud Guard stays	£9.25	Wulf boots	£15.00
		AXO 989 Pants 50	

01244 822510

242 High Street, Connaught Quay, Deeside, Flintshire

DAVID LAMBETH ENGINEERING

01892 668280

0850 921 570

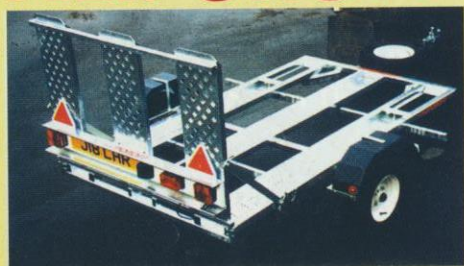
REPAIRS •
TUNING •
OVERLAND PREPARATION •

• PARTS
• RACE PREP
• BIKE SALES - THE ITALIAN JOB



FAX (01892) 668280 FOR FREE TECHNICAL + PARTS LIST

KLIPONOFF



Quality, Safety, Style

TRAILERS FOR 1, 2 or 3 BIKES, QUADS OR ROAD BIKES

RACKS FOR CARS 4x4's VANS & MOTORHOMES

To suit Off Road or Road Bikes of all shapes and sizes
Complete range of KLIPONOFF trailers now available from
over 25 stockists throughout the U.K.

CONTACT GILES WALKER

WALKER ENGINEERING

P.O. BOX 100, HALIFAX, WEST YORKSHIRE
TEL: FACTORY 01422 345568
OUT OF HOURS: 0973 885815 FAX: 01422 348212

trail & track

01481 266140

CARBON FIBRE SCOTTS STEERING DAMPERS

Clutch Protectors	£40	"The single best improvement you can make to your off road bike"
Chain Guides	£40	
Rear Disc Guards	£40	
Fork Protectors	£40	AS USED BY TOP U.S. RIDERS
Bash Plates	£70	EASY TO FIT
Pipe Guards	£65	Price £275

TO FIT MOST TRAIL/ ENDURO/ MOTO X BIKES
PLEASE PHONE OR WRITE FOR MORE DETAILS

TRAIL & TRACK, RUE DE MARAIS, ST.PETERS, GUERNSEY. GY7 9LD

LEGALIZER KITS
Complete Kits Include: loom, h/bar switch, rear brake switch, horn, voltage reg. if needed, front brake switch if required.
Kits for: RMX250, WR400-250, KLX250-300, XR250, KDX200-250, + Universal kits also.
Generator Kits: YZ400-250, CR125-500, KX125-250-500.
Electrical Parts: coils, h/bar switches, voltage regs., speedos, AC horns, hydraulic brake switches, looms, UFO head & tail lamps.

PRO 15 GRESLEY CLOSE, DRAYTON FIELDS, DAVENTRY, NORTHANTS. (01327) 301322

CHEQUERED FLAG AWNINGS

Tel/Fax: 01694 781544
Free Standing Specialists

- Protect your crew, friends sponsors and family from the British weather
- Rapidly erected
- All weather, strong, rugged and attractive
- Wide choice of colours
- Easily transportable
- Wide variety of uses

3 x 3 x 2.3	£525
De-luxe	
4.6 x 3 x 2.3	£650
De-luxe	
4.6 x 4.6 x 2.5	£995
De-luxe	

Free colour scheme included in price package
Banner service available including graphics and signwriting, all at competitive prices
These Prices Are For Complete Awnings
Larger sizes available on request. European Agents required.
International & Export enquiries welcome.

G.R. & R.D. TAYLOR

OPEN 7 DAYS A WEEK
13-15 MARKET STREET, KIRKBY, LONSDALE, CUMBRIA LA6 2AU

HEAVY DUTY DUTCH CAMA GORTEX OVER TROUSERS

WATERPROOF / BREATHABLE / ZIPPED & ELASTICATED BOTTOMS

ASSORTED SIZES
GRD 1 - £19.99
NEW - £25.99
MAIL ORDER AVAILABLE

TEL/FAX: (015242) 71170

CRETE TRAIL BIKE ADVENTURE

Excellent trail riding in spectacular scenery.
Explore mountain passes & deserted beaches.
Accommodation & meals in old farmhouse + 1 night beach camp.
Join a group or bring your mates for a fun, relaxing holiday.

Phone John or Sarah for more details
0030 932 396 762

NORWEST TRAILS

OFF ROAD ADVENTURES IN THE HIGHLANDS OF SCOTLAND
TEL/FAX: 01599 534353

NEW ROUTES NOW AVAILABLE:
THE SCOTTISH 6 DAY TRIAL ROUTE ISLE OF SKYE, ISLE OF RASAAY & THE MAINLAND
FROM £160-00

PACKAGE INCLUDES:
• 2 FULL DAYS GUIDED TRAIL
• 3 NIGHTS B&B INC. ALL MEALS
• BIKE HIRE AVAILABLE

www.nwcoast.demon.co.uk

TRAIL RIDING IN ANDORRA

and the Pyrenees on some of Europe's most stunning mountain trails; true off road adventure.
Flexible packages from 1-5 days riding, including hotel accommodation with either your own bike or our Honda XR400's.
We can also supply all necessary riding gear.
As featured in TBM, Bike, Top Gear magazines & Sky TV's '2 Wheels'.

Contact: Su or John @ MOTO AVENTURES
Tel/Fax: 00 376 835472
Email: motoaventures@andorra.ad.
(Also Moroccan trips start again in October!)

TRAILSPOUR

NOW IN MARCH, CAMBS

- Selection of second-hand bikes; kids quads through to enduros
- Clothing and accessories (if we haven't got it we'll try to get it)
- Full Workshop

Unit 2, Coleseed Business Complex, Upwell Road, March, Cambridgeshire PE15 0PD
Phone/Fax: 01354 655 366

LAKES'N'DALES TRAILS

THE BEST TRAIL RIDING IN THE U.K. WE CAN OFFER THE MOST VARIED WEEKEND RIDE OUT YOU HAVE EVER EXPERIENCED.

INCLUDING:
CHALLENGING MOUNTAIN PASSES
LEAFY GREEN LANES
OPEN MOORLAND
BIKE EATING BIKES
SPECTACULAR SCENERY AND A WHOLE LOT MORE

PHONE FOR INFO PACK
MARK 01539 722683
PAT 01539 740217

JIM AIM

MOTORCYCLES
NEW HUSABERG ELECTRIC START MODELS AVAILABLE NOW. SPECIAL PRICE.

NEW KTM ENDURO & TRAIL

97 KTM 250 SX Regd. R	£1995
96 HUSABERG FC501 MX	£1795
97 KTM 360 SX	£1995

S/H ENDURO

96 KTM 400 SUPER COMP	£2250
94 KTM 350 LC4	£2200
96 KAWASAKI KDX200	£1795

147 SWAN ST, SIBLE HEDINGHAM, ESSEX
TEL. 01787 460671

BOGBUSTERS

INSTRUCTORS & TRAIL BIKE GUIDES
CATERING FOR ALL STANDARDS

BOOKING NOW FOR JULY AUG SEPT OCT
S.WALES • N.WALES • PEAKS • PENNINES LAKE DISTRICT

TEST BIKES AVAILABLE FOR DAYS OUT
CCM 604E SPORTS • XR600's • XR400's • XR250's • XT225's & OTHERS

BRING YOUR OWN BIKE FOR £30.00 PER DAY WITH OUR BIKES FROM £90.00

RIDING GEAR FOR HIRE - PHOTOGRAPHER FOR THE DAY IF REQUIRED

FOR THE BEST DAY OUT WHO YOU GONNA CALL 'BOGBUSTERS'

9AM - 9PM ON
01270 760517
Paul or
01207 272228
Brian

GOT A TRAIL BIKE? DON'T KNOW WHERE TO RIDE?

The Trail Rider's Fellowship (TRF) would be pleased to take you out for a day's green lane riding in your own area ABSOLUTELY FREE!

(We promise to be gentle if you are a novice)

To find your nearest group send a 9"x 5" SAE to:-
Colin Patient
14 Rycroft Close, Woodley, Reading, Berks. RG5 3BP

OFFROAD - WORLDWIDE

Serious fun in Nevada, Baja, Costa Rica, Ecuador, Peru, New Zealand, Australia, Thailand, Morocco, Andorra.

Plus the world's widest choice of road tours and hire, from Harleys in the USA to Enfields in the Himalayas, with the UK specialist.

For more information contact David Grist at H-C Travel
16 High Street, Overton, Hants RG25 3HA
Tel: 01256 770775 Fax: 01256 771773
http://www.hctravel.com email: david@hctravel.com

H-C Travel Fully insured for your financial and legal protection

BIKES

Suzuki DR350, e/start, N-reg, 8000m, year's tax, green lane use only, good cond, well maintained, £1950; also **Honda** XR250, J-reg, T&T, long distance trials use, good cond, well maintained, £1350. Tel 01189 781850 (Berks)

Yamaha XT350, 1986, T&T, very reliable, ideal to start green laning, £650 ono. Tel Nick on 0116 231 2984 (Leicester)

Suzuki RMX250ST import, T&T, exc cond, spare sprockets, DEP pipe, only best oils used, £1650 or p/x for XR600. Tel 0127 647 1530 (Surrey)

KTM 620EGS enduro, elec start, 1997, P-reg, taxed, recent c+s, superb cond, £2700 or p/x for smaller trailbike. Tel Les on 0177 261 5867 (Lancs)

Honda XL600R, 1983, T&T, exc runner, new c+s etc, great big trail bike, £1100 or p/x for 200/250. Tel Ewen on 0172 172 2441 (Borders)

Suzuki DR350, 1994, MoT, fsh, new tyres, new FMF pipe, hand guards etc, bash plate, good cond, £1595 ovno. Tel Phil on 0127 842 8917 (Somerset)

Suzuki DR200, 1988, MoT, one owner, 12,500 miles from new, ready to ride, £750. Tel Ron on 0127 132 6653 (Devon)

Honda XL600V Transalp, 1999 model, S-reg, only 700m, as new cond, £3850. Tel Peter on 0175 364 3928 (Bucks)

Suzuki DR350S, white, 1996, P-reg, taxed, Datatagged, orig cond, garaged, £2000. Tel Gordon on 0150 569 0035 (Scotland)

Suzuki TS125R, blue/white, 1996, P-reg, Renthals, Fresco/DEP exhaust, Boyeson Power reeds, very fast, learner legal, garaged, absolute steal at £1650. Tel Lloyd on 0126 877 0548 (Essex)

Honda XR400, UK spec, 1998, Werx graphics, Renthals, brushguards, frame protectors, green lane use only, exc cond, £3200 ono. Tel Steve on 0139 427 0665 (Suffolk)

Honda XL250 motosport, N-reg, MoT, good cond for year, reliable green laner, becoming collectable, workshop manual, £875 ovno. Tel Peter on 0123 440 7508 (Beds)

Honda MTX200, D-reg, T&T, jack-up kit, alloy t/pipe, low mileage, quick, reliable, trusty red rocket trailie, well maintained, reluctant sale, £800 ono. Tel David on 0162 174 4146 (Essex)

Suzuki DR350S, 1993, L-reg, T&T, 11,500m, brand new MT21, £1800 ono; also £500 waiting for trials bike. Tel Tim (after 6pm) on 0138 444 2596 (W Mids)

Kawasaki KLX650, N-reg, T&T, 6000m, Alpha Dot security, must sell, £2400 ono; also **Honda** CB450, 1988, mint cond, 9000m, MoT, value £1000, exchange for trail bike, same value, why. Tel Nigel on 0148 265 4915 (E Yorks)

KTM 620, 1995, OK so it's been in for a few months now but no one has even called, arguably the best big trailie available and I'm giving it away at £2495. Tel Jim on 0131 315 2647 (Edinburgh)

Kawasaki KLR650, Sep 1998, S-reg, 3500m, taxed, Renthals, never used off-road, warranty, £2600 ono. Tel Ian on 0113 966 6034 (Notts)

Yamaha 225cc Serow, elec start, under 5000m, very good, ideal small trail/road bike, £1675. Tel Don on 0120 288 6105 (Dorset)

KTM 620LC4 Super Motard, 1995, fully blue printed motor, full spec chassis, T&T, this one's got the lot, £2895 ovno; also **Husky** 500CR, 1988, four hrs on new motor, WIP, Ohlins suspension, new wheels, plenty of useful spares, £795 ovno. Tel John on 0181 845 9761 (Middx)

Yamaha Serow-W, elec start, four discs, L-reg, T&T, handguards, ideal low trailie, £2100; also **Kawasaki** Zephyr 750, L-reg, MoT, 9k, £2700 or p/x for DR350/supermoto/similar. Tel 0118 983 1695 (Berks)

Yamaha 125DTR, black/green, 1990, H-reg, only 2500m, exc cond, DEP system, Boyeson reeds, little used, 60+ mpg, £995 ovno. Tel Karl on 0143 823 4075 (Herts)

Honda XR400RW, 1998, R-reg, 4500km, CRD, bash plate, rally guards, new tyres, good cond, £2800. Tel John on 0123 581 8936 (Oxon)

Yamaha TW200 Trailway, T&T, low mileage, exc cond, value £1400, will exchange for 125cc two-stroke. Tel Paul on 0125 420 9683 (Lancs)

Honda MTX125R, red, G-reg, T&T, 8700m, very good runner, £1000. Tel 0181 682 3558 (London)

Honda CR250 enduro, 1993, K-reg, new motor, fully serviced suspension, many other new parts, all receipts to prove, £1195. Tel 0121 243 4569 (B'Ham)

Husqvarna WR250 enduro, 1998, with 1999 plastics, Renthals, Decals, seat cover, new c+s, pads, tyres, mint cond, £2450 ovno. Tel 0190 466 5370 (E Yorks)

Kawasaki KLR250, blue & white, 1992, Q-reg, T&T, 6600m, vgc, reliable trail bike, enduro tyres + road trail tyres, £950 ono. Tel 0115 849 0775 (Notts)

Honda XR600, P-reg, clean bike, barkbusters, sump guard, green lane use only, £3000 ono. Tel

0976 809657 (Surrey)

Yamaha WR250, 1991, H-reg, vgc, £895. Tel Jim on 0120 572 2468 (Lincs)

Cagiva Elefant 750cc, blue, N-reg, 17,000km, exc cond, two new tyres, new chain, one owner, £2799. Tel Paul on 0117 985 1659 (Bristol)

Honda XR600R, 1997, only 800 dry road miles from new, immac as new cond, £2995 ono. Tel John on (mobile) 0797 7747019 or 0125 287 4163 (Berks)

AJS trail bike, Fluff Brown model, Rotax 250cc, all orig, wt 99.8kg, T&T, MT21s, £750 or p/x for modern trials or Pampera. Tel 0125 726 3137 (Lancs)

Kawasaki KLX650, green, 1995, N-reg, 10,000m, Datatag, Datatool, one owner, excellent, £2395 or swap for XTZ660/750. Tel Paul on 0163 424 1455 (Kent)

Kawasaki KDX250, J-reg, taxed, 2200m, usd forks, newish Dunlops, wheel bearings, hand guards, fully adjustable suspension, very reliable, good cond, £1395 ono. Tel Colin on 0194 270 6822 (Wigan)

Kawasaki KDX250, XT500 motor fitted, T&T, good cond, £495 ono; also **Honda** CR500, 1984, lights fitted, road tyres, needs finishing, £495 ono. Tel Mark on 0133 266 5918 (Derbys)

Honda XR600, R-reg, 100m from new, injury forces sale, as new £3200. Tel (mobile) 0467 430272 or 0175 147 7411 (Yorks)

KTM 620SC, 1996, P-reg, green lane use, exc cond, £2700. Tel Martin on 0191 534 5902 (Tyne & Wear)

Kawasaki KLR250, MoT, 17,000m, Renthals, Pirelli MT21s, new sprockets, o-ring chain, DEP silencer, Acerbis plastics, £650. Tel 0170 551 0603 (Hants)

Honda XR600, P-reg, T&T, 3000km, too many extras to mention, light use, vgc, £2500 or may p/x for 250MX. Tel 0152 482 4557 (Lancs)

Honda XR250, 1994, exc orig cond, little green lane use only, £1800 or may p/x for British bike. Tel Ian on 0128 286 4969 (Lancs)

Suzuki RM250, 1998, UK VG reg, lights, works exhaust, green lane use only, some spares, £2550 or p/x for CRM 250. Tel John on (mobile) 0777 185 1952 or 0186 543 5538 (Oxon)

Yamaha XT600Z Tenere, blue, dual h/lights, 1990, T&T, centre stand, Devil exhaust, exc cond, £1500 ono or swap for XT600E. Tel Mark on 0133 236 8714 (Derby)

Honda CRM250 Mk2, T&T, 5700km, FMF tailpipe, barkbusters, bash plate, new o-ring

chain, wheel bearings, disc, pads, vgc, £1795 ono. Tel 0115 955 1759 (Notts)

Honda CRM Mk1, red/white, 7000km, exc cond, performance pipe etc, genuine bargain, £1500. Tel Karl on 0125 284 4386 (Hants)

Suzuki DR350SEV, white/purple, elec start, March 1997, taxed, 6300m, fsh, immac, viewing recommended, £2500 ono. Tel Chris on 0127 962 9778 (Essex)

Kawasaki KX500, H-reg, oversize disc, nearly new tyres, many new parts and add-ons, £1050 ono. Tel Mark on 0797 447 2853 (Derbys)

Honda XR600RV, 1996, P-reg, Acerbis frame protectors and large tank, Renthals, bashplate, well maintained and recently serviced, £2300 ono or may p/x for CRM250/WR250 etc. Tel Karl on 0966 234953 (W Yorks)

Honda XR600, June 1998, R-reg, Tecnosel seat and graphics, Answer h/bars, Supertrapp exhaust, green lane use only, £2600 ono. Tel Phil on 0186 573 6827 (Oxon)

Suzuki DR350, elec start, 1997, P-reg, taxed, 6300m, fsh, exc cond, first to see will buy, £2500 ono. Tel Chris on 0127 962 9778 (Essex)

KTM 500, 4-stroke, 1984, Q-plate 1998, complete rebuild, good starter, h&c, MoT, wife forces sale, £1200 ono. Tel John on 0153 982 3303 (Cumbria)

Yamaha WR400F, 1998, R-reg, Chaparral graphics, outstanding machine, too many extras to list, absolute performance with no starting problems, nothing compares, £3295. Tel Jeremy on 0160 478 7461 (Northants)

Kawasaki KDX200, 1986, very tidy, road legal, ideal trail bike, £850 or p/x for XR400. Tel Dave (after 6pm) on 0193 542 8973 (Somerset area)

Honda XR600, 1993, T&T, good cond, Renthals, Acerbis rally hand guards, Acerbis tank, Corbin seat, stainless headers, K&N airfilter, £1800 ono. Tel Tim on 0138 423 2711 (W Mids)

Honda CRM250 Mk3, M-reg, T&T, never been used in UK, good cond, £2400; also **Suzuki** DR250 Djebel, elec start, 1996, mint cond, never been off-road, £2500. Tel Mike on 0132 531 3763 (Co Durham)

Honda CRM Mk2, 4000m, for spares or repair, only £800 why. Tel Chris on 0127 324 3793 (E Sussex)

Honda XR250R, 1990, T&T, new o-ring c+s, barkbusters, ideal green laner, £1295. Tel Mike on 0120 252 4714 (Dorset)

Suzuki RM250, G-reg, T&T, recent overhaul, FMF pipe, Boyeson flywheel weight, Renthals, brush guards, Wiseco piston, recent c+s and clutch, £850

ono. Tel Andrew on 0152 930 6970 (Lincs)
Honda XL600R, 1984, T&T, 22,000m, new tyres, £900. Tel Paul on 0190 576 4044 (Worcs)
Gas Gas 125 enduro, 1995, road reg, MoT, hydraulic clutch, lights, trail use only, hardly used, original & immaculate, £1595. Tel Neal on 0181 870 1589 or 0411 019 331 (London)
KTM 600LC4, 1989, G-reg, T&T, 5000m, mint cond, never seen rain or dirt, with extras, £1900. Tel Andrew on 0177 371 9310 (Notts)
KTM 540cc outfit, enduro, road reg, new tyres, bullet-proof bike, very fast, £500 or swap for solo. Tel Chris on 0192 385 6651 (Herts)
Honda CRM250 Mk1, 9500km, Renthal bars & sprocket, new chain & rear tyre, good straight bike, private number plate, £1600 ono. Tel Andrew on 0780 125 1910 (Cheshire)
Yamaha TTR250, K-reg, T&T, exc cond, £1950. Tel Mark on 01270 60958 (Cheshire)
BMW R100GS, 1981, White power shocks, stainless steel fasteners & spokes, 9 gall plastic tank, alloy swinging arm, PMO, will meet at ferry, £1950. Tel Philip on 00 3531 855 1966 (Dublin)
Honda CR250, 1998, exc cond, 6 mths use since motor rebuilt, ready to race, £2250 or p/x for Honda XR600, 1998, why. Tel Peter on 0176 123 2708 (Somerset)
Yamaha TY250, 1977, ready for road use, original extras inc off-road tyres, saddle, forks, ideal for enthusiast, £100 ono. Tel Eileen on 0181 366 5603 (Middx)
Honda XR400R, R-reg, 2500km, CRD sump guard, Acerbis hand guards, good cond, £3000. Tel Michael (days) on 0181 422 4083 or (eves) on 0189 563 5385 (Middx)
Yamaha WR200, 1996, P-reg, taxed, exc cond, Renthals, o-ring, Datatagged, Pro grips, workshop manual, urgent sale required, £1495. Tel Lee on 0152 259 5379 (Lincs)
Suzuki DR750 Slingshot, 1988, E-reg, T&T, new Lazer exhaust, sprockets, o-ring chain, Renthals, Acerbis and spares, genuine bike, £1650. Tel 0142 446 1605 (E Sussex)
Honda CRM Mk3, 1997, R-reg, taxed, 7000km, DEP exhaust, an excellent example, must be seen, £2750 ovno or may p/x for CCM. Tel Nick on 0195 957 2713 (Kent)
Armstrong MT-500, T&T, 13,500m, Dell'Orto carb, Avon Gripster tyres, new c+s, ideal green laner, £1100 ono. Tel James on 0199 320 1443 (Oxon)
Honda XR400RW, 1998, brush guards, new tyres, only 2000km, vgc, £2995. Tel John on 0171 267 5854 (N London)

Kawasaki KL650 Tengai, 1990, G-reg, MoT, 2800m, new barrel, piston, disc+pads, c+s, rear shock, exhaust, tyres, £1500. Roger Collins, 4 Pound Lane, Nether Heyford, Northants, (J16, M1)
Honda XR400RX, 1999 model, T-reg, one month old, UK bike, 100m from new, as new cond, genuine reason for sale, £3495. Tel Philip on 0157 932 0984 (Cornwall)
Yamaha TW200, 1995, M-reg, T&T, only 6000m, as new cond, never used off-road, only £1750. Tel Michael on 0115 958 7695 (Nott'm)
Kawasaki KDX200E2, 1990, T&T, some new parts, good serious trail bike, £850 ono. Tel 0147 474 2705 (Kent)
Honda XR600R, 1996, N-reg, 11,000km, very clean, maintained by pro mechanic, bashplate & brush guards, £2250 ono. Tel Graham on 0797 965 0829 (Hants)
Kawasaki KMX200, 1992, T&T, 8000m, new tyres, road use only, immac, £1700 ono. Tel 0182 726 0745 (Staffs)
Honda CR500 enduro sidecar outfit, 1986, Q-reg, built originally by John Elliott, needs rebore and exhaust, so only £350. Tel Marianne on 0168 641 2753 (Mid Wales)
Honda CRM250 Mk2, H-reg, T&T, low mileage, usual extras; also **Suzuki** DR350, K-reg, usual extras, ready to trail. Tel Gavin on 0176 886 5436 (Cumbria)
Classic T/shock enduros need room, Husky WR500, 1984 reg; KTM 250GS, 1979, V-reg; Suzuki PE250, 1981; Fantic 125, 1981; SWM250, 1980, 175 80 - 250 78 - 175 78, all Rotax, prices from £450 to £675 onos. Tel Robin on 0124 351 3243 (Sussex)
Honda CRM250 Mk3, white/purple chequered, 1994, L-reg, T&T, 3000km, FMF exhaust, Boyeson Reeds, clean & fast, £2350 ono; also **Honda** CRM250 Mk2, white/red, H-reg, 4000km, vgc, Renthals, barkbusters, rallye levers, full DEP exhaust, new brakes, Boyeson Reeds, £1900 ono. Tel Steve on 0195 970 1734 or 0780 893 0568 (Kent)
Yamaha TT600, 1989, 13,000m, exc order, £1700; DR350, 1994, good cond, £1500; MTX200, 1985, good cond, £650. Tel Steve on 0120 931 4531 (Cornwall)
Honda XR400, 1998, exc cond, £3000; **Honda** XR600, 1989, exc cond, £1500; **Yamaha** TT600, 1985, exc cond, £1500. Tel Robert on 0120 961 0178 (Cornwall)
Armstrong MT500, special nut & bolt rebuild, usd forks, WP rear, f+r discs, sounds well worth a

look, £1500 ono. Tel Jon on 0178 262 6388 (Staffs)
Kawasaki KLX300, fitted brake lights, horn, headlamp dip, speedo, used for green lanes only, 1000m, spares kit, sump guard, £2875 no offers. Tel John (days) on 0184 553 7465 (N Yorks)
Bultaco 250 trials, twin shock, 1979, T&T, vgc, ready to trial or practice enduro skills, £600. Tel Jeff on 0176 560 1385 (N Yorks)
Suzuki DR750 Desert Express, blue/white, G-reg, MoT, £1850. Tel David on 0156 277 7320 (Worcs)
Honda CRM250 Mk3, 1994, T&T, vgc, new pads & bearings, some extras, green lane use only, £2200 ono. Tel Colin on 0163 558 0599 (Berks)
Honda XR600, S-reg, vgc, barkbusters, Renthal bars, great fun to ride, light use only, reluctant sale, £2895. Tel Gary on 0181 422 9211 (Middx)
Kawasaki KLE500, blue/green, K-reg, T&T, exc cond, £1650 non or may p/x for Pegaso, Dominator or DR650. Tel Les on 0166 374 1191 (Derbys)
Vertemati 492 enduro, ex Colin Hill demo, moving forces sale, used green lanes Surrey, this bike is the business, £4295 ovno. Tel Peter 0961 888665 (Kent)
Husqvarna TE610, 1997, R-reg, taxed, very little use, no competition, first class cond, Talon s/moto Gold wheels available, impressive machine, £3650. Tel 0144 488 1456 or 0797 750 4782 (W Sussex)
Husaberg 501, 1996, N-reg, halogen lights, digital multi-function speedo, exc cond, £2095. Tel (days) on 0134 271 7537 or (eves) on 0134 271 5322 (W Sussex)
Yamaha TTR250 Raid, elec start, 1994, L-reg, digital clocks, new c+s, tyres, mint cond, green lane use only, first to see will buy, £1850 ono. Tel 0181 386 8932 (Herts)
Honda XR400RW, 1998, R-reg, 2800km, one owner, exc cond, green lane use only, very well maintained, reluctant sale, £3300. Tel Nick on 0152 930 4057 (Lincs)
BMW R80GS Paralever, 1988, T&T, exc cond, panniers, history from new, Gripsters, £2650. Tel Roy on 0170 220 6576 (Essex)
Honda XRU750 Africa Twin, UK spec, T-reg, under 3000m, exc orig cond, must be seen. Tel John on 0181 968 3797 (London)
Honda CRM250-2, red/white, J-reg, 3900km, exc cond, £1995. Tel (eves) 0148 021 9047 (Cambs)
Suzuki PE400, single, 1982, road reg, new c+s, rear shocks, front tyre etc, good orig cond, £495 ono. Tel 0182 283 4169 (Cornwall)
CCM 604E, Supermoto, black/yellow, 1997, Talon hubs, Gold rims, little use, as new, £3475. Tel

Kevin on 0199 370 0518 (Oxon)
Gas Gas Pampera 250cc, 1997, good cond, £1800 ono. Tel Brent on 0142 761 6675 (Lincs)
Husky WRE125 Super Motard, 1998, S-reg, warranty, must be seen, £2900 ono. Tel Martin on 0178 977 3168 (Warks)
Kawasaki KLX250D2, 1996, N-reg, T&T, exc cond, full White Bros megaphone big bore exhaust, 33mm flat side carb, many extras, £2095. Tel Andrew on 0127 844 6321 (Somerset)
Suzuki RM250, road reg, lots new parts, vgc, goes well, road legal, new tyres, £1000 ono. Tel 0120 270 1113 (Dorset)
Honda CRM250 Mk1, T&T, 11,000m, new f+r pads, bearings, vgc, present owner 2yrs, time for a change, £1495. Tel Ian on 0116 277 6582 (Leics)
Honda SL230, elec start, silver, 1998, S-reg, taxed, stainless exhaust, exc cond, £2400. Tel David on 0161 748 9340 (Gt Manchester)
Honda XR600R, 1997, R-reg, totally original UK bike, 2500m from new, as new, bargain £2600 ono. Tel Craig on 0114 243 9240 (S Yorks)
Kawasaki KDX250SR, 1993, K-reg, T&T, 5500m, mint cond, Auto-lube, usd forks, o-ring, £1695 ono or may p/x. Tel Ingo on 0142 388 4070 or 0402 595032 (N Yorks)
Honda CRM Mk2, J-reg, T&T, avge cond, recently fitted rear tyre, swing arm bearings, wheel bearings, may swap for 500 4-stroke. Tel Alex on 0122 946 4635 (Lancs)
Honda XR600R, 1992, T&T, very clean & reliable, £1825 ovno. Tel 0134 289 3224 (Surrey)
Honda XR600R, 1998, R-reg, low mileage, Acerbis 22ltr tank, White Bros header, Supertrapp exhaust, exc cond, £2750 ono. Tel Andrew on 0181 876 6710 or 0789 990 4015 (London)
KTM 400LC4 enduro, 1996, N-reg, MoT, good cond, green lane use, £2100; also **Suzuki** DR350 enduro, 1996, P-reg, exc cond, sump guard, hand guards, green lane use, £2350. Tel Colin on 0186 933 1345 (Oxon)
Honda XR250RN, K-reg, 8000km, DEP exhaust, new pads, rings, sprockets, outstanding cond, £1695. Tel Eric on 0118 977 2378 or 0802 836234 (Berks)
Yamaha XT350, 1992, Q-plate, red/white, T&T, very clean, orig cond, £950. Tel Neil on 0160 483 2162 (Northants M1 J15)
CCM 350 enduro, 2-stroke, G-reg, MoT, usd forks, W/power shock, many new parts, very fast, not for the faint hearted, £750. Tel Mike on 0182 737 3463 (Staffs)
Honda XR400RW, 1998, genuine UK model, loads

of extras, 1400km, this trusty steed is my pride, it could be yours for £3100 ono. Tel Thomas on 0125 974 2322 (Scotland)

Yamaha YZ490, mono, blue/white, 1982, Y-reg log book, used on road till 1998, stored since, £325 ono. Tel David on 0127 973 1333 (Essex)

Gas Gas EC250, red, 1997, unregistered, vgc, new c+s, brush guards, £2050. Tel Richard on 0124 222 6185 (Glos)

Honda XL500S, twin shock, 1980, T&T, only 3000m in last 4 years, classic insurance, Scottoiler, good cond, £750 ono. Tel Ken on 0129 668 8542 (Bucks)

Honda XR400, T-reg, 200km, exc cond, road use only, £3900 ovno. Tel 0160 340 4251 (Norfolk)

Suzuki RMX250ST, 1992, MoT, only done 2000m, fully road legal, exc cond, £1395 ono; also

Kawasaki KDX250, 1993, L-reg, exc cond, £1395 ono. Tel John on 0151 920 9479 (Merseyside)

Yamaha WR400F, 1998, S-reg, 1500km, mint cond, only green lane use, barkbusters, Renthals, Stone Kings, offers around £3750. Tel Rob on 0403 130597 or 0115 847 8898 (Nott'm)

Honda RMX250, 1994, L-reg, no T&T, exc cond, best offer secures, details available, Tel Roy on 0190 375 5304 (W Sussex)

WANTED

Wanted alloy muffler and sump guard for 1989 Honda XR250. Tel Paul on 0153 953 4257 (Cumbria)

Wanted off-road boots, size 9/10; also enduro jacket, cannot afford new. Tel Peter on 0173 081 2021 (W Sussex)

Wanted your old Renthal bars to cut down and use on kids bike; also an Italjet auto 50cc engine. Tel Alan on 0178 571 6652 (Staffs)

Wanted standard exhaust and rear tyre for XTZ750; also exhaust, standard or otherwise for XT350. Tel David on 0122 570 7092 (Wilts)

Wanted Gas Gas 250 trials bike, 1995 onwards, will exchange for Kawasaki Z650, W-reg, cast wheels, original except pipe, worth approx £1500. Tel 0145 272 8609 (Gloucester)

Wanted Honda CR125 motocross bike to part exchange for 17.6 ft speedboat, full working order, ready to go, can sell. £1900. Tel Ivan on 0152 639 8720 (Lincs)

Wanted performance exhaust system for 1993 KLX250, prefer Supertrapp type; also workshop manual for 250R model required. Tel Paul on 0170

221 6127 (Essex)

Wanted r/h side engine cover for Honda CR125, must be 1986 version with ATAK power valve; also require clocks for KLR600, must be in full working order; some KLR parts for sale. Tel Brian on 0175 352 0806 (Berks)

Wanted rear wheel for Greeves BHC, with cush drive, sprocket and speedo drive. Tel 0146 267 2246 (N Herts)

Wanted for Armstrong MT500, timing pulley, regulator, front brake lever and tuning parts. Tel Vidar on 0181 452 1329 (London)

Wanted help for a poor student looking for a cheap road-legal trail bike to do up, 125cc+, any condition considered but only have a small budget. Tel Tim on 0162 266 4313 (Kent)

Wanted XT500 or SR to restore. Tel 0190 955 0462 (S Yorks)

Wanted for CRM MkIII, exhaust performance pipe and silencer, bash plate etc, will pay good price and collect. Tel 0162 273 5829 (Kent)

Wanted for 1976 XT500, Supertrapp exhaust and alloy bashplate. Tel Alan on 0163 466 9330 (Kent)

Wanted XT350 parts, cylinder head c/w manifolds and carb, kickstarter, headlamp, wiring loom, help, need it now! Complete engine considered. Tel Pat on 00 353 87 251 0165 (Ireland)

Wanted KLX complete bikes, spares, any condition, why; also KLX250 parts available everything to do with bodywork. Tel Nick on 0956 318639 or 0151 677 8870 (Wirral)

Wanted workshop manual for Kawasaki KLR650 B1-B3, will pay good price, somebody must have one they don't want! Tel 0152 571 6523 (Beds)

Wanted XR600 frame and rolling chassis parts for building supermoto, also red r/h side panel and front mudguard (genuine Honda) for US import XL600R. Tel (mobile) 07977 844815 or leave message (Nott'm)

Wanted desperately, electronic box and ignition coil for 486 2-stroke Rotax '83. Tel Paul on 0181 505 1800 (Essex)

PARTS

Dunlop 120/90/18 K750 trail tyres, new, £40 each. Tel 0146 267 2246 (N Herts)

Triumph Tiger Baglux tank cover and bag, blue, as new, £60. Tel 0175 147 7411 or (mobile) 0467 430272 (Yorks)

Kawasaki KDX200H2 FMF front pipe, vgc, £100; rear FMF turbine core, £50; fly wheel weight, £40; frame & hand guards, £35. Tel Stephen on 0144

382 1611 (Gwent)

Two-bike trailer, good cond, new tyres fitted, light board, £140 ono. Tel 0148 039 2829 (Cambs)
Lowering link with roller bearings for XR600R, £50; K+N filter, £20; MSR Gore-Tex enduro jacket, size XL, red/purple/black, £75. Tel Bruce on 0136 886 3343 (East Lothian)

TBM back issues, 34 in all, from issue 5 to issue 43, £10 the lot, plus postage; also books on m/cycle adventure/travel, Chris Scott, Johnny Bealy, Ted Simon etc, £1 each, plus postage and Haynes manual for Yamaha DT100/125/175, £3, plus postage. Tel Paul (eves) on 0797 011 7163 (Wilts)

Breaking Yamaha XT600, E-reg, most parts available apart from engine (blown gearbox); 20ltr fuel tank, Manuel Remus Silencer, offers. Tel 0181 384 6501 (Middx)

Boyeson rad valve for Kawasaki KDX200H2, still in box, cost £167, will accept £100. Tel Stephen on 0144 382 1611 (Gwent)

Wheels for KLX650, complete with discs and rear sprocket carrier, MT21 on front, army special on rear, exc cond, £300 for both. Tel Jonathon on 0179 284 4719 (Swansea)

FMF exhaust & Supertrapp diffusers for DR350, unused, £150; gasket set & piston rings for RMX250, £50; jeans, armour, joint protectors etc, apply for prices. Tel Phil on 0127 842 8917 (Somerset)

BMW panniers to fit R80G/S-ST, with frames and rear carrier, good cond, £150; original petrol tank for R80G/S, good cond, £100. Tel Tim on 0138 423 2711 (W Mids)

CDI unit for Kawasaki KLR250, new & unused; also barrel & piston for 1990 Yamaha YZ250, offers. Tel 0193 586 3684 (Somerset)

Spares for CRM250 Mk2, inc good engine & some after market bits, forks, frame, suspension etc. Tel Chris on 0127 324 3793 (E Sussex)
Set of wheels for KTM 620 LC4, complete with discs, sprocket and tyres, all new. Tel Christian on 0129 526 5087 (Oxon)

KTM wheels (two), 21 x 1.60 and 18 x 2.50, cush drive, H-D spokes plus discs, 300mm fronts (two), may split. Tel Stuart on 0147 470 8973 (N Kent)

Tank harness & bag, red/silver/blue for XTZ750, £75; also Devil exhaust and collector, £100. Tel Barry on 0161 763 3885 (Lancs)

Full FMF exhaust system for Kawasaki KDX200, fits 1989 to 1994 models, cost £260, as new, £125; also metal petrol tank for DR350, £25. Tel Carl on 0152 473 2791 (Lancs)

DEP tail pipe for Suzuki DR350, as new, £50; complete clutch basket and plates, as new, apply for details. Tel Mark on 0152 473 6855 (Lancs)

IMS 23 ltr plastic fuel tank for Honda XR600/650, c/w fuel tap and cap, £100; also breaking Honda 650 Dominator, 1993, red, complete bike, engine/carb/exhaust, £350; f/r wheels, new tyres, £100; fairing/headlight/dashboard, £100. Tel Trevor on 0199 383 2210 (Oxon)
Clymer DR350 manual, brand new, £10; also Venderami child size 13 mx boots, exc cond, in box, £25. Tel 0175 371 0807 (Bucks)

Honda 4RM stainless steel bashplate, brand new, never fitted, will post, £50. Tel Mick (eves) on 0115 917 9389 (Derbys)

S/moto wheels, fit DR350, Akront rims, stainless spokes, 3.5" x 17" front and 4.25" x 17" rear, legal 'sticky' tyres, discs & sprockets, £450. Tel Paul on 0127 650 1852 (Surrey)

Acerbis plastics for Aprilia Pegaso 560, full set except front mudguard and front down tube, £120. Tel 0151 648 2693 (Cheshire)

Trail Bike Magazines, early editions, 1-6, 8-20, 23, 31, 37, offers or honda Dominator spares. Tel Paul (eves) on 0162 878 2179 (M'head, Berks)

S/moto 17" wheels for XR400, Bridgestone BT56s, Gold Talon hubs, Akront polished alloy rims, 500m only, cost £850, will accept £590. Tel Nick on 0152 930 4057 (Lincs)

Husaberg/Talon rear wheel c/w disc, as new, £150 ono. Tel Brian on 0178 277 3846 (Staffs)
S/moto front wheel for Kawasaki KLX650, fitted Pirelli MT75, £180. Tel Steve on 0124 270 3536 (Glos)

Alpine Stars Tech 2 boots, size 8, as new, worn twice, £80 also workshop manual for 1999 Husqvarna 610E, £10. Tel Lee on 0145 488 5334 (S Glos)

Free! XL125S/RC engine being broken for spares, just collect as much as you want. Tel Maurice on 0181 807 6838 (N London)

Kawasaki KMX200 spares, seat, £20; rear wheel, £20; swing arm, £20; tank and scoop, £20; DEP rear silencer £15; rear brake, £20; rear shocker, new, £100. Tel David on 0124 620 4217 (Derbys)
XR600 Stiffer fork springs, 0.39 kg/mm, £15; XL600 front wheel, new disc, £40; CR500 forks & yokes, £30, plus postage. Tel Rob on 0154 434 0785 (Hereford)

1987 KTM350, all parts available at reasonable cost. Tel Paul on 0181 505 1800 (Essex)

Acerbis long range fuel tank for Honda XR600R, as new, £100; some other plastics available. Tel 0144 488 1456 or 0797 750 4782 (W Sussex)

