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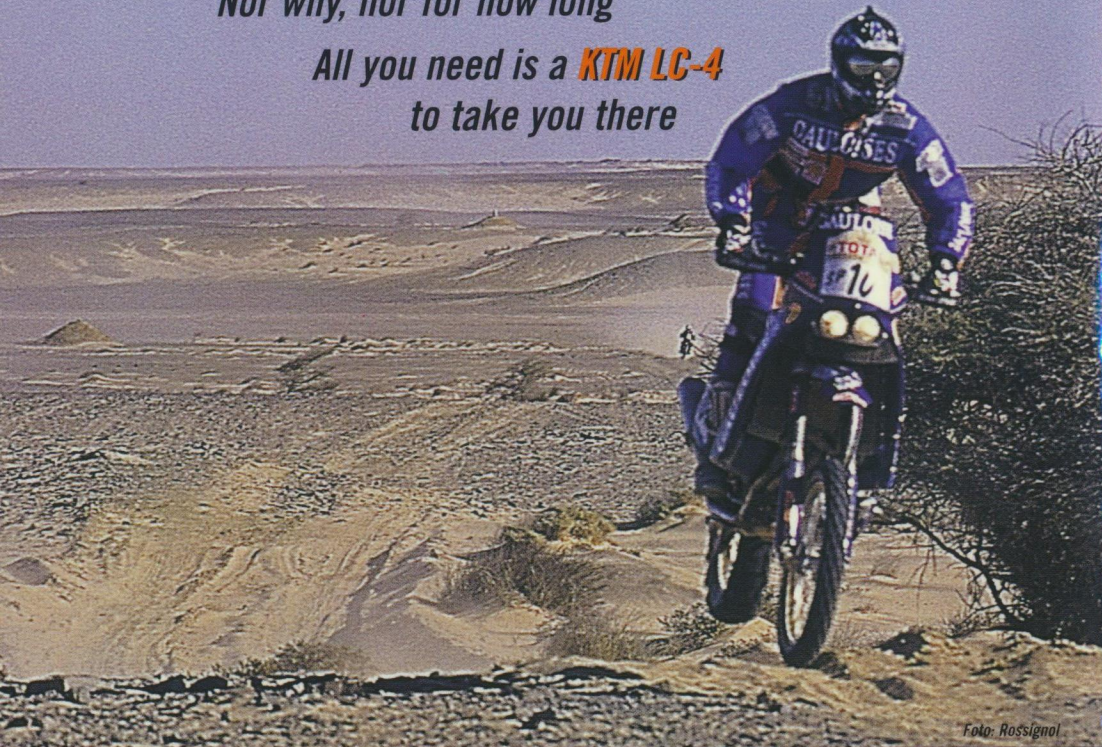


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ISSUE 57

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Irregular Payments...

It strikes me as somewhat ironic the news that certain leading sportsmen (in particular one or two famous South African cricketers) have allegedly been taking money in order to 'throw' a particular game-match fixing the papers are calling it.

Of course such action is nothing new, sportsmen and women have been falling victim to the concealed 'bung' for as long as sport has existed. No the delicious irony of the situation is that while foreign sportspeople are paid to lose, the Brits can't even be paid to win.

I mean if overseas players are taking money to throw away games, how come they never do it when they're playing us? And if all it takes is a few thousand pounds in used notes in a brown paper envelope, why aren't the Test and County Cricket Board not doing the sensible thing and 'investing' in this safe option? Surely it'd be a lot cheaper and far quicker in the long run than setting up schools for excellence or sports foundations etc.

Moreover if it works for cricket, why shouldn't it work for enduros? If the ACU had any sense of national pride they'd be on the dog and bone right now enquiring as to the 'cost' to ensure a comfortable victory for a British rider at a world round, the American GNCC, or even victory in this year's ISDE. That would call a halt to the charge that the Rugby Rasputins have lost touch with popular opinion.

As yet I can confirm that no-one has attempted to bribe TBM to 'throw' an enduro, but hopefully all that is set to change. As part of an ongoing quest for openness in the new millennium, TBM is attempting to wedge open the shed door of secrecy which surrounds this magazine, and so in future, everything and anything associated with the mag will be available - at a price.

Of course in the past part of the problem has been that most would-be bribers aren't aware of the substantial cost benefits which might accrue from a bit of 'negative sponsorship'. So in order that everything is above board it makes sense to lay out a scale of charges for TBM's services.

Fifty quid and we'll promise 'Not To Win' at any enduro we enter - pretty good value that (and of course that's subject to a 90 percent discount if we're talking Paul Blezard). Double that to one hundred and we'll abandon any hope of taking this year's British Enduro Championship. For two hundred quid you could guarantee that TBM would print your whinging letter in the letters pages, but you'd need to add a further £100 if it contains any negative press about the mag itself.

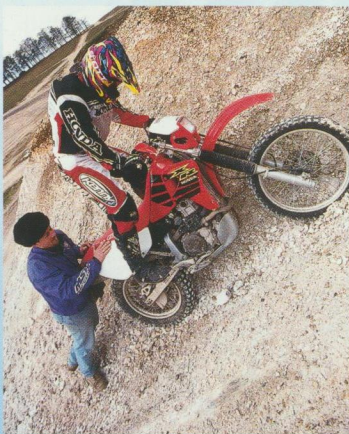
Five hundred notes prioritises your subscription application (even when we're really busy at deadline time). And £1000 guarantees we return your call when you leave a message on our office answerphone (which asks you not to leave a message, because we're busy on magazine business - otherwise we'd pick up the phone!).

But the top fee of all - £5000 - is reserved for the most exclusive service of all: a guarantee that your free advertisement goes into our classified pages.

No matter how late you send it in (our regular deadline is the 6th of the month), and by whatever method you choose (because as you know we don't accept faxed classifieds), if your advert arrives before we go to press accompanied by £5000 in crisp twenties, then it's in there - no questions asked.

Can't say fairer than that...

Si Melber



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Si Melber

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ISSN 1359-0324

6 NEWS

All the news and gossip...

8 IN FOR THE SKILL

TBM samples BMW's new off-road school

12 LETTERS

Your fine opinions in print

18 TRAIL TIPS

More handy hints from fellow readers

20 TALKING DIRTY

Chris Evans on the lack of commercialisation of enduros

22 NEW STUFF

Well, you can't have it sir... it's ours, isn't it Kenneth?

24 DOING THE ROUNDS

Blez heads for Derbyshire, home of the 'Belper Boys'.

29 300s

Back-to-back test of the Gas Gas and KTM open classers...

38 NANCY BOYS

Stop tittering at the back Simpkins minor, this is about the TBM crew tackling the Val de Lorraine Classic enduro, near the French town of Nancy...

43 TTT

More Technical Topical Tips, this month, replacing your brake pads...

48 ROUGH GUIDE

The Chiltern Hills, a day's green laning within an hour's drive of the capital

56 SECOND SIGHT

Honda updates the ubiquitous Transalp, but we ask, is it too little too late...?

64 TRUSTY TRANSALP

A brief retrospective on the history of the multi-purpose Honda...

68 USED & ABUSED

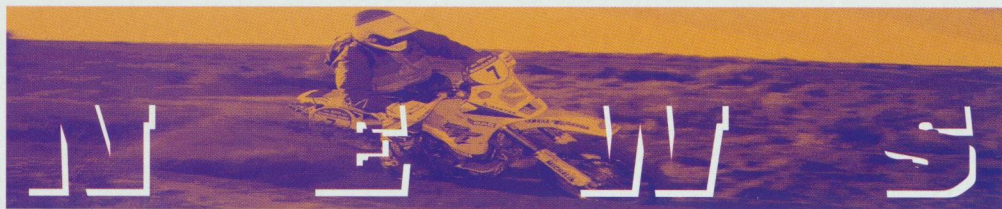
what to look out for when buying a used CCM...



Contents

May 2000

No.57



Party on Dude



KTM owners have now got their own Krazy KTM Festival to attend this year (June 22 - 25) which takes place in Hungary (about 60 miles south of Vienna, Austria). The three and a half day festival which begins with an opening party and ends with the (optional) ten-hour 'Off-Road Challenge' (which is filmed for Eurosport), includes supermoto races, enduro, motocross, dirt-tracks and even mini-bike races.

The event is just one big excuse for KTM nuts to party in a unique atmosphere of other KTM nuts, and guests include Gio Sala, Heinz Kinigadner and Kurt Nicoll (who'll be taking part in the races - though their results won't count).

Along with the stars there will be a number of the staff from the KTM factory - so it's your chance to ask the guy who designs their seats why he's completely out to lunch!

To book your place you need to own a KTM (or be a partner of someone who does), and be prepared to shell out 1000 Austrian Schillings (approx £45-50) which gets you into all the races (including the Off Road Challenge - if you want). The telephone number to call for bookings is 0043 7742 6000 153, and there's also a fax on 0043 7742 6000 5153.

As KTM's official club magazine puts it: 'It is not for softies, who are absolutely legless after one beer! ...EVERYONE will be there... to show us who really has got power behind their boots.' Quite so.

RUPPs to be Lost Forever?

The same day The Department of Transport & the Regions published the result of their Consultation Paper into 'Improving Rights of Way', they published the 'Countryside and Rights of Way' Bill - this is the bit which goes on to become law.

The Consultation Paper showed that of the 1504 responses to the proposal that Roads Used as Public Paths (RUPPs) should be re-classified as Bridleways, 77% were against. The favoured option by almost 80% of respondents was re-classification as Byways.

So what does the Bill do? Ignore it completely. Sections 43 and 44 say that all RUPPs shall be known as 'Restricted Byways', over which there will be **no public vehicular rights!** In other words they asked the questions and then ignored the answers!

YOU MUST ACT NOW. If you want to be able to enjoy the rights you presently have, the only option is to lobby or write to your own MP before the Bill reaches Committee Stage - otherwise it will be too late. That means the end of trail riding as we know it, and the end of your existing rights to enjoy what little bits of the countryside we have left open to us.

Point out the unfairness of the proposal; the impossibility of policing it; the total lack of any cogent argument in favour of the proposal; and the overwhelming support in the consultation exercise for maintaining the status quo. Copies of the bill can be obtained from The Stationery Office or The DETR website on <http://www.detr.gsi.gov.uk>

L Lacey, Corsley, Wilts

Bafflingly Simple

Simon Howarth is one of the Belper Boys that Blez went trail riding with this month (See Doing the Rounds p24). He had just swapped his XR250 for a brand new Suzuki DR-Z400E and was as shocked as we were by the enduro model's deafeningly loud exhaust. So before the bike had even turned a wheel on the trail he'd knocked up a superbly neat baffle consisting of three pipes of differing length which fitted so snugly into the standard tailpipe end, that they aren't even welded in place.

Well impressed by the Howarth handiwork, Blez reports that it

appears to keep all the power of the poky little thumper but with none of the anti-social attitude. And knowing how many of these cacophonous pipes are soon going to be out on the public highway, we reckon Mr Howarth would be doing us all a favour if he put his neat little baffle into commercial production.

If enough people show an interest he might do exactly that - so contact us at TBM if you'd like one and we'll pass on the enquiries. One further thought: the US model DR-ZE gets a removable baffle - so why don't UK bikes come with it...?



SNIPPETS

Ride Fast

More news reaches the TBM office about the proposed Yorkshire-based Ipone Ryedale Rally due to take place on 9 July this year. Organised by the Yorkshire Enduro Club, this event will consist of two 60 mile laps of a figure of eight course crossing three forests and permitting three timed stages.

The Ryedale Rally is being planned with big trailies in mind (two-stroke enduro bikes are excluded), and the course will consist mostly of fast fire roads along with some virgin going and a few public roads. Because of the nature of the course the organisers are stressing road legality is essential, with bikes having to

demonstrate an electric horn, adequate silencing and speed rated tyres at scrutineering.

The event is still in the planning stage and is of course subject to the authorisation and approval of the governing bodies and landowners.

Maximum entry will be 180 bikes and details of who to contact for regs etc will be released as soon as permission has been obtained - so please don't ring us!

Brake Fast

Contrary to what we reported in last month's issue on the BMW F650GS, the price of the ABS is not £750 extra, but in fact £345 inc VAT - which makes it even better value than we thought. Sorry...

Look Fast

Past British enduro champ Ady Smith has organised two more enduro schools where you can learn the skills of enduro racing. They are 6/7 May at Cwm Derw near Rhayader, and 15/16 July at Howey & Cwm Derw, both in mid Wales. The cost of the two-day school is £75 and it's limited to 20 riders per school. More details from the man himself on 01283 813760 or mobile 07801 384170.

Smell Fast

Despite advertising claims to the contrary, it would appear that scented two-stroke racing oils are not only the preserve of French oil company Ipone. Here in the UK, Putoline have been marketing a range of synthetic two-stroke oils including their highly successful MX5 competition brand for a number of years. 'The scent does nothing to enhance performance' said Putoline's Mark Hood, 'but it certainly makes it smell nicer once it's been burnt...'



IN FOR THE

SKILL

BMW's new Off-Road Skills course opens in June with the intention of teaching trail novices some basic dirt riding techniques. We sent Marie-Elza Henderson along to see what she could learn...

If like me your enthusiasm for dirt bikes is inversely proportional to your off-roading ability, then BMW's new two-day Off Road Skills course is aimed specifically at you. The German manufacturer has secured sole use of a beautiful 2000 acre site in Neath, south Wales which includes loose gravel, watersplashes, steep gradients and deep sand, with the intention of providing a training area for road riders wishing to gain their first off-road experience.

Despite the appointment of three well-known Dakar stars - John Deacon, Andrea Mayer and TBM's own Si Pavey - the BMW course is not designed for budding Dakar wannabes, but rather it's aimed at road riders looking to improve their riding skills.

'Road bike riders will find their machine control is significantly improved after spending two days with us this summer' claims the BMW blurb; 'the skills

they acquire can help them out of potentially dangerous situations on the road and give them an introduction to the sheer enjoyment of riding on dirt...'

Despite having completed both the Hafren Rally and a CCM Rideout in the past, I'm still what you'd term a dirt novice, so I guess that qualifies me perfectly for this course. There were five of us in our group, four of whom were gurlies who'd never been off-road before, so in the end we were an ideal bunch of guinea pigs.

The day started bright and early at 9 o'clock on the dot - very precise, as you'd expect from a company with BMW's reputation for teutonic accuracy and attention to detail. And though the course would normally take place over two days, in the event we only rode for a single day and did a condensed version of what will be on offer to regular customers.

Story: Marie-Elza Henderson; Pics: Mac McDiarmid

First order of the day was getting kitted up against the freezing cold. Because a large proportion of the course is made up of instruction, it's not too physical to begin with and my fingers and toes did suffer at times. Head of motorcycling at BMW - David Taylor - helpfully pointed out that the F650GS comes equipped with heated handlebar grips, but coming from the school of motorcycling which believes that if it doesn't hurt it isn't really biking, I refused to switch them on all day.

This does bring me to my biggest concern about the basic arrangements, which is that no riding kit was provided for participants. It does seem reasonable to assume that if you're expecting novices to come along, they're unlikely to own suitable off-road clothing. Most riders on the day had managed to borrow or blag suitable kit, but not everyone that the course is aimed at (ie born agains and novice off-riders) will necessarily know someone who rides off-road, or even what kit to wear - though this may yet be addressed by BMW.

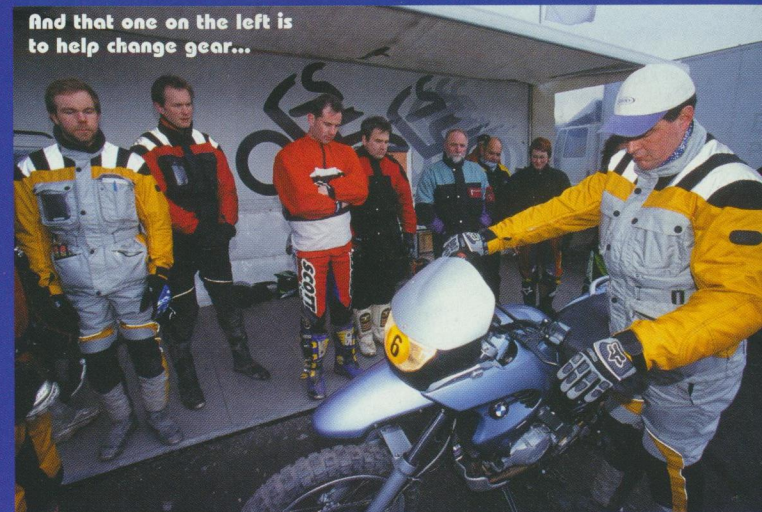
As we were quite a diverse bunch of riders on the day we were split into two groups: novices and intermediates. My group, novices, were being taught by John Deacon and Andrea Mayer while the intermediates were instructed by Simon Pavey.

The first thing John made us do was get a good feel for the balance of the F650GS by walking around the beast (while holding on to it) and gently swaying it from side to side. Now I've been riding bikes for a good few years on the road but have never been tempted to do such a thing before - especially not with my old Super-Tenere. So it felt like a surprisingly big achievement to nonchalantly walk around the bike holding onto a handlebar here or there.

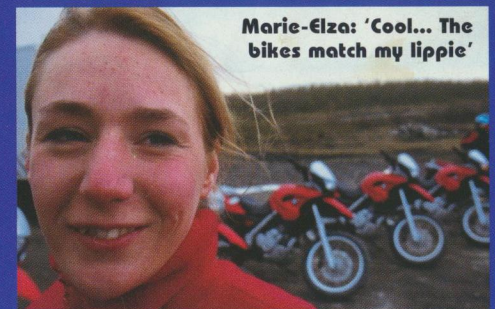
Next we progressed to slowly walking the bikes around in a circle (with the engines running), followed by a figure of eight - demonstrating our clutch control. I was knackered already and I hadn't even got on the bike yet!

This may all sound a little basic to anyone with dirt experience, but I have to say that manoeuvring 200 kilos of F650 around is a completely different ball-game to handling a small purpose-built trail bike. Essentially, this part of the course is a great confidence builder so that when it comes to actually getting on the bike and learning some slightly more difficult skills such as riding standing up or stopping whilst sliding the front on a loose surface, we were ready for it.

And that one on the left is to help change gear...



Marie-Elza: 'Cool... The bikes match my lippie'



Doing It

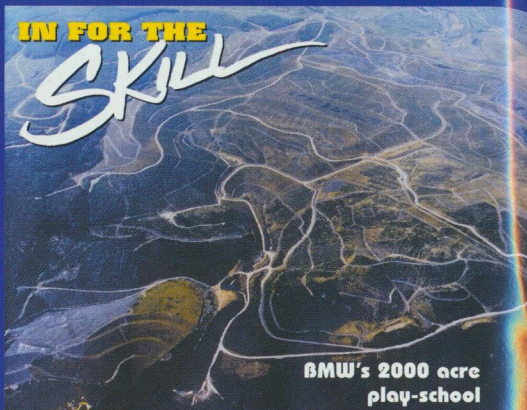
The cost of the two-day course is £295 (plus accommodation) which includes the hire of a BMW GS model, with a choice of the new F650GS, the Dakar Special or the R850GS. Participants can also use their own four-stroke trail bike if they prefer. There is no price difference between machines, but shorter riders are advised to use the 650 model.

Places can be booked by calling 08000 131 282 and course dates are: 20/21 June, 23/24 June, 26/27 June, 29/30 June with extra dates to be announced.

The whole morning was taken up by these skill building exercises, while John and Andrea cast their expert eyes over us and made helpful hints about positioning on the bike. This was all a run up to the main event of a 20 minute circuit around the training area over sloping gradients and gravel, putting into practice what we'd been taught earlier.

We'd no sooner got the hang of it when lunch was upon us and we took off in a group to the local pub where I got to interrogate John, Simon and Andrea about their Dakar experiences. Even though I've

'Don't worry, there's no reversing involved love'



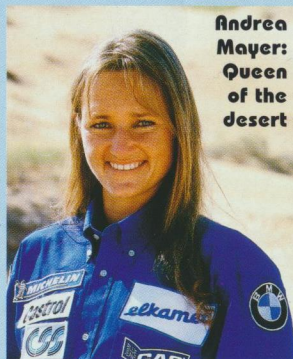
BMW's 2000 acre play-school

Wimmin's Bits.

Women are generally smaller, shorter and not as strong as your average bloke. Naturally this gives us an advantage when it comes to getting men to open doors for us, but as for riding motorcycles - especially large, heavy ones - it puts us at a disadvantage. Though I have to say that meeting Andrea Mayer gave me the confidence to believe that this needn't stand in the way of considerable success.

The key to success according to John Deacon, is just getting out there and doing it, and there are increasing numbers of women coming into the sport encouraged by the success of people like Andrea Mayer and Patricia Watson-Miller. They've certainly inspired me when I've felt like giving it all up to go paint my toenails.

Not all of us are going to want to compete at that level, and even fewer will have to ability to make it to the top, but we can enjoy ourselves just as much as the boys. I'm just waiting for all the girls who are currently passing their bike tests (50% of those passing their test within two years will be female according to the 1999 Mintel Report on Motorcycling in the UK), so that I can have some other girls to talk 'dirty' to for a change...



Andrea Mayer: Queen of the desert

worked in the bike industry for a couple of years and have met some fine riders, there's something very special about hearing how it feels to compete in, and finish the most high-profile desert race in the world. And it's not just the Dakar, all three instructors have extensive rally and enduro experience worldwide.

Suitably fired-up after lunch, our group headed back to the park where we lost two members: one moved up into the intermediate group, while the other was taken aside as Andrea felt she would benefit from a bit of personal tuition. I figured this was a nice touch and showed that BMW are very much geared to tailoring their programme to the needs of each individual rider.

The second half of the day seemed to go much quicker as we moved on to steeper gradients. It was mostly first and second gear stuff, but even this can seem fast when you're learning how to stop on a hill, or turn in a tight circle on uneven ground.

At the end of the day we novices found ourselves looking down a rather large hill at a bunch of determined intermediates attempting to climb up it - with varying degrees of success. The rider from MCN provided the most entertaining wipe-out of the day as he attempted a high speed ascent - but only managed to lob it halfway up. Doh!

As for me, I was just happy to have made it to the finish with nothing more onerous than a tired body and a head full of good advice - and came away from the school thinking I'd gained a lot of valuable experience. At a fiver less than 300 quid for the two-day course (that includes bike hire), the BMW Skill school is no giveaway. But with the average track day costing upwards of £85 these days (and that's without

instruction or use of a bike), the two-day school seems to offer something a little different for your money. The fact that instruction is provided by three of the finest, most experienced (not to mention good-looking) teachers you're likely to meet is not only a bonus, but testament to BMW's attention to detail.



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Dear Trail Bike...

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

These Foolish Things

Dear TBM

I was very pleased to read the news item on the new British-built DNF250 as I live close to its designer, Richard Cranium. I thought you and your readers might be interested in a few more of the bike's technical details which were divulged over a pint or two in the local pub - the Tall Tale.

The unique three-stroke engine is made possible by the use of Compressed Recycled Air Process design, but because of the amount of time required to develop a new engine, they've needed to take a few ideas from other manufacturers including the Pulse Induction Starting System. In fact taking the PISS saved considerable effort and funds at this early

stage. The unique clutch uses a Single Lithium Impregnated Plate driving through a fully synchromesh gearbox - with reverse, for backing out of bogs.

The ride gets its unusual feel from the patented Double Ended Advanced Damping suspension, while good drive out of corners comes from the use of Four Layer All Terrain tyres. I'm really looking forward to the trailbike model as the lighting system has solar cells built into its headlamp reflector, so once switched on it becomes self powered.

What with all these technical advances, I may well be tempted to finally replace my BSA Bantam Bushman, if I can find someone to lend me some money. Must go now as matron wants the crayons back...

Bill (47 and a half)
DAFfodil Trust, Northants

Who's Fooling Who?

Dear Si

Last month's issue (TBM56) gave me a few laughs. Firstly I was taken in big time by your spoof DNF250 three-stroke story. I love four-strokes (I have an XR400), but find two-strokes much easier to ride (I also have a Gas Gas), and I would love to buy something that combines the best aspects of each of them - the DNF250 seemed perfect. It was only when I noticed later in the day, that the release date was April 1st, that I realised you were winding us up! I have to admit I was really disappointed that the bike wasn't a reality.

John 'my XR440 big-bore now seems cheap' Rae
Joke number two was the long-awaited XR650. I have a couple of mates who ordered them based on the pre-launch hype and sold their XR400s to help fund it. The more I read your article the more I had to laugh - Honda has done it again. They said it was better, lighter and more powerful than the XR600R. One mate told me he ordered his based on the spiel he'd been given at the NEC show: '4kg heavier than the XR400, yet with 50bhp on tap' (or something like that). Your comment about the XR650 not being any quicker on the

Honda's mighty new XR650R - is it really progress?
See Who's Fooling Who...



Enduro v Trail #1

Dear TBM

I am an occasional buyer of your magazine and I have found it informative and generally a good read. My sport is trials though I have owned four-stroke trail bikes in the past. But after a trip to the French Alps to compete in the Croisière Blanche in a Land Rover for the second year running, my mate says over a glass of wine 'we ought to do this on bikes next year'.

'Yeah' says I. Well, since coming back we have discussed it and having got permission from our respective partners I have to find a bike. My mate has just ordered a WR400 which I quite fancy myself but I am still not sure what to go for, enduro or trail? With the Croisière Blanche in mind we have to ride up and down steep tracks full of ruts, covered in ice and snow for three days. It's very much point and blast although having said that I reckon with studded tires I could do a lot of it on a trials bike! To narrow things down I want a four-stroke that can also be used for work as well as generally blatting about on. I don't need to carry anyone on the rear as my wife won't go near bikes. So my question is should I be looking for an enduro or a trail bike? Hope you can help.

Todd Slaughter
via e-mail

Well the choice of bikes is pretty good these days Todd. And though you're going to have to wait a month or two yet for the

dirt (in the hands of an average rider) than a DR350, really struck home. And whoever heard of a production four-stroke doing less than 30mpg when trail riding? This isn't progress Mr Honda.

Well done again Si for giving us the whole truth and nothing but it. Respect, mate.

John 'my XR440 big-bore now seems cheap' Rae

Costly Sub

Dear TBM

Having been brought up on a diet of road bikes for the past 14 years, it all started innocently enough. A friend let me ride his DR350 around a few local trails and the next thing I knew I was in the market for some riding gear and looking out for a secondhand DR.

Having been escorted to the dealer by a so-called friend, I was busy looking at helmets when he said: 'Those KTMs are a great bike...' as he gestured towards a 200EXC, '...Chris Evans has got the EGS model.' I left the shop having bought a

helmet and thinking to myself '...Who?'

A few days later I'd been handed two back issues of TBM with 200EGS reviews and once I'd read the articles things started to spiral out of control. I rang the dealer to check availability and then impetuously placed my order for a 200EGS. The next week consisted of me pacing back and forth across the living room, and re-reading the articles as I awaited its arrival.

Now that the bike has been run-in I find that my enthusiasm exceeds my ability, but fortunately it's light and easy to pick up. In short I think TBM is a great read... only trouble is your mag hasn't just cost me the price of a subscription, but also a new KTM!

Yours battered and bruised.

Colin Laverty
Co Antrim

Good job we didn't rave about the new Cannondales then... We've saved you at least a couple of grand!

The new British DNF250.
Hands up who fell
for it then...?



Dear Trail Bike...

giant TBM 400 shootout, I reckon on any one of the WR400, XR400 or the new DR-Z400 would all be suitable for the job. I guess if you went with the WR then you and your mate would be able to share spares, but then again the DRZ400E has an electric boot which would probably make things a little easier for you. Although I don't know the Crosière Blanche event, I figure it's a rallye-raid and a torquey two-stroke like the Honda CRM250 might also be a smart move - especially if there's a lot of road work involved. Steer clear of two-stroke enduro bikes though they'll probably be too thirsty or fierce for this type of event...

Enduro v Trail #2

Dear TBM

Could you please give me some advice. I have been interested in the off-road scene for about 18 months and in that time have bought an old Suzuki RM250 and completely rebuilt it. Now I've decided it's not what I need and am looking for another bike. I would like to ride the odd enduro, am looking forward to doing a fair bit of greenlaning and am extremely interested in rally-raiding both in the UK and abroad. Any suggestions as to which bike would be most suitable (I'd prefer a four-stroke), would be much appreciated. Congratulations on producing an outstanding magazine and I look forward to your reply.

Ian Payne
Warlingham, Surrey

Sounds like you've just described the XR400R Ian. In our experience, few bikes can touch it in terms of all-round versatility. It certainly can take you greenlaning, enduro racing and rally-raiding, and what's more they're plentiful, reliable and relatively affordable second-hand. I know your letter also contained a request for back issue number 52 (containing the Used & Abused buyers guide to the XR4), and I'm certain that after reading that you'll know whether the XR400 is the bike for you...

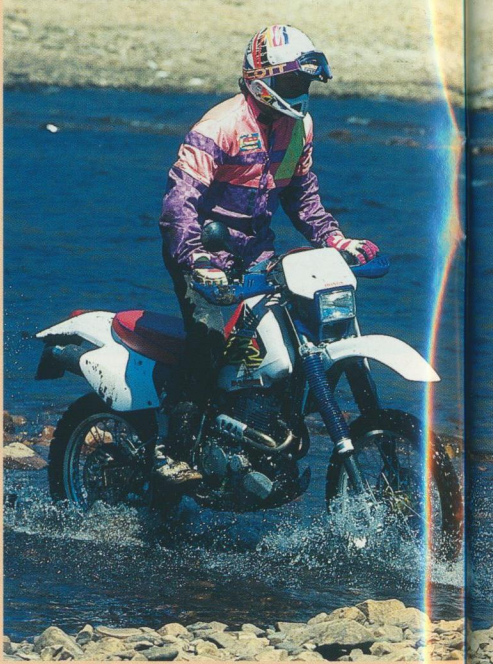
Enduro v Trail #3

Hi Guys

As a subscriber to your (perfect for bog-reading) mag, I thought I'd ask you a few questions.

1) I own a CRM-AR and I'm in a quandary. I want to move up to a new bike, but do I buy one of the few remaining CRMs, or do I have a go at a four-stroke?
2) All my mates have got four-strokes and the bike that most turns me on is the WR400F. Can you tell me what it's like to ride, start, maintain etc?
3) Also what about the new Suzuki Z400? To me Suzukis always look like they've been designed with what's left in the parts bin! Also as they seemingly can't be bothered to market it, why should I be bothered to buy one?

Honda's XR400R... Mr Versatile



4) As for XR400s - two of my mates have got them and they're both buggers to start!
5) I'd like to stick with Jap bikes as they seem far more reliable than others (shocking to admit, I know). Two of my mates have recently bought Husky 410/610s respectively and they are pants. The 610 had a bill for a further £400 to help it start on the button, and still it doesn't!! Not good enough I'm afraid.
6) Why is the ordering system for back issues so inflexible? Who has time to get to the post office to obtain postal orders when a simple telephone call would make it so much easier. And when are you going to get a web-site?
7) Can you send me a handful

of TBM stickers (I know you've run out at the moment). Send 'em out and I'll share 'em with my mates.

Apart from that I look forward to you landing on my mat each month...

Rob Keylock
Guildford

The answers are as follows Rob:
1) How should I know.
2) Yeah, read back issue number 47 - oh sorry, buying back issues is too much trouble for you isn't it...
3) Why indeed?
4) Number four wasn't really a question was it Rob?
5) Number five wasn't really a question either, was it Rob? Try and stick to the point...
6) How long does it take you to write out a cheque Rob? Are you a V-E-R-Y S-L-O-W W-R-I-T-E-R or something?
7) No.

Big Country

Dear TBM

My riding partner and I have just returned to the UK from South Africa (our home), after a three month break from the British winter (can you blame us?) Back in SA our bikes were covered in a layer of dust, so off we went to blast out the cobwebs. What a pleasant surprise to find that while we'd been in the UK, the TRF had formed a South African group in our hometown. The result was three months of non-stop trail riding, weekly club brais (BBQs) and being Africa, no shortage of new trails to explore.

But anyway, I'm once again sitting in London, wondering what to do this year, to keep the need to ride at bay. I was wondering what enduro type events you know of, that would make good spectating,

and where and when they are. I was thinking of events such as Weston, Fast Eddys etc.

Greg Jack
London

There's hundreds of events going on in the year Greg, far too many to list here. However, we list certain ones (of which we're informed), in the snippets column of the news pages each month. But as well as spectating, you could always get yourself a cheap bike and have a go at riding some of them. There are half a dozen clubs which run events within an hour and a half's drive of The Smoke, any of whom would welcome you to their club. Travelling further afield (perhaps sharing the travel costs with other riders) will allow you to take in a whole load more events (such as some of the rallies, Cross-Countrys etc) in varied parts of the UK. Keep your eyes on the news pages or else give the ACU a call (they're based in Rugby) and they'll send you out a handbook containing the names and telephone numbers of all the clubs in your area. Good luck

Sign of the Times

Dear TBM

At last I have found a council prepared to put up clear signs at the beginning and end of green lanes, indicating to all that they do exist. To ride this area you do not have to first slash your way through the red tape of council bureaucracy, county libraries or indifferent individuals, to gain

access to their 'secret plans'. Perhaps someone could tell me if the hierarchy of the island of Jersey have to obey an ancient code that states they must display signs showing a trail's legal status, or whether it's simply an indication of enlightenment on their part?

Whatever the reason, perhaps other councils could adopt the same policy, then we can all relax and have fun, safe in the knowledge that we're not breaking any laws.

Phil Staples
Lincoln

You're right Phil, signs such as those in Jersey help clarify the status of a lane. But we would go further and suggest that councils ought to erect signs which make it clear exactly what type of user (and vehicle) is allowed on the green lane. This might help put an end to



Dear Trail Bike...

the problems of being challenged on any particular track - and other users of the track would be more amenable to trailbike users if the sign made it clear beforehand. Some councils already do this (Manx County Council among others), but it obviously depends on the council's ability to establish the correct status of any lane before erecting signs - and that's half the problem... the status is still in dispute.

Right Track?

Dear TBM

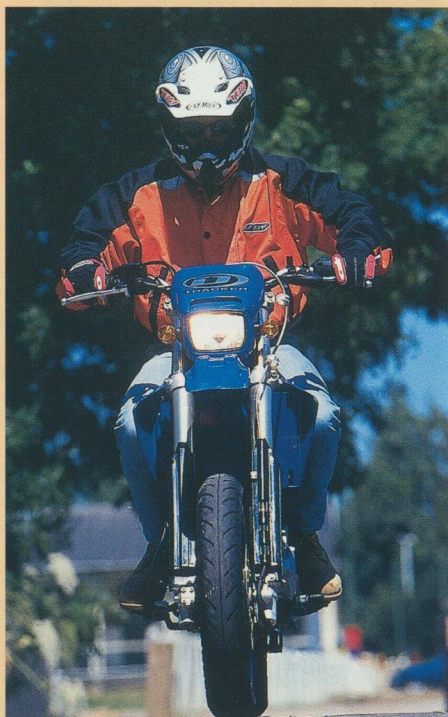
I'm the owner of a 1997 Kawasaki D-Tracker (supermoto). It's a Japanese import with the KLX250SR engine and I'm hard pressed to find any information on its specifications, could you please help? Also I've noticed it has a powerband

at approx 6-7000rpm, as I've never owned a four-stroke single before, does this sound about right? Thanks in advance for your help.

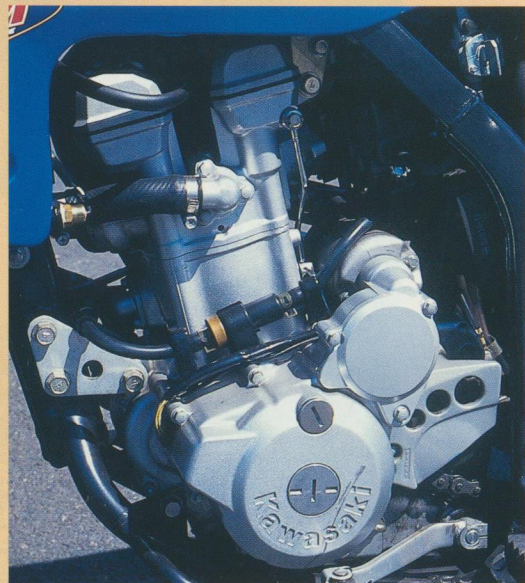
Brian Rudd
Liphook, Hants

We tested the Kawasaki D-Tracker back in August last year Brian (TBM49), and the back issue is still available if you want to read the road test. Ours came from Tokyo Trail in Sandbach, Cheshire (01477 500 713) and my guess is that they'd be the best people to speak to for a spec breakdown. Otherwise, try some of the other importers who advertise in TBM for the info you require. But don't expect them all to

know about the bike - the D-Tracker is pretty rare in the UK. If you're really stuck for spares, Uk model KLX250R parts will probably fit (electric start excepted, of course). Finally the powerband you describe is pretty typical of a four-stroke of this capacity. These bikes don't pack a big punch, but what power they do make tends to be fairly high up the rev range. By the time the motor is spinning up above 6-6500rpm, the bike should begin to feel reasonably lively, and they're best kept 'on the boil' at all times. Good luck...

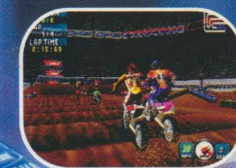
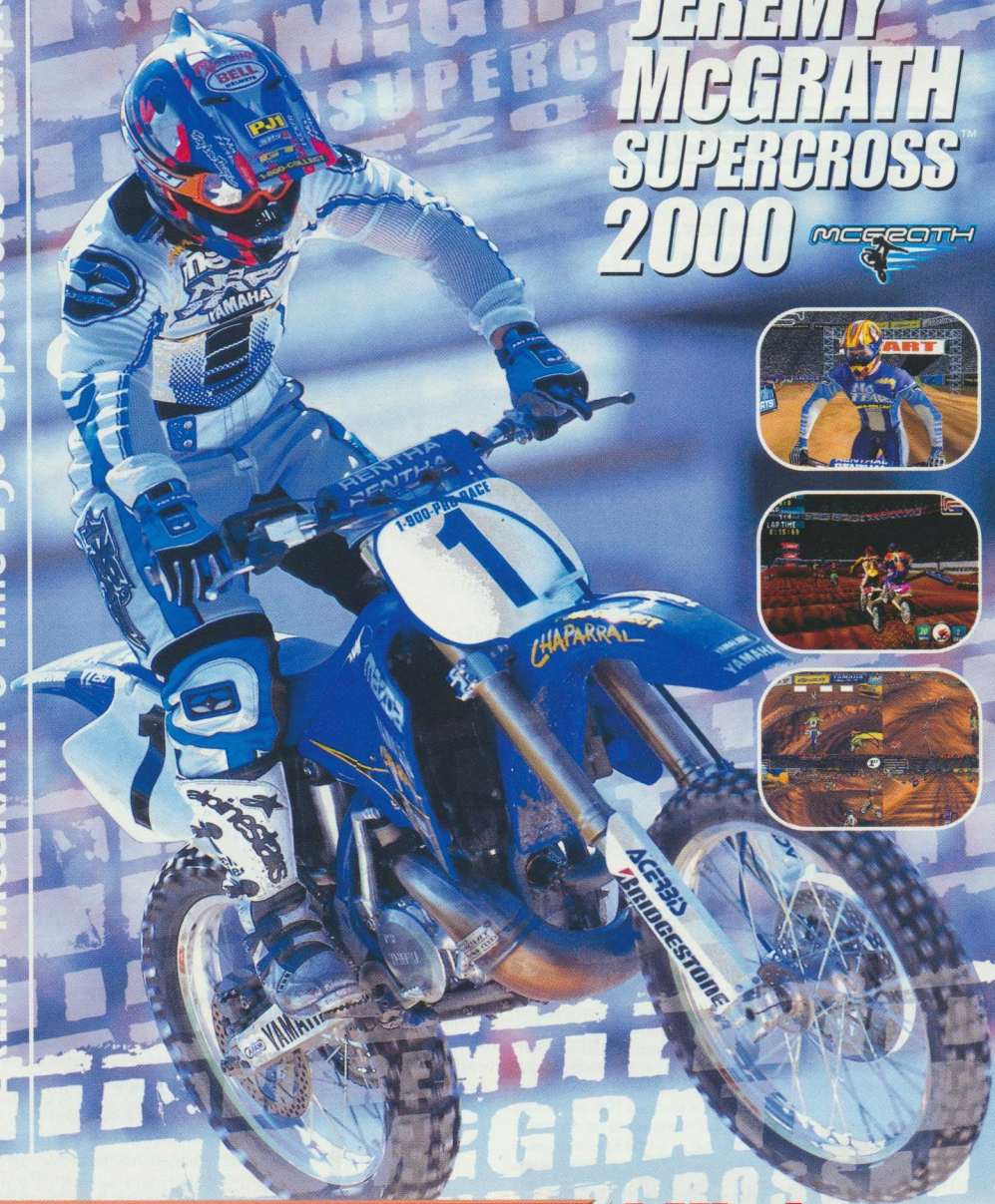


Kawasaki's D-Tracker supermoto uses the electric-start version of the KLX250 engine. Power is best described as limited...



JEREMY McGRATH 6-Time 250 Supercross Champion

JEREMY McGRATH SUPERCROSS 2000



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TRAIL Tips

IPONE IPONE IPONE IPONE IPONE

Renewing the colour of plastics, towing without a trailer and how to carry the essential trail-friend...

Okay, straight in with a top tip from a mate of ours - Andy Bell from Sign Design graphics down in the west country. Andy owns a blue Yamaha WR250 and like all the recent blue Yams, his has suffered from the dreaded bent plastic syndrome. What happens is that when the blue plastics get bent they leave a white milky streak at the point of bending, and after a few outings you're left with a bike which looks years old. But the good news is this can be reversed. The secret is to use a heat gun (or a really powerful hairdryer). When heat is applied from both sides (be careful not to melt your plastics) the white streaks begin to disappear. Top tip mate, and you win your Ipone prize this month.

Here's a tip from another mate of ours, Chris Scott - TBM's Saharan correspondent - for towing a bike without a trailer. With a little help from

Tony at AB Martins Eng near Norwich (01692 535297), Chris designed this front wheel carrier that quickly and easily bolts onto a car's rear bumper or tow-hitch. A pair of tie-downs off the handlebars compress the front suspension and off you go. For long, fast runs you're better off removing the bike's drive chain (to save transmission wind-up), also the system won't do your head-bearings any favours in the long term.

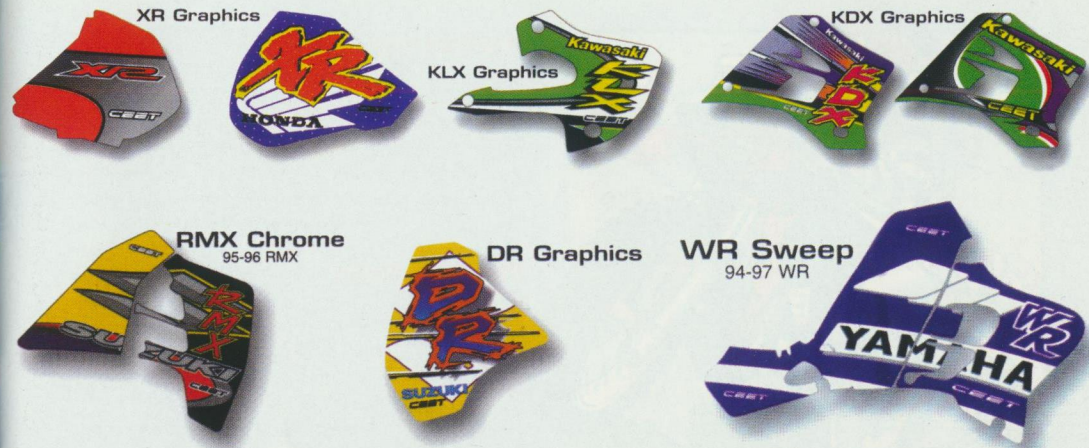
Is the set-up legal in the UK/EU? Who knows. We've certainly seen people using similar devices to transport their bikes to enduros all over Europe - though don't fit your new tyres before you set off! In the Sahara it worked a treat - Chris used the bike carrier on his recent Libyan tour where it saw action on road and track. Sitting on the bike is a weird sensation as the bike leans outwards on bends. If you want one, Tony



will bang you one out for around £190, or you could try making one yourself from a simple loop of steel. As you can see from the pics, towing your bike this way leaves your hands free to read your favourite magazine. Nice work guys.

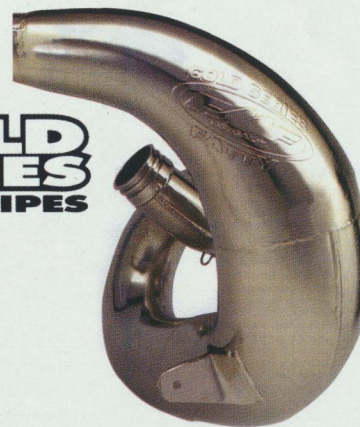
Finally, a tip we use all the time. Before setting out on a day's ride, slip about a dozen zip-ties of various lengths, and thicknesses into the end of your bar-pad. These are always awkward to carry in a bum-bag (as they always want to unfurl), and can be used in emergencies to hold bits of bikes together.

That's all the space we have for this month, keep on sending in your tips and you never know, you may end up riding away with a free bottle of oil...



**CEET MADE IN USA • DECAL COVER FOAMS
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**GOLD SERIES
FATTY PIPES**



Gold Series Fatty Pipe

The patented FMF Fatty Pipe is hands down the most copied performance exhaust pipe in the world. As with all our pipes, the fatty is computer designed and dyno tested giving each bike model individual power gains. Our Tru-Flo stamping process ensures quality fitment, thus optimal performance. Fabricated from sturdy 19 gauge US steel, the fatty is known for its all-encompassing power gains from bottom to top. Nickel plating provides a durable easy cleaning finish. The FMF Fatty Pipe is our number one seller due to the excellent versatility it provides to racer and riders of all levels, mini bikes, and ATVs.



4-Stroke Exhaust System FMF's Power Core IV2- SA

FMF's all new Power Core IV-2-SA (tm) is the new standard of the industry for power conscious, sound sensitive riders and racers of performance four stroke machines. The truth behind all four stroke exhausts systems is this: if you want power it's going to loud;

and if you want it quiet you're going to lose the performance. UNTIL NOW! The FMF Power Core IV-2-SA (tm) is the best performing, and totally sound friendly exhaust system made for dirt bikes. AND, you don't lose power; you gain! The internals of the unit are very similar to the Power Core IV-2 (tm). A square core dramatically improves flow via more surface area and the core size helps dictate the decibel level. Inside the unit is the FMF exhaust wing (very similar to an airplane wing). It mirrors an airplane wing that splits air and flows around the wing to create lift by virtue of the faster flowing air over the top of the wing. When these compressed air pieces exit the wing, they are misaligned, or staggered enough so that the amplitude (noise, or intensity of sound) is noticeably lowered. The flow remains laminar (parallel to the desired direction of the flow) so the there is no real interruption in flow that would decrease power. The result: The FMF Power Core IV-2-SA splits exhaust pulse and staggers it so sound is reduced, but the flow is not challenged. Therefore; no power loss.



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TALKING *Dirty*

Chris Evans explains why the sport of enduro doesn't need a 'Commercial Break'.

As I write this I'm sitting on a flight to Japan (business class no less) on my way to the road race GP where I'm about to go to work - writing, not riding [*as if we weren't sure - ed*]. When I get there I'll be met by the representative of somebody or other, who will put me on a train to somewhere where I'll be met by someone else who will take me to my hotel. And I'll be very disappointed if the hotel isn't at least four star.

In sharp contrast to this, last weekend I was in Nancy in the north-east of France riding in a new 'Classic' enduro that you can no doubt read about elsewhere in this issue. The hotel I stayed in could not even muster a single star, there wasn't a motorhome in sight and the bloke who won it - one S Peterhansel - turned up in a van!

So I ask myself: is this good or bad news?

The Bad News

Vans means no prestige, no spectators and ultimately no money. Financially, for those who try to make a living out of off-road motorcycling, the 'Transit Factor' is nothing short of a marketing disaster. And I'm glad. Because in my humble opinion the fact that off-road riding is about as lucrative as flogging The Big Issue is frankly its one and only downside.

The Good News

On the other hand there's so much that is positive about the fact that a dirt biking legend like Peterhansel can turn up in a van and trounce all and sundry, it's difficult to know where to start. But I'll give it a go anyway.

First off, if all it takes is a van and a pretty standard bike to win at any level, then in theory we are all in with a shout. I'd like to think that the fact that my van is a little bit older than Stephane's played a



major part in our respective final positions, but even my mum finds that logic a bit too far-fetched. Let's just say that positive point number one is that in terms of results - beyond a minimum investment - money in enduro racing isn't a major factor.

Positive point number two is that idiots like me can actually turn up and race against demi-gods like Stephane and measure our worth. Of course the front runners get an earlier start number and so possibly a bit of an easier run at the course, but to be brutally honest with you, even I don't believe that that explains the difference in special test times between me and him! The downside is that comparisons are odious. Racing against a top rider like 'Peter' only serves to demonstrate the gulf of ability that exists between... er, his van and my van (ahem).

And here's another thing. Out here in GP Land you literally can't go to the toilet without showing you're credentials first (ooer, missus); but I'm told that in the rarefied world of Formula One it's even worse. Apparently in F1 an Orwellian type pass system has been introduced complete with bar-codes and a zillion different levels of access - effectively

blocking your route from the bars, buildings and 'boys-rooms' utilised by the great and the good.

By contrast however, at the Val de Lorraine Classic - and at any other enduro you care to mention, the toilets are only as far away as the nearest hedge and it's possible to get to speak to any of the riders - big stars or not - even sharing the same bit of hedge.

So just to recap - the plus points of our low rent sport are that it is cheap (we're talking cheap in terms of motor-sport here, not tiddly winks), anyone can have a go at it, there's easy access to both the sport and its stars, and oh I almost forgot - it's free to spectate. If we can just get a little bit metaphysical for a moment there is another plus worth mentioning - the pure unadulterated pleasure of being involved in something which is so utterly uncommercial.

And when it comes to sponsorship of events, I don't know about you but I'm heartily sick of traditional races being given a corporate makeover by some big money sponsor and then repackaged in order to shift product. Sure we live in a market economy 'where money talks' and in many spheres of our existence we can't avoid it. Which is why it is so nice to go and do something where hardly anybody is making a killing and consequently they're splashing around out there with the rest of us, just for the sheer pleasure of it.

There's a regular discussion among certain elements in enduro racing about ways of repackaging the sport to make it more TV friendly, easier for the general public to understand (and as they often forget to mention - inevitably more elitist). Usually it is prompted by riders and team managers frustrated by the difference between the dosh they are making compared to other sportsmen or women (for some bizarre reason they always choose to compare enduro racing to Formula One).

I suppose if it all happened yesterday I could muster up some sympathy. I mean if six months ago Michael Schumacher and Giovanni Sala were on equal take home pay and then all of a sudden Michael's wage packet went ballistic - I could perhaps understand. But as everybody knows, that is far from being the case. Quite the contrary - even in the new millennium anybody with half a brain cell can work out long before they get their boots all muddy, that they aren't going to make a penny out of charging around a special test; whereas Herr Schumacher only has to sneeze and he's endorsing a million quid's worth of hankie.

So I say to all those marketeers out there - for sure it is a bit of a downer sometimes, and I know it's frustrating to have to go and do something else to earn a crust. But if that's what it takes to allow us to get on with our own little sport, then so be it. If that wasn't the case then the sport we love so much wouldn't be half so loveable - and the competition would be a hell of a lot tougher than it already is...



Long Distance Off-Roading in France

TOUR DE MORVAN: 31 AUG - 2 SEP

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. "Trail riding Nirvana" - TBM. £270

BURGUNDY 28/29/30 SEPT

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" - TBM. £270

NORMANDIE 2/3/4 NOV

Takes in the best trails in what is a spectacularly beautiful area. Lots of woodland, lots of sunken tracks and a fair splattering of mud! "Enjoyed every minute of it" - TBM. £270

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: (00 33) 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

The Low-Down

The trouble with most off road bikes these days is that they're so high off the ground that those with shorter legs can find it really difficult to get a foot down easily. Which is why Devol's new XR250 & 400 lowering link (1996 onwards) is just the ticket. Made of high-grade lightweight machined aluminium, the Devol lowering link will drop your bike's seat height by about an inch without having to resort to altering the spring pre-load. The Devol link utilises your existing linkage bearings and simply alters the linkage ratio. If you're one of those people who'd love to ride an XR but are put off by the seat height, this may be just what you've been looking for. It costs £62.50 and comes from Race Spec on 01531 890639.



Wash & Go?

With green issues climbing higher up the agenda every day, we've all got to do our bit to safeguard the environment. So No-Toil's fully bio-degradable air-filter oil, rim grease and filter cleaner seems like a good place to start. Let's face it washing your air-filter is a chore at the best of times, but it's made a whole lot easier if all you have to do is clean it out in the kitchen sink or the washing machine - rather than using solvents like petrol etc. (A word of warning here - if you're going to use the washing machine, take our advice and throw your oily air-filter in with your muddy riding gear rather than sticking it in with your girlfriend's brand new white linen frock!)

If you're washing the filter in the kitchen sink the distributors claim this product doesn't leave oily smears on your hands like some so-called water-based oils, and the best part is you can flush it straight down the drain with a clear conscience. Whadd'ya mean you used to do that with your regular air-filter oil? Shame on you. We've been sent some filters and oil to try out for ourselves, so we'll be reporting on how good they really are, but top pilots are already using the stuff, and if they can be clean and green - so can you. The filter cleaner (enough to make up 25L) costs £9.99, the filter oil is £5.99 and rim grease costs £4.49; or you can buy a pack of all three for £18.99. All the air filters cost £8.49.

Ours came from Cycle-Logical on 01443 218700.



Bag It Up

What's the best grinding paste you know of? Well here at TBM we reckon that sand, grit and mud mixed with a liberal sprinkling of water comes about top. In other words the sort of stuff you ride through every weekend. We all know what it does to our frame paint, but unless you protect your crash helmet in a helmet bag on the way home from a wet and muddy ride, your prized lid is going to look like the underside of your rear mudguard in a matter of weeks. MOOK know this which is why their helmet bag makes a lot of sense. Wrapping your helmet up in a soft covering (even when it's covered in crud) will help protect its glossy sheen as it rolls around in the boot of your car on your way back home! Their bags are hand-made in the UK, come in a choice of fabrics and designs and are all machine washable. They'll even consider one-offs with your own personal look if you want. Prices start from £15.99 + p&p, so give John Mook a call on 01937 835500 and tell him what you need.

Sniff & Scratch

Ever since the Paris Motorcycle Show last year we've been trying out a range of French-made Ipone lubricants. Our favourite is the strawberry-scented fully synthetic two-stroke oil which comes in a trick dispenser with its own built-in measuring jug, but best of all is the smell. Burnt 2T oil can be pretty unpleasant at the best of times, but we've yet to meet anyone who doesn't like the aroma of the strawberry stuff. We're addicted!

A number of Ipone's other products are equally sweet-smelling and easy to use. Our favourite is the tangerine-scented Plastics Renovator which transforms scratched and dull plastics into shiny looking items with a simple spray and wipe. Best of all the Ipone range comes in huge, BIG-value cans (we like that), which offer decent value-for-money for the hard-pressed off-roader. There's everything from carb cleaner to brake-fluid, cable-oil, gearbox oil, filter-oil, in fact you name it - Ipone make it, including three types of chain-lube. And by the time you read this it should all be available nationwide through a number of off-road outlets. Otherwise call the newly appointed UK distributor OTR Lubricants on 01937 832207, and tell 'em you want your bike to smell nicer than you...



Armour Plating

If you're one of the lucky few who managed to get hold of one of the new lightweight KTM four-strokes, then you'll probably be keen to protect your investment. The stock bike comes without any form of bashplate and the cases are only 3.5mm thick to keep weight to a minimum.

JD Racing's new sumpguard fits both 400 and 520 models, is made from 5mm armaloy NS4 alloy and is designed to protect not only the vulnerable crankcase and frame rails, but also the ignition cover. It costs £89.95 (or £59.95 without the ignition guard), and more details are available from JD Racing on 01752 848888.





Doing the Rounds

In the third part of our new series where TBM goes out and about to meet groups of trail riders, Paul Blezard heads to Derbyshire for a weekend with the 'Belper Boys'...

After all the grief I've had from women lately it's nice to feel wanted by someone, even if it's only a bunch of likely lads from Belper. Yup, within days of my first 'Doing the Rounds' column appearing in print, a letter flopped through the TBM mailbox inviting me to go out riding with a group of trail riders all based in or around Belper, a few miles north of Derby.

The invitation came from Ian Howarth who's been riding bikes since he was a nipper, but only got back into trail riding after attending the local Peak District TRF club night in Derby last year.

He and his brother Simon met run leaders Dave Johnson and Martin Price and discovered that they were of like mind and lived locally. Together with a few mates, they've been trail riding together for about a year now and try to get out at least once a month, either locally or further afield up to Yorkshire or the Lake District. I joined them on a grey and misty Saturday morning which happened to be April Fool's day.

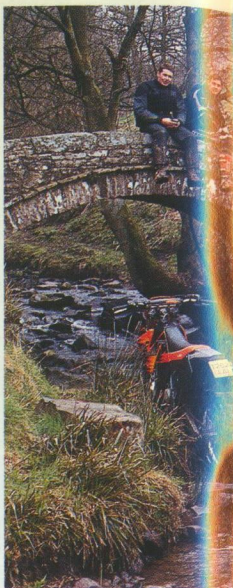
In a full day of incident-packed adventure which started and finished in Belper, we covered over 130 miles, much of it off tarmac on a great variety of trails which ranged from Hollinsclough in East Staffordshire to Stanage Edge in South Yorkshire.

I first rode the Derbyshire trails on a Suzuki SP370 in the MCC's 1983 Edinburgh trial, and I last rode them when I did the same event on a DR650 in 1996. In between I had two cracks at the White Peak long distance trial in '94 and '96, yet I only recognised a handful of the 50-plus lanes we rode that day.

We started with an absolute cracker up Longwalls Lane just across the river Derwent from Belper. A testing rocky climb, I was well pleased to 'clean' it since I was riding it blind. After a couple of easier trails we did a bit of road-work and while climbing a really steep tarmac hill our fearless run leader Dave let his urge to impress get the better of him. He overcooked a wheelie and looped his KTM 200EXC in spectacular fashion - man and machine going down in an dazzling shower of sparks.

Miraculously, the KTM emerged with nothing worse than a few grazes, as did Dave, but he was back in trouble again by the time we came out of the lane alongside the Bull i't' Thorn pub on the A515 - with a flat front tyre. A can of Finilec failed to fix it so as rain started drizzling down we retired for coffee into the beautiful 15th century coaching inn while Dave and a couple of the lads did a quick tube swap. (I asked the landlord if it was all 15th century and he said: 'No, some of it is was built in 1188!')

I recognised the challenging trail at Hollinsclough from the MCC Edinburgh trial and 'cleaned' the first part of it on Simon's DR-Z400E. But a stop for some photos rather broke my con-



The Belper 'Likely Lads'...



On Hunger Hill Blez kept the TBM flag flying... Albeit at half mast!

centration (that's my excuse anyway), and I had the dubious privilege of being the first person to lob the brand new Suzook on the second half of the climb (sorry mate!). I wasn't the only one struggling though - when I got to the top I found Martin had removed the entire exhaust system from his KTM 200 after his own minor tumble bending it on the way. He straightened it on the handle of a nearby wheelbarrow!

Stopping for a group pic a little further on at the old bridge at the bottom of the rocky descent at Tenterhill before continuing to the White Peak section at Priestcliffe and on to the usually beautiful Monsal Dale, which looked a bit grey in the drizzle. We grabbed fuel and refreshments in Calver before climbing a steep hill on the way to the famous plague village of Eyam and did a couple more White Peak sections before the rocky challenge of Stanage Edge. I thought I'd done



spectacular trails...

well to clean it on the CRM, but all the lads did too, taking what looked like a well-practised line to avoid the worst boulders.

I managed to get the CRM stuck in the only bit of mud on the whole of Shatton Moor before we rode on to the famous climb at Bamford Clough, which has been reinforced with concrete to stop the MCC's car competitors from wearing it out - well bumpy.

Now in South Yorkshire, we saw our first 'Byway' signs of the day as we skirted the western edge of Sheffield and crossed Houndkirk

Doing the Rounds

Huge rock steps at Stanage Edge



Moor. Every trail was TRF-approved, but as usual, not many of them were correctly signposted. We even passed a smart but illegal 'No motor vehicles' sign on an unclassified county road near Chesterfield. (Apparently the local TRF have had some stickers made up which say 'this sign is illegal' to counteract such dubious chicanery).

Soon after we came to the best climb of the day at Hunger Hill. It doesn't look much on the map, but boy is it challenging! It's like a natural stone spiral staircase in the woods, with two routes up - neither easy. I failed ignominiously at my first attempt, but managed a more respectable 'three' on each of my subsequent goes, one for each route. At his third attempt Simon managed a magnificent 'clean' on the brand new DRZ. Good on ya' mate!

The last trail was a wonderfully winding old sunken lane near Matlock but we finished the day off with a splash by riding down an old bypassed road near Idridgehay which actually follows the course of a river for about a hundred yards. After a final squirt down the A517 we were back in Belper by about 7pm after a long but

thoroughly enjoyable ten hour day out.

There was barely time for a quick wash and brush up before the lads dragged me back out to the County and Station pub in Matlock Bath, followed by one of the best curries I've ever eaten in the Balti house nextdoor.

Between pints of real ale and the Peshawari Nans I managed to tap out a few notes on the trusty Psion about my riding companions and their bikes.

The Run Co-ordinator.

From the way Dave Johnson bunny-hopped his KTM off the slightest bump and wheeled up the trickiest trail, it somehow came as no surprise to discover that he once took part in the televised Junior Kickstart as a fresh-faced 14 year-old. Now a receding but still wiry 32 year-old he gets out most most weekends with business partner Martin and when they aren't riding, they're poring over OS maps planning routes for the Peak District TRF or its Belper sub-branch. Dave also has a TY250 trials bike and an old IT250 and has recently acquired an old XL600 so that his missus can get out and enjoy riding the lanes with him.

The Demon Welder

My first introduction to Martin Price was late on the Friday night before our run when he TIG-welded my CRM's sub-frame back together so well that you could hardly see the join. A partner with Dave Johnson in Bridgecraft Engineering of

Bonsall, they do all sorts of precision CNC machining. Dave actually worked on the frames for the JPS Nortons as a lad of 18 when he was working for Spondon in Derby before branching out on his own as a Mini specialist. He too used to do schoolboy trials before moving on to motocross, and it shows in the way he rides his '99 KTM 200. Leaning up against a wall in the workshop was a nice old DT175MX which Dave has recently acquired for his wife to ride.

The All-rounder.

Ian Howarth, who'd invited me up to Belper in the first place, works as Production Supervisor with brother Simon converting panel vans into minibuses at Advanced Vehicle Builders. Ian's 1990 KDX200SR was the oldest bike on our run, but he certainly didn't get left behind. Ian ran it for a time as a supermoto on the road with a set of KR1S wheels but he still hankers after a replacement for his old Eddie Lawson replica 1100R. Ian's been riding bikes for 20 years and first trail rode on a KMX125 in the early '80s. He also used to do sand racing with it at Mablethorpe with the likes of Steve Spray, Roger Marshall and Neil Tuxworth before brother Simon got the bug. He hadn't done any trail riding for years until the fateful meeting with Dave and Martin at the TRF in Derby about a year ago.

The Inveterate Tuner

Simon Howarth is one of those blokes who just seems to have a way with metal and engines. He tuned brother Ian's KMX for sand racing before he decided to have a crack at it himself and ended up with a case full of trophies won on a unique DT175MX which he converted to twin-shock and then combined the front half of the air-cooled engine with the the back half of a water-cooled KMX barrel, complete with cooling fins. The fuel was carried in the frame. Simon is the Fabrication Manager at the above-mentioned Advanced Vehicle Builders

The Chippie

Zac is a self-employed carpenter who used to ride a KLX300 till he got fed up with starting problems and bought yet another KTM 200 - but this time the trail version with autolube. Zac's got some funny ideas about riding positions and has modified his bars by tipping them forward and adding spacers to the clamps; it felt weird to me, but then he is a lot taller than I am. We found out at the end of the day that he'd actually thrown his bike up the road in between trails but had kept quiet about it at the time - neither he nor the bike seemed any worse for wear!

The Quiet Men

Paul Burgess kept pretty quiet all day long, but I never saw him struggle or fall off his brand new KTM 200EGS. There was also John with a non-autolube 200EGS who works in high-tech

fuel development and Craig the map marker who repairs ambulances for a living. Collectively, these lads must be the most skilled bunch of trail riders I've ever been out riding with!

How come so many of them ride KTM 200s? 'Cos they go so well and weigh so little' they all said in unison.

Biggest Surprise:

The quietness and lightness of Simon's DRZ400E and the fact that it didn't even stall when I dropped it!

Breakages: One set of rear number plate bolts on Dave's KTM after he flipped it on the road - fixed with a pair of zip ties.

Lesson learnt: When a better rider than you says: 'This route looks hard but it's actually easier than the easy one' - don't believe him for a second!

HUGE THANKS: To Ian and Sarah Howarth for inviting me up and providing cosy accommodation; to Dave Johnson for exemplary run leading and Martin Price for miraculous Tig welding. Bridgecraft Engineering: 01629 822235 Mobile: 0973 882528. The Peak District TRF meets on the first Thursday of the month at The Traveller's Rest, Ashbourne Road, Derby.



Dave's bike suffered the only flat of the day



Great trails in Derbyshire

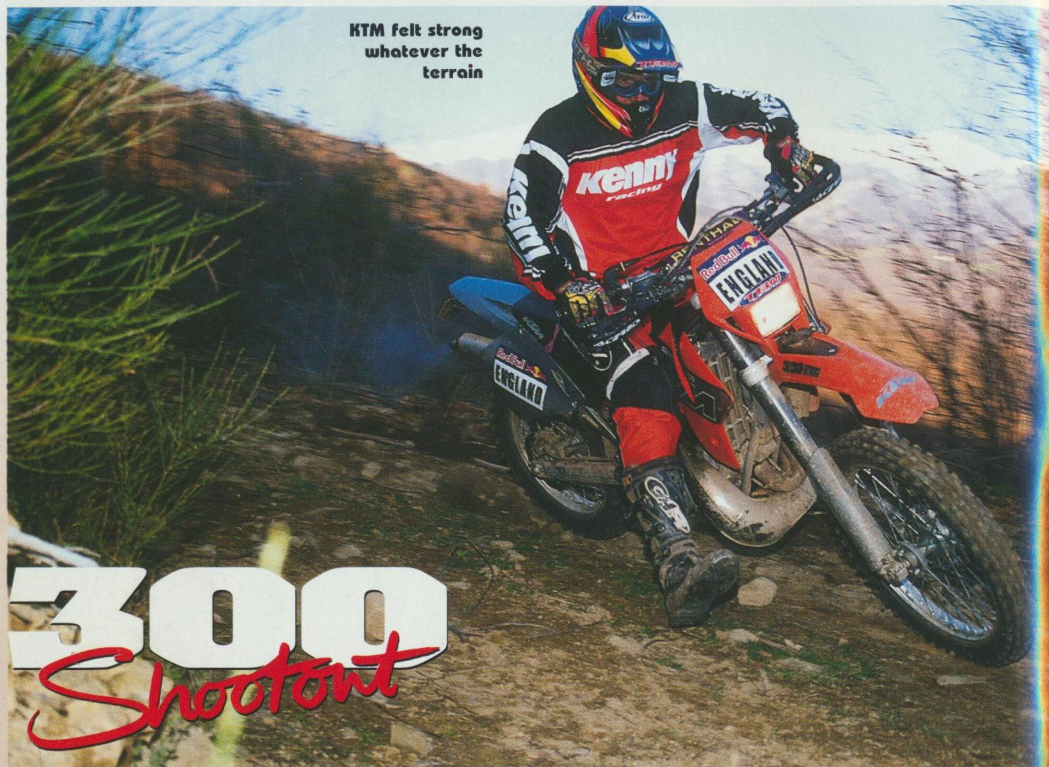
300 Shootout

Story: Clive Garnham & Si Pavey; Pics: Si P, Si M & official photos



Gas Gas EC300 v KTM 300EXC

Four-strokes are all very well but many enduro riders still prefer the light weight and mechanical simplicity of a good stroker. They want four-stroke powerbands in two-stroke packages - in short they want the mellow, lumbering power of a 300. Clive Garnham and Si Pavey took the latest 300s from Gas Gas and KTM on a tour of Europe in a bid to decide which was best...



KTM felt strong whatever the terrain

300 Shootout

Umm, errr ahhh you see it was like this John... Ummm, the rope broke! Okay, just how do you explain to the UK Gas Gas importer that you have somehow managed to drop his shiny new test bike six metres off a waterfall on an Italian hillside! Especially when said importer stands at five foot eighteen inches tall and has hands like shovels! I imagined those hands tightening around his coffee cup as I desperately tried to downplay the torture we'd put his 300 through during the two weeks that he had entrusted it into the 'safe' hands of team TBM!

The good idea

The trip certainly hadn't seemed like such an ambitious test of man and machine when we first set off for ten days in Europe. The plan was to start off with a two-day 'Classic' French enduro not far from the picturesque Moselle valley. In theory there we would enjoy two days of agreeable leafy single-track forest trails and grassy special tests on picturesque hillsides. Also we would delight in 48hrs of the (only slightly) less agreeable Chris Evans (TBM's own version of Victor Meldrew) who was our host and logistics man for the event.

Thereafter the plan was we would hop back into TBM's brightly coloured hippie bus and meander



France was wetter and muddier than even we'd imagined

our way through sunny southern Europe to the small Italian town of Lucca, a mere stone's-throw from the delights of Pisa. This was where Eurosport were organising the fourth running of the eccentric 'X Tracks Off Road Survival'.

A sort of 'Camel Trophy' for bikes, this was our third crack at this outlandish event and this time we were equipped with the ideal tackle. In theory here we would enjoy some more moderate trails interspersed with some 'initiative tests' to add some spice for the TV cameras, while at the same time savouring the enormous gastronomic delights this country has to offer! Well that was the plan anyway, boy were we surprised in every respect - I mean even Chris Evans was pleasant and polite!

The Tackle

For 2000 (or year double-ought as the US mags call it!) both bikes have received updates from their '99 fore-runners. The KTM suspension is upgraded with the addition of the fine 43mm WP USD forks and the rear now boasts 'third generation PDS' - both ends also receiving the weird 'cookie cutter' discs (God bless the Yanks and their dumb expressions!).

The Gasser on the other hand has had more significant changes (which we've detailed before), but for those who missed 'em, here's a quick recap. The tank is both larger and lower, the riding position significantly improved as a result. There are a number of frame changes including the fitment of alloy lower frame spars and an alloy subframe. Furthermore the engine and gearbox receives a going over and there are a host of detail changes which help freshen up the five year old design.

Though ours came fitted with the regular Marzocchi front forks (which we like), you can now choose between these or the same 43mm USD WP units attached to the KTM. And the brakes are now Japanese made Nissins in place of the Brembos of old.

One last thing, both bikes were absolutely stone stock and fresh out of the box. How fresh? Well the Katosh had 40-odd km on its odometer, whereas the Gasser only had 3km, and we'd like to say a big thank you here and now to both importers for getting them ready so quickly and putting their faith in spanking new (unserviced) bikes - Nice one guys.

Bon voyage

With a minimum of time available for preparation prior to departure we did just the barest essentials to get the bikes ready. This amounted to removal of the more vulnerable extras especially the Gasser's

indicators and speedo cluster, while the chain guard and horn were removed from the Katosh (the horn prevents quick removal of radiator deflectors for cleaning). Handguards were added to both bikes and grips lockwired on, and the trick kevlar sump-guard was nicked off the TBM 125EXC for its big brother to wear. The Gasser's standard bars were replaced with a slightly higher, and flatter bend pair, and finally we tried to clock a few more miles on them before freshening oils and airfilters and loading up for the adventure.

It was a moist French countryside which greeted us, hinting at the carnage that was to follow, as the first day's riding would prove to be as severe a test of two bikes as any of us could have conceived. That in combination with the worst that the devious mind of the X Track organiser Fabio Fasola conjured up for us four days later in Italy, meant that these two innocent 300s have been through hell and back. What's more they've come through with flying colours and in the circumstances remarkably unscathed. (Honest, John)

Here We Go

Initial impressions of the bikes from the slithering mudbath in France were very much in favour of the Gasser, as the KTM seemed very difficult to manage in the slick conditions. But that all balanced out again very quickly after we'd replaced the standard tyres and started riding with fresh rubber after the French event. With new motocross boots all round, the playing field levelled out considerably and both bikes were suddenly bathed in a whole new light. This really was a lesson learnt in just how vital good tyres are in *any* bike's performance.

Overall the KTM is targeted at the more aggressive type of rider competing in perhaps higher speed events where the Gasser's slightly friendlier nature really shines through when the going gets tough. So first points (in France) went to the Gas Gas where grip was at a premium and its slightly slower revving but torquier lump found grip where there really was none.

That not to imply that the Gasser doesn't like high speed. It's got a six speed box hooked up to that big engine and plenty of power on tap so it can pull some impressive numbers. The ratios however were perhaps slightly too closely spaced for a motor with this much grunt and you could really get away with pulling slightly taller gearing - especially if you use the bike on the trail.

On the other hand the Katoom has a slightly larger power output running through a lighter flywheel into a five speed gearbox. Its ratio's are more spread out yet with the standard gearing its first gear felt a bit tall for the slow speed riding that we put the bikes through - though its top speed was up there with the Gas Gas. So both bikes take a different approach to achieve a similar result, both will

Both 300s make excellent trail bikes.

300 Shootout



impress you as you roll on the throttle with the way they can lug high gears at low revs or with a whiff more gas lift the front. But the Gasser edges ahead thanks to the extra versatility of that sixth ratio.

Hotting Up

Both bikes ran very hot on day one in France due to the severity of the conditions - the great globs of mud hanging around the radiators, pipe and cylinder didn't help - but more significantly I think the use by our French pit crew of 95 octane fuel was mostly to blame. The Gasser suffered badly from detonation as a result to the point that the exhaust gasses melted the rear mud-guard extension. Both bikes boiled at one stage, though the Gasser's neat little radiator expansion bottle around the steering head meant it never lost any coolant - unlike the KTM. This problem went away totally in Italy where we were in control of the fuel we bought. The only other obvious problem was the extremely rich jetting of the KTM, drooling oil out of the exhaust/muffler joint onto the engine cases and carburettor. Sadly there was never the opportunity during the events to fully clean up the jetting.

In general however the motors both felt good. Both would lug right down to nothing, then pull away without risk of stalling. The Gasser's engine in particular is fantastically smooth and vibration free.



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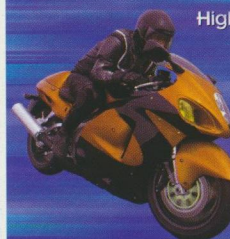
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The power starts very low in the rev range, with a strong mid-range though it signs off very early after that. The KTM on the other hand definitely felt the more powerful of the two, with a harder hit in both the midrange and top end which should suit a more aggressive riding style. Despite its obvious poke, it hooked up well and I suspect that by sorting out the jetting you'd release even more power right across the rev range.

In truth both offered more grunt than you'd ever need in everyday riding situations and believe it or not more flexibility than the average 400 thumper. We liked that a lot.

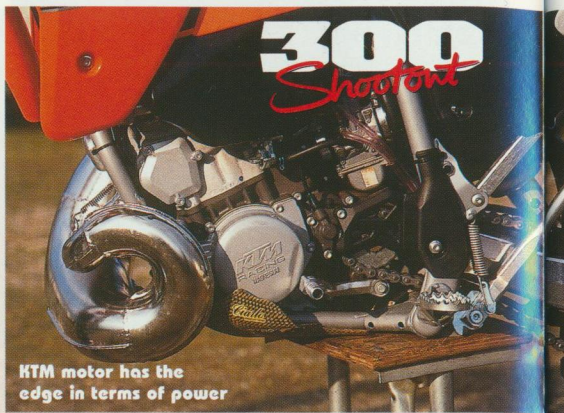
Suspension & Handling

Just like the motors, the KTM tended to give a slightly harsher feel to the ride, whereas the Gasser felt plusher all round. Both suspension set-ups work extremely well though personally we'd be looking to soften off the front of the Austrian machine and firm it up on the Spanish one. On the Gasser the initial travel front and rear is soft enough to soak up even the smallest lumps and it stiffens up nicely later in the stroke. By that time however you've lost a fair bit of ground clearance and (particularly when standing), it was quite easy to catch your feet on ruts or rocks in the track. The ease with which you can adjust the set-up on the Marzocchi forks is an excellent feature - the fork uses one leg for compression, the other for rebound, with both adjusters on the top of the fork legs. This means you can alter the suspension whilst sitting on the bike. The KTM isn't quite so versatile, although the new WP fork has attracted a lot of praise - particularly from faster riders.

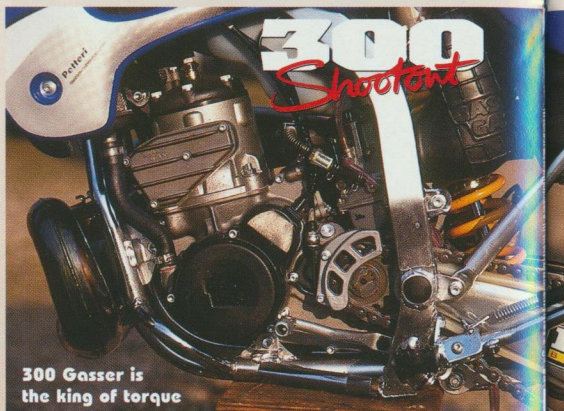
At the rear both bikes feature excellent shocks. The KTM's third generation PDS is the best yet though it's worth remembering that the adjuster works the opposite way to normal units (anti-clockwise). The Gasser's Ohlins however is simply superb (with a wide range of adjustments available), helping the bike to track the ground securely.

When it comes to the chassis and handling the KTM is slightly more nimble but more inclined to shake its head at times. It's a rocketship if you're on the gas and concentrating, and it'll really reward you - especially as the handlebar-seat-peg relationship favours a more aggressive standing or semi-crouched position. The Gas Gas on the other hand is also a superb handler requiring slightly less effort yet still offering agility and stability - it's a joy to ride.

In the seat cushioning department, there is a similar difference between the two contenders. The Katoom has the traditionally hard seat, indeed the joke was made that if you needed to break any rocks while out on the course you could remove the KTM seat and hit 'em with it! However I (Clive) must have tougher buns than most 'cos I seem to be one of the few who really doesn't mind the firm seat.



KTM motor has the edge in terms of power



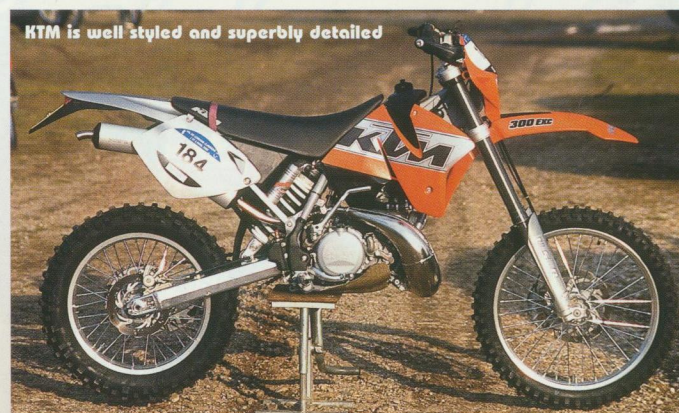
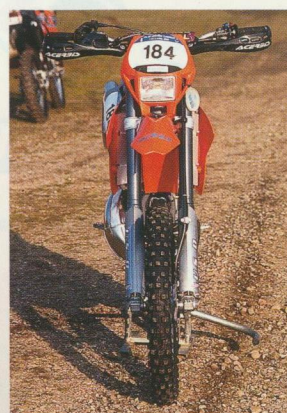
300 Gasser is the king of torque

The Gasser's is also firm (particularly at the front), but slightly more forgiving at the rear.

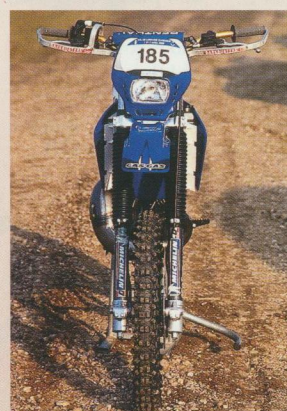
Finally we both preferred the KTM's option to adjust the handlebar position fore and aft on the triple clamp which lets you tailor the riding position to your own requirements.

Other Stuff

Where the KTM does stand out as clear winner is when it comes to the details. The build quality and level of finish are nothing short of Jap bike standard with the added attraction that the Europeans really know how to detail a good enduro bike. No wonder there are a rash of KTMs on any start line around the world these days, as the Austrian factory have worked long and hard to establish a solid reputation. Unfortunately the KTM's more vibey motor had a habit of shaking bolts loose all around the bike: the seat fell off during the race; the front mudguard was rescued as the last two bolts worked loose; two more bolts fell out of the rear mudguard; several others worked loose around the bike and the little lightbulb fell out of the speedo. Checking bolts regularly is something you should do with any new bike, but a



KTM is well styled and superbly detailed



Gas Gas is much improved for 2000

tube of Loctite would be a good addition to any owner's bum-bag.

The Gas Gas fared better in this department, it only lost one bolt during the whole test (out of the rear mudguard support loop), presumably thanks to its lower levels of vibration. It may also surprise you to read that Gas Gas are not so far behind in terms of quality - even if it isn't yet up to the same levels as KTM. Some early Y2K Gassers had quality control problems but our stocker had none, despite the most rigorous testing we could apply!

Both bikes however still could be improved in our opinion. If you as a potential owner with a bit of time and patience some of these could be easily modified and so shouldn't really be seen as a major factor. For example we felt that both machines' air-boxes were potential weakspots with more holes than a Swiss cheese. But despite several deep water-crossings and hanging the things up in a waterfall for a few minutes we actually encountered no problems at all with the water tightness of either of them. Though I'd still be inclined to get the silicone or gaffer tape out given half a chance.

While you've got the tape out, you should also

attack the awful KTM front mudguard that actually does little to prevent the mud off your own front wheel hitting you straight in the goggles. We've talked about this before, but it's no surprise to us that TBM columnist Chris Evans has swapped his new-style front fender for an early version off the 98 bike - it looks better too. The Gasser guard isn't perfect but there's noticeably less goop getting as far as your goggle when you ride through mud.

The Gasser wins hands down when it comes to the brakes as well. The Nissin-equipped Spaniard stopped magnificently with one finger pressure on the front lever and a progressive if slightly weak rear stopper to compliment the awesome front. However, towards the end of the five days racing, the front brake developed an annoying squeal under low speed braking. Other teams' Gassers also developed the same problem, but hopefully a quick service would solve this. Again after five days racing, both front and rear pads showed no noticeable wear.

The KTM's stoppers are also excellent but edged into second place by an overly grabby rear brake and two-finger pressure required on the front. The standard KTM pads however should be removed

before even riding out of the showroom (if they haven't already worn out by then) and replaced with a sintered set. Neither front or rear lasted the distance.

Summing Up

By the time we'd ridden both events swapping bikes a number of times, it's fair to say we'd developed a pretty good feel for the machines. Taking tyres out of the equation (the KTM comes fitted with hard compound Bridgestone Grittys, whereas the Gas Gas gets fantastic Michelin rubber), the outcome was closer than you'd think.

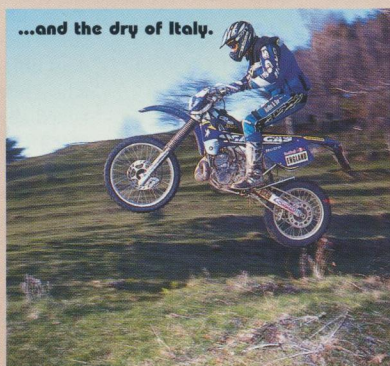
Despite contrasting outlooks both manufacturers end up achieving a very similar result, it's just the manner in which they do it which differs. They are both fantastic bikes to ride with great gobs of power, yet neither is as intimidating as a 250. In fact despite the popularity of 300s in the UK it's a wonder that more people don't ride them - particularly if your off-roading involves more than just racing.

In the end there has to be a winner though and in this case it's the Gas Gas EC300 which just manages to edge the KTM into second place. Sure the KTM is faster, better built and arguably better equipped, but the Gas Gas is easier to ride, plusher in the suspension dept, not prone to headshake and ultimately more versatile with its six-speed box, tireless low-end power and larger capacity tank. In our opinion more riders would find the Gas Gas that bit easier to handle than the slightly more aggressive KTM.

The Gasser is slightly cheaper too, though that is reflected in the detailing (the KTM has a superb digital speedo, whereas the Gasser's analogue unit looks cheap). Ultimately though it's not the price which will determine which you prefer as much as other



Gasser worked well in the slop of France...



...and the dry of Italy.

factors. If you already own a KTM 300 and you're looking to update it, you'll love the new one, it's slightly better all round and KTMs are just so good these days it's little wonder you see so many about.

On the other hand if you've owned a Gas Gas before you'll be amazed at just how good the new model feels. The engine, suspension and ergos gel nicely and the whole package seems to have been given a lift this year with the neat redesign.

But the real winners are the people who are new to the 300 class - perhaps those who currently ride a four-stroke and are looking to replace it with something lighter, punchier and better equipped. The 300 is a great engine size, and both these bikes make riding enduros easy. It really comes down to a difference in style. The Gasser exemplifies the philosophy of making your life easy while the KTM is the racer's racer. Both are extremely well equipped and versa-

tile enough to be used on the trail where their mel-low power outputs and colossal mid-range allows riders to work the torque rather than disappear in a flurry of revs.

Neither of us wanted to get off these bikes and after a fantastic week's riding it's going to hurt to give them back. Especially in the case of the Gas Gas - if John Shirt gets his hands on us!

Next month: X Tracks - the full story...



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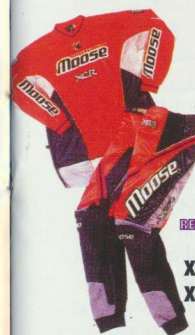
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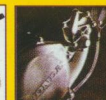
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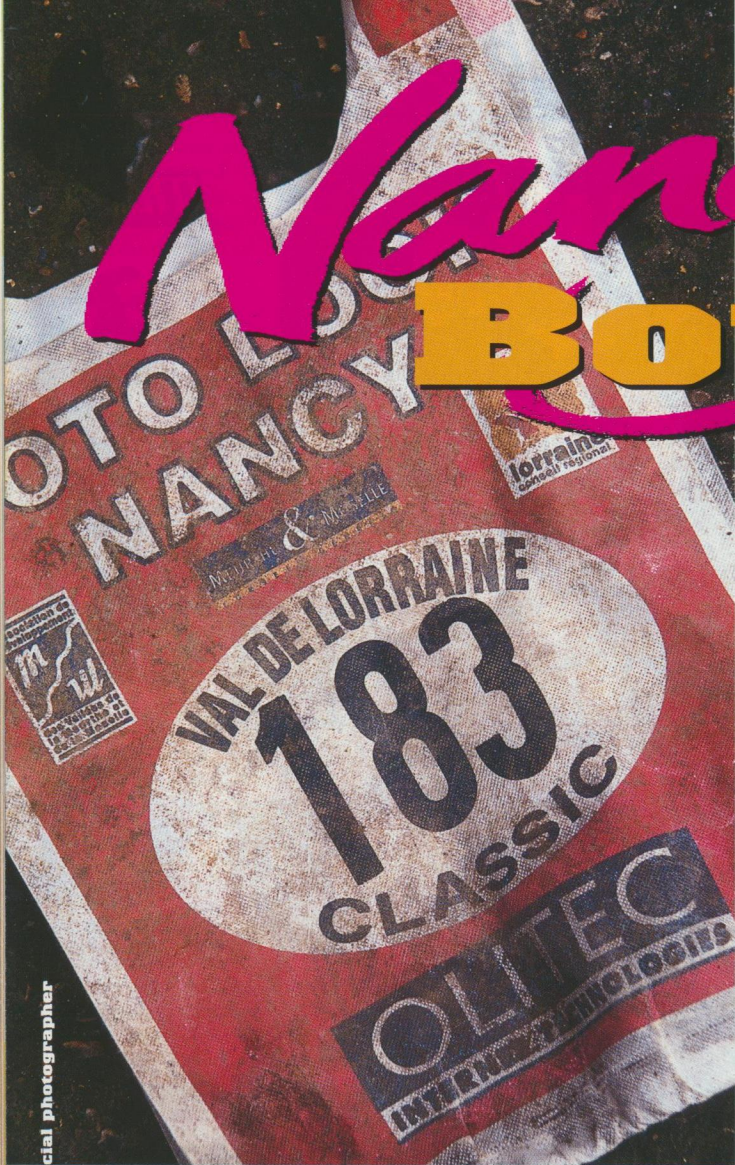
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Nancy Boys



It's not every day you can claim to have overtaken enduro legend Stephane Peterhansel at your first overseas race - even if in this case, we were in the TBM tranny and he was pulling into a parking space.

Like us, he was preparing to unload his bike ready for scrutineering, though unlike the TBM crew he had the casual aire of someone unconcerned about the next couple of days racing. Looking tanned, fit and self-assured 'Peter' looked ready for anything and confident in his abilities. By contrast the TBM crew looked pasty-faced, knackered (after our 4am start), and assured only of our mediocrity. Plus ça change...

You'll be pleased to hear that French scrutineers aren't at all like their British counterparts. For starters they all wear matching baseball caps and T-shirts bedecked with the sponsor's logo - so they don't all resemble rejects from the Dirt Bike Show sales. Secondly they're armed with little pots of paint from which they like to daub pretty colours on your bike - headstock, wheels, silencer - before scratching in your riding number. And thirdly they don't bother checking your bike over at all!

Or rather, they aren't fussed if your suspension moves up and down freely, or you've remembered to fit some brake pads. The only thing they care about is your bike's paperwork (frame number, registration etc) and whether your lights work. To be honest you could turn up on a tired old knacker with flogged wheel bearings and a couple of bent hangers for spokes (actually a few did); and as long as you can prove it's legally yours and it can warm up a six-volt bulb, you're in! Blez would've been in heaven.

Our first brush with French officialdom came at signing on time. Having queued in the wrong line for the best part of 20 minutes we were quickly ushered to the back of another long queue and told to wait our turn. My well known lack of self-restraint when it comes to dealing with authority was about to unload when I suddenly remembered where we were. This being Alsace Lorraine (a part of France which once belonged to Germany - albeit most of France belonged to Germany 50 years ago), I half expected someone to sidle up behind me, click his heels together and ask me: 'Ver are our papers?'

Xenophobic old clichés aside, we were actually dealt with swiftly, courteously and with plenty of humour once our queue had shuffled its way to the front and most people seemed genuinely



Chris Evans not only arranged it all, but rode it as well



Le start...

interested that we'd travelled so far to ride this enduro.

Of course we hadn't travelled all that way just for any ordinary old enduro. This was one of the French 'Classics' (of which there are four to five a year), which attract a vast cross section of competitors from sportsmen to international level riders (nearly 500 in all), to do battle over a scenic 450km cross-country course during two days riding. I guess the nearest British equivalent would be the Welsh Two Day Enduro, except that the French course comprised a different route both days and included no less than eight separate special tests - four per day - try walking that lot beforehand!

With the formalities completed it was time to locate our hotel and head for the nearest bar to swap stories with the other Brits in the event.

Along with the regular TBM team there were eight other Brits in all, including irascible TBM columnist Chris Evans, who had organised all our entries via his Sport Adventure company.

The cost was £270 per person (and no, we didn't get any special rates), which included two nights accommodation, all our meals over the weekend, fuel, oil and assistance at each of the

What's it like taking part in an overseas enduro? TBM packed our passports and three dirt bikes and headed accross 'La Manche' to take part in a two-day enduro near the French town of Nancy. This is what happened when we rode the Val de Lorraine Classic

Nancy Boys

checkpoints (provided you don't run massively late - as two of the Brits found out to their cost). But most crucially of all, it includes entry to the event. This last point was the most important, since just paying the entry fee (£70), isn't enough to guarantee you a place. Like many good events, the 'Classics' are over-subscribed and it's only by talking to someone 'in the know' as it were, that you're likely to get hold of a set of regs.

Day one began in earnest with an 8am start for the first riders away and 250km to complete. There were four checks each day and one special test *per* check. The organisers claimed check times were slack, though heavy rain the week previously played havoc with the slippery special tests (some of which had long queues) and meant it wasn't uncommon to come into the check more or less on your minute. However unlike most British enduros, the continentals like to enjoy a bit of 'joi-de-vivre' when they're racing these Classics. That means the organisers always allow for at least one or two very slack checks per day, with enough time set aside to stop and eat, take on some fluid, and relax with a sit down.

Not only is this a very sociable way of racing enduros (and believe me the event is no less serious - especially when you witness the severity of the special tests and some of the going), but I reckon it makes the event safer too. Riders given chance to replenish their energy levels tend to have far fewer crashes.

Lunch in our case comprised a choice of French bread, Parma ham, cheese, yoghurt, choccy bars, hard boiled eggs, fruit, crisps, salami sausages and various other nibbles; with sparkling water, fruit juice, and even wine if you wanted it - all laid out under a marquee. Nice one.

Unlike at a regular UK event however, in the 'Classic' series when your minute is due, you can clock into the checkpoint (mostly they were located just a few metres away from refuelling in the middle of villages) then return against the course if necessary, to your assistance and continue eating, drinking and working on the bike. The clock was still ticking of course, but nobody minds you riding back to your van if you need to.

Another difference was that the French time-card system was much simpler than our own. Instead of having to fill in a timecard at the

beginning of the day - at each check-point you're given a new (and different coloured) one with a time printed on it. At the same time your old card was handed in and punched on a time-clock then placed in a box for examination by the organisers afterwards. More labour intensive for the club perhaps, but simpler for the rider and much less potential for cheating or disputes.

Despite the break at lunchtime, the first day of the Val de Lorraine Classic was proving to be a serious challenge as mile after mile of forest going was turned into one sinuous, demanding rut. And no sooner were you out of the ruts than a slick climb, deep mud hole or horrendous special test demanded all your concentration. Grassy tests were the undoing of more than a few decent riders that day as everyone struggled to make progress on the slick surface. Even the flat-out blasts across fields were transformed into mud baths that could catch you napping if you weren't careful, though fast, straight tracks allowed some respite as did the reasonably frequent road sections.

This being France there was plenty of blasting through picturesque villages where enthusiastic locals gathered in groups to watch the action and urge you on. The check around lunchtime was typical. Whereas in the UK, organisers usually seek to limit the 'intrusion' of bikes by playing the whole thing down; over in France they positively revel in 'Le Sport'. In this case the organisers deliberately routed us out from the check, along the town's river bank (on the lush grass in front of the municipal buildings), straight under the main bridge and around a taped off section of course - just so office workers enjoying lunch outside, got a chance to glimpse the spectacle. Vive la difference I say.

The final test of the day was a mini moto-X; two laps of a surprisingly grippy, grass track course with 15 riders banging bars into the first turn. Heaps of fun and more than a little different to what we've ridden before. By the end of the day and despite the cool weather, I'd sucked my camelback dry.

Parc fermé was in a different location to the night before (in the middle of a football pitch). A small enduro village had grown up around the place and amazingly it comprised of more than just a few enterprising traders selling expensive spark plugs. Stalls of locally produced cheese, wine, honey and snacks vied for your attention while jugglers and a happy band of Hare-Krishna supporters provided entertainment. By that time however, we were all knackered. We returned to



our hotel, ate well, sunk a few beers and fell into our beds completely exhausted...

Day two was totally different to the toil of the first. With unbroken sunshine, faster tracks and much less mud, the day was faster, the checks more attainable and the riding much more comfortable. To a man (and woman), everybody had a ball thrapping down the fast 'single-track' going, charging up and down the stony hills and gulleys and generally just enjoying themselves. Some highlights included riding flat out (and I do mean absolutely flat-chat in fifth gear) around the broad sweep of picknicking lawns surrounding a country-park lake. Special taped off parts of the going (in the middle of nowhere) which would lead you over a few spectacular jumps, through a stream or even through long, dark concrete tunnels. And finally the two best special tests I've ever ridden.

The first was a ten kilometre cross-country loop set out in a huge old limestone quarry which had me whooping with delight. Stones, mud, hard-pack, jumps, flat sprints, tight turns (on rock), six-foot vertical climbs (and ten-foot vertical descents), this test had it all. And despite falling off when I accidentally hooked neutral in the middle of a slow turn, I can't remember having a better time on a special test in my life. Even the track straight after the test was a blast, as we rode down the remains of an old railway where they'd removed the rails but left the sleepers in place!

Fast lady Patsy Quick was one of the Brit contingent revelling in the tough conditions of day one



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Technical TOPICAL Tips

BRAKE OUT!

Replacing worn out brake pads is a straightforward and simple affair which should take nothing more than a couple of minutes. Here's the low-down on what you need to know...

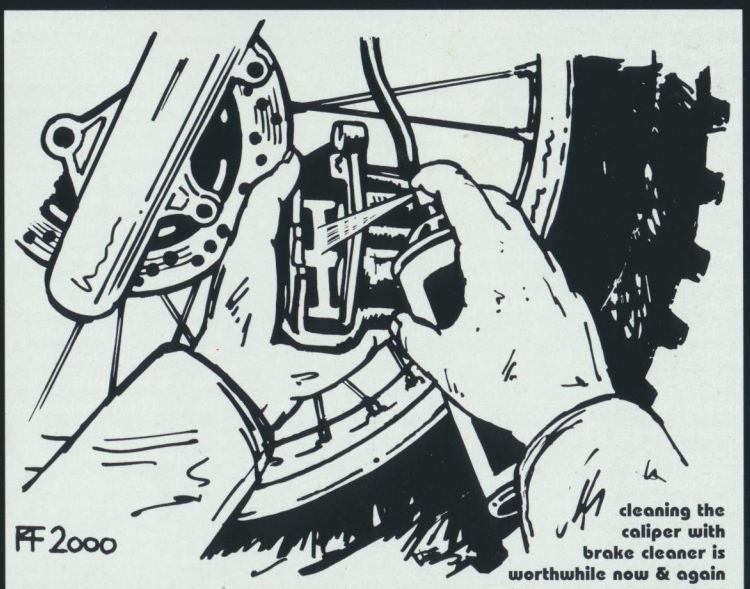
replaced the fork seals, they might not have replaced the pads at the same time. And finally the job of replacing the pads means that you'll get in close enough to the brakes to discover whether they're functioning properly or not.

Depending on what sort of riding you do, how snotty the conditions and how heavy you are with the brakes, you may well find yourself replacing the pads once a year, once a month or even once a week. It's not uncommon in certain circumstances (like Weston Beach Race for example) for a new set of pads to be completely worn out within an hour of being fitted! Generally however, you'll probably find yourself replacing rear pads at least twice as quickly as front ones.

Begin by purchasing a replacement set of pads for your bike, but don't just buy the cheapest set you can find. Think about the purchase and what you will be using the bike for - there are various compounds of brake pad available these days,

The efficiency of your bike's braking system depends upon a number of factors, but worn out or old brake pads are the easiest things to remedy. You should aim to replace your pads once they get about three quarters worn, don't let them wear down to the metal backing plate otherwise you'll risk scoring the disc.

Likewise if you buy a secondhand bike and the pads are partly worn, it's a good idea to replace them anyway. There's good reason for this. Firstly you may well find that old pads are glazed over and have lost some of their stopping power, and a new set will give you better braking. Secondly it's quite common for a weeping left fork seal to dribble oil down the fork leg and into the caliper, contaminating the pads and limiting braking action. You may well find that if the previous owner has



Text: TBM, Illustrations: Peter Flynn

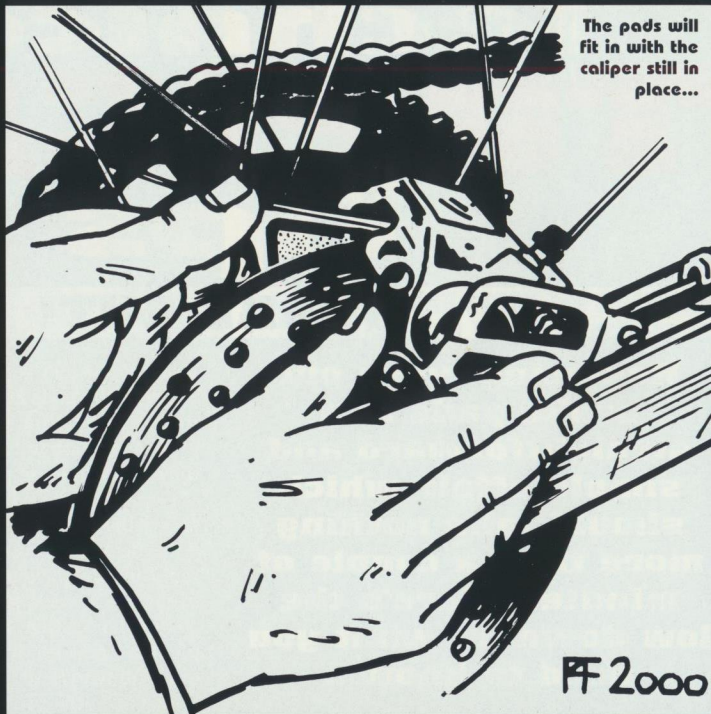
and while some sets are extremely cheap (under a tenner for a pair), they rarely last the distance. On the other hand OE items made by the manufacturer are generally among the best, and although they often cost a bit extra, they can often last up to twice the duration of cheap pattern parts and give improved braking power.

These days the majority of dirt bikes are fitted with either Nissin calipers (in the case of Japanese bikes) or Brembo brakes (in the case of most Euro stuff). Both designs allow quick and easy pad replacement without having to disturb the caliper - though with the front brake it's sometimes easier to remove the caliper from the mounting bracket to gain easier access. If your bike is fitted with another type of caliper (Tokico for example), don't panic - the principle will probably be the same. You'll find the new pads come shaped with a little lug at one end which locates into a recess in the caliper, while at the other end (or sometimes in the middle) they have a small opening through which a single (or pair of) securing bolts pass, preventing them from falling out.

In the case of Nissin calipers the securing bolt (or bolts) are screwed in position and actually sit behind a little screw-in dust cap. This dust cap can be extremely difficult to remove unless it is lubed with something like copper-slip. Having removed the dust cap with a screwdriver, the retaining pin can be unscrewed with an Allen key, and the pads should more or less fall out. Occasionally there is a little spring clip which holds them in place and stops them from rattling.

In the case of Brembos, the retaining pin is simply a push fit into the caliper and is locked in place by means of a pair of R-clips. Having removed the R-clips you simply need to drive the pin out using a hammer and a punch (or screwdriver).

Whatever type of caliper your bike has, once the old pads are out, take a quick look at them to check they are wearing evenly. Uneven wear is often the sign of either a seized caliper piston or (as is more often the case), a caliper which is not



The pads will fit in with the caliper still in place...

sliding properly. (The caliper is made up of two parts which slide relative to one another). Either way if the pads are uneven you'll need to remove the caliper from the bike (leaving the brake hose attached of course), dismantle the caliper and clean it up with some brake cleaner, to ensure that it functions correctly. Some riders do this as a matter of course each time they change the pads though it strictly isn't necessary.

Assuming pad wear is fairly even however, the next job is to ease the piston(s) back into the caliper by applying firm but gentle pressure on them with a screwdriver or tyre lever wedged between the disc and the piston. Try to avoid pushing the piston all the way back in and don't be too brutal with it or you'll damage the disc - or worse still, the piston seal.

Once you've made enough room for the new pads to fit, slide them into position making sure that the lugs locate correctly in the caliper and that all the spring clips and anti rattle devices are fitted. Then replace any securing pins (and locking clips), and finally pump your brakes back up by operating the brake lever a few times until you feel resistance.

Don't forget it takes a few miles to bed in a new set of pads properly, so use them gently for the first few times and you should be fine thereafter...

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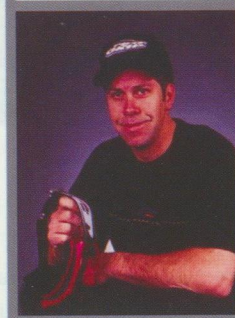
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The Rough Guide to Britain

Rough Guide to the Chilterns

**Maps: Landranger
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The south east of England might not have the beauty of Yorkshire, the wildness of Wales, nor the ruggedness of Cornwall, but it's where a lot of trail riders live. Tony Matfin is your guide to a day's greenlaning within an hour's drive of the capital...

Believe it or not, if you live in and around the Metropolis you don't have to travel far to find some cracking trail riding in beautiful surroundings. Stretching to the north and west of London lies a range of chalk hills rising in places to nearly 900 feet. Okay, it's not exactly the Peak District, but for top class trail riding less than an hour from the capital, it rates pretty highly in my book.

This easy one day ride takes you through the south west Chilterns, in places using the ancient Icknield Way and Ridgeway, a few sunken hollow-ways and one or two tricky climbs (at least for me on the old DR350). There's also a welcoming biker friendly pub for lunch and some charming old towns and historical monuments en-route.

We kick off in Watlington (680,940), a small market town on the edge of the Chiltern escarpment, where you can stock up on food,

TRAILBIKE MAGAZINE 49

The Rough Guide to Britain

drink and fuel before heading off for the day. From the town head south-east in the direction of Christmas Common, turning right after one km onto the Icknield Way (698,939). If you feel the urge for a detour this early on you



Lunch at a bike-friendly pub...



can stay on the road for a few hundred metres and visit the Watlington Mark. Locals may try to tell you this 270 foot long 'mark' cut into the hillside is thousands of years old, but the truth is back in 1764 some bloke living north west of Watlington wanted to 'see' a spire on top of the flat roofed church, so he had a spire carved out of the hillside in line with the church and his house! And they accuse trail riders of carving up the countryside!

Follow the Icknield Way for a further four km, with only one 400m metalled section just after Icknield House. When you get to the tarred road (at 666,914), go straight on until the junction at Beggarbush Hill (643,902). Turn left and after one km fork left again at a sign for Potters Farm onto the track taking you up Harcourt Hill. After joining the A4130 ride for nearly a kilometre, then turn sharp right and continue through Nuffield, turning right opposite Whitcalls Lane (668,859) heading out into the wilds of Mongrell Woods.

After Woodhouse Farm pass over the metalled road, continue until the next junction, then turn left and make your way to Hailey (642,859). Now take the lane heading east past the King William pub and up to Bixmoor Wood. At the edge of the wood ignore the track bending left and after a further 300m, bear left at the fork in the lanes. At the lane end turn left onto the road towards Nuffield.

From here, you should head north for 300m then right onto Whitcalls Lane

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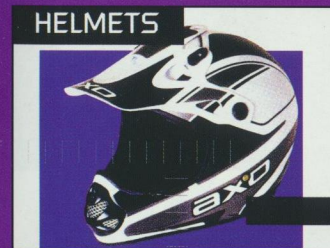
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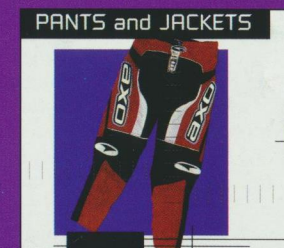
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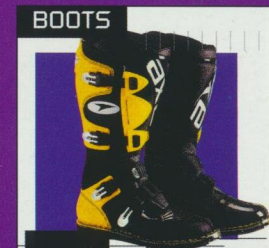
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passing in front of Whitcalls Farm and straight on down a narrow muddy track. The track meets another where you turn right, eventually joining the metalled road at Witheridge Hill. Here you turn left up through Witheridge Hill heading north towards Nettlebed.

As you enter Highmoor on the B481 turn right at The Dog and Duck pub onto the lane to Merrimoles. At Merrimoles House take the lane on the right which skirts the building. At the crossing of Highmoor Trench (709,855) - turn left on the track which eventually emerges onto the road into Nettlebed. This quaint ancient village, situated on the old coaching route between Henley and Oxford, belies its long industrial heritage. It was once a major centre for brick and tile making from as early as the Middle Ages; tiles made here were used for the roof of Wallingford Castle constructed in 1365. And a preserved eighteenth century bottle kiln can be viewed nearby.

From here head north on the B481 for nearly a kilometre and you'll be turning left at Elms Way onto the next trail, Buses Lane (at 699,873). Pass along the back of the houses, turning right after the last house. And at the end of the lane turn right, then at the B481 turn left, then right again at the sign for Park Corner. As you pass the entrance for Darkwood Farm take the lane on the right (at 694,886); here you'll find the start of a brilliant five km lane which heads east through the Warburg Nature Reserve. After about two km you pass Westwood Manor Farm and meet a lane coming from the left. Ignore this, turning right instead and follow on through the Nature Reserve - please proceed quietly! Just north of Bix Bottom take time out to ponder the ruined remains of the Norman Church of St James, abandoned over 150 years ago.

Eventually the lane emerges on the B480 just north of Middle Assendon (738,859). Head north through Stonor and 400m past Whitepond Farm turn right onto Hollandridge Lane (733,896). This lane was once the main Watlington to Henley road and you can really appreciate the centuries of traffic to which it has been subjected, by its worn and sunken appearance. Pass the 13th century



Check out the steamed up goggles



Hollandridge Farm on your right as you climb the 500 feet of altitude to Christmas Common. It was near here during the English Civil War in 1643, that a truce was declared between the Royalists and the Parliamentarians over the festive period - from which this place it took its name.

Away from here drop down Hill Road towards Watlington and turn right onto the Ridgeway/Icknield Way (at 698,940). After four km the track goes under the M40 and then reaches the A40. Turn left and head for the England's Rose pub in Postcombe - a biker pub (the landlady owns a Yamaha Virago) - where hot food and drink are always on the menu. Petrol top-ups are available in the village just 100m away from the pub, before beginning round two of the trail.

Having eaten your fill, retrace your steps along the A40 as far as the B4009, turning left for Crowell (740,990). Take a right at the Shepherd's Crook pub and have a go at the



Some of the routes are easily identified

straight up chalky climb of Crowell Hill (350 foot climb). At the metalled road on the summit you can either turn around and check out the downhill version or if you're a wimp like me, take the easy route, turning left and descending into Chinnor. Any running repairs or spares can be obtained in the bike dealers at the bottom of the hill!

From Chinnor head south west on the B4009 turning left onto the A40, then right, back onto



There are a couple of deep fords to cross

the Ridgeway ready for the 12km run to Ewelme (640,910). Keep an eye open for the magnificent Red Kites (the bird of prey variety) which glide majestically overhead - with their distinctive triangular tail. About a decade ago a number of birds were reintroduced into the area from Spain and Sweden, and now well

over 200 kites are to be found in and around the Chilterns.

Before you reach Ewelme (at 666,914) turn right and climb up towards Firebrass Hill, turning left then immediately right (at 649,919) onto a short 250m muddy track. At the end turn right, climbing up to the cross-roads (at 646,928), and head west on the B4009 for about a kilometre (towards Chalgrove). Strictly speaking we're now actually heading out of the Chilterns, but who cares when you're having fun.

At Hollandside House (633,957) turn left towards Berrick Salome then north (right) through Newington, crossing the River Thames (at 601,978). As you enter Drayton St Leonard turn right just before the church onto Ford Lane. The ford is actually down the lane behind you but I can only recommend crossing it if you have a snorkel or in drought conditions; it's DEEP! Head north, and where the main track turns sharp left, go straight on, following the telegraph poles. Near the end of the lane you arrive at Cammoys Farm; as you near the first building, turn left over the cattle grid and carry on to the road. Turn right, then right again and make for Stadhampton, heading north on the A329 as far as little Milton, then east to little Haseley (640,000). Take the lane signposted 'Standhill Only', heading south-east out of the village and at the entrance to Standhill Farm swing left and onto three km of track (Stoney Lane), emerging at Clare hill (674,979). Then it's straight on down Knightsbridge Lane, through Pyrton and back

The Rough Guide to Britain



to Watlington your starting off point. Hope you enjoyed the ride...

Cautionary note: The Chilterns are extremely popular with walkers, horse riders, and cyclists, especially at weekends and bank holidays. I would advise that if possible, these routes be tackled mid-week, when you should have the lanes to yourself.

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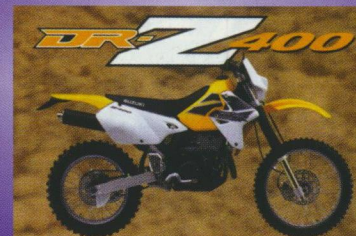
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Second SIGHT

After 13 years, Honda has finally got round to updating the good old Transalp with some sleek new bodywork and a bigger motor. But is it enough to tempt buyers in the 21st century? Alex Hearn flew to Italy to test ride the latest model and decide if it really was too little, too late...

Story: Alex Hearn; Pics Oli Tennent

Transalp is surefooted, well-braked and good fun in the twisties, but somehow it lacks a bit of raw excitement. An extra 20hp might help.



When the Transalp was first launched way back in September 1986, the idea of an adventure-touring motorcycle (or 'Rally-Touring' as the Transalp proclaimed on its flanks), seemed to capture the imagination. Load up and go - wherever you fancied. The Transalp could take you - even if your destination included some dusty, foreign climes where they ate strange bits of sheep. These days the world has got smaller, adventure travel become more serious, and the machinery has evolved too. Witness the birth of the KTM Adventure.

Set against that background, the new Transalp's 'rally-touring' styling seems far more inclined towards the latter than the former, with just a gentle nod to the odd fairly easy dirt track now and again. I'm not saying you can't take a Transalp off-road, Blez once rode both the Cambrian Rally and Lands End Trial on a Trannie in one memorable weekend; but if you'd seen the invoice Honda sent out afterwards (which was in four-figures), you'd probably agree that the Transalp's off-road potential is at best, somewhat limited - if only for the protection of your wallet.

Yep, the truth of the matter is that the new Honda XL650V Transalp is an easy to use touring device - pure and simple. Designed primarily to transport lace-up, leather-jean-clad Brunhilde and Johanne through the rugged scenery of middle Europe at a comfortable, leisurely pace - loaded to the gunnels with beach towels and sauerkraut. Or alternatively it's a city slicker, perfect for dealing with somewhere like Rome's crazy congestion and suicidal driving. In the UK (where it's never been a huge seller), the Transalp's as much the despatch rider's workhorse as it is gentle leisure transport, and quite rightly so. It's the perfect job for carting packages around reliably, while protecting the rider from most of the elements and varying road surfaces.

Honda Europe is based in Rome and spookily enough, Italy is where the Transalp is manufactured; so it seemed sensible of Honda to launch their new model in the environs of Rome and surrounding countryside.

We had a day of road riding in which to fall for its (no doubt) subtle charms. As part of my usual launch routine, a half hour before the off I settled down with the Transalp's press pack behind the

doors of one of the Roma Sheraton's finest cubicles. Key phrases extracted from the 'Development Concept' page included: 'Sophisticated Adventure' for starters followed by 'Cool' and 'Tough'. Hmmm, righto then, let's delve further in.

Marketing-speak aside, Honda have had a fair old sort out of their Transalp. The engine's still a sohc, 52-degree, liquid-cooled V-twin with three valves per cylinder (two inlet, one exhaust) and two pairs of spark plugs. But for 2000 it has grown 64ccs to 647cc. Lighter pistons help damp any extra vibration as does the offset dual-pin crankshaft held over from the original design. A pair of 34mm CV carbs feed the all new airbox, which is re-sited above the engine, rather than below the seat as it was. It's one litre bigger in capacity (up to 5.5 litres) and the cleaner element is now a flat panel. Honda claim more power and a wider spread of torque as a consequence of the big bore, and have altered the five speed gearbox's ratios to suit.

As with all of Honda's recent models, the Transalp's motor meets the EURO-1 exhaust emissions regs by injecting a small jet of fresh air into each cylinder's exhaust port just behind the

valve, helping more thorough combustion. The exhaust itself is new; the Transalp trademark shotgun end-cans are still on show but a large volume sub chamber sits just below the swingarm pivot. Inside the chamber is a tube, which also heats the exhaust gases to finally nail any unwanted hydrocarbons before they escape into the noxious air encircling Rome. Honda says the entire system is lighter and smaller than the one it replaces - righto.

The double cradle steel frame has been blessed with a larger diameter downtube and lower tube members to improve rigidity. The seat's 10mm lower than it was and the handlebars are 10mm narrower. Honda helpfully included a schematic diagram to graphically show the more relaxed riding position of the new Transalp; I studied it for ten minutes and couldn't make head nor tail of it. The 41mm telescopic forks remain, but have been tweaked with revised damping. Big news is the rear monoshock - the Pro-Link system - has been robbed off the road-going CBR600F and adapted for Transalp duty. The old steel linkages have been replaced with lighter aluminium items, and the remote reservoir shock itself is

Even Captain Sensible
can be taken to the
party once in a while.

Second SIGHT



ally-bodied. The only adjustment (except spring pre-load) is compression damping, which you access via a slot in the left sidepanel. A 2mm larger diameter (up from 15mm to 17mm) swingarm pivot shaft is stronger, and combination needle and ball-bearings help smooth operation and eliminate lateral play. But to tell the truth, by this stage (still sat in my cubicle) I was worried about being able to make it unassisted to my Transalp. Not much more, surely?

Well yes, actually. The new Transalp has low-section aluminium wheel rims, and 260mm discs up front, complete with sintered pads. The rear brake caliper has been shunted forwards up the swingarm; its mounting block much simplified and brake line shortened. Tidy job, then.

Painfully leaving the confines of my cubicle, and with a head full of press-pack blurb I staggered out into the crisp morning sunshine of the hotel carpark. My Transalp was waiting for me.

Well, it's still a Transalp, but its looks have been sharpened - or should I say smoothed. The new fairing's all curvy and swervy, lots of soft lines and welcoming folds, no hint of aggression or hard-edged focus to scare anyone. The revcounter and speedo are big and easy to read; there's a fuel gauge and engine temperature gauge along with all the usual idiot lights. The petrol cap's not on a hinge - a minor irritation as you have to find somewhere to put it, but the big news is that Honda has fitted HISS to the bike.

Whaddya mean 'what's HISS?' Hiss stands for Honda Ignition Security System (of course), and it says HISS around the ignition barrel, lest you forget. What that means is the key is electronically coded and the ignition will only accept the right key. No key, no go - and you can't hot-wire it.

Before setting out I pulled the seat off, and with the airbox relocated there's room enough now for a set of unlined waterproofs a U-lock and a copy of Readers Digest (just to spice-up your life a little), along with your thermos and tartan rug. Settling down onto the Transalp's big flat squishy seat is like easing into a favourite beanbag. The handlebars rise up to greet you just where you'd want 'em to, and there's plenty of leg room. It really is a comfortable bike, I could tell just sat in the carpark... it cossets you. But it's not small, and certainly carries some weight beneath those swoopy flanks. Honda claims a dry weight of 191kg, but you can add at least another 20 kilos for all the fluids. The choke hides itself away above the clutch lever and my Transalp mewed into life without pretence or drama. You can't really hear the engine once you're underway but you can feel it working - not with vibration but a lazy thrum as the pistons slide up and down. Not unpleasant, really.

My route took me out of Rome (following photographer Oli Tennent's erratically weaving hire car), and I had time to consider that the Transalp is a super efficient traffic-muncher. Not in the same sort of 'point-and-squirt, go-for-any-gap' way that a big thumper is, but good nevertheless. You've got great vision, mirrors you can see out of, wide bars for slinging it in and out of gaps, suspension that takes the hits easily and proper brakes.

What the Transalp lacks, basically, and this was obvious very early on, is any real power. Grunt. Y'know, welly. Its motor does the job, but in a very unremarkable manner. The Transalp gains momentum rather than accelerates, but just never seems to really get going. Within 20 miles I had the bike summed up in my head: 'It's got the weight of a twin and the power of a single' - really, it has, and this is how it feels to ride.

Sure, it's easy to punt around on. The controls are typically Honda - light and reassuring, although the gearbox is mechanical to say the least, clonking home every change audibly. The only way to get on with it - and this is the point, I guess - is to drift along in the meat of the Transalp's rev-range, around 5-6000rpm. The only trouble is that in fifth gear at 70-75mph the motor feels buzzy, like it needs another ratio to chill it out. But flogging it to the 8500rpm redline is a waste of time.

Off the dual carriageway and into the twisting, undulating road surfaces to the north of Rome, and suddenly the Transalp became a lot more fun. There wasn't a combination of road surface or corner that really upset it, and it steered slowly but neutrally, tightening up a line if necessary, without undue effort. Again, those wide bars helped hoik the Transalp about the place, and the Bridgestone tyres did a sound job of leeching themselves to the asphalt. Exiting a corner you could nail the throttle safe in the knowledge that the rear tyre wasn't budging; no way - there simply isn't the power.

The suspension's set on the soft side, not wallowy or mushy, but the shock's compression damping's definitely going to need firming up for pillion duty. Push it really hard and the Transalp gets vague, but really, what do you expect? The new brake set up is spot-on though, pinning the bike down with loads of feel and has more than enough power to fully scream the front tyre.

In the end I got bored with thrashing the poor Transalp, so instead started taking in the scenery, the sleepy little towns and teeming markets. Fine, and as such the Transalp was a perfect platform for chugging along on, clocking the views. I did find a dusty trail and roared up and

Second SIGHT



down it a couple of times - nah, no fun. Too heavy, no power, roady suspension, waste of time. Didn't want to crash it either - too undignified, too expensive. The Transalp will cope with loose surfaced tracks no problem, but I hate to think what replacing all that shiny new bodywork would cost.

If you must take it off road, then it'll cope, but it's not exactly a KTM Adventure in the suspension department.

Back on the road then and it's noticeable that the fairly broad upper fairing does a pretty good job of keeping off the wind-blast. There's a tall screen listed as an option along with a whole host of goodies; tank bag, panniers, top box, radio for the topbox (with CD facility), centre-stand and last but not least, heated grips, all of which I'm sure will be dead handy for Transalp-type action. As will the optional 'bolt on handlebar bridge that enhances the Transalp's look of off-road aggressiveness'. Yeah, right.

To be brutally honest and at the risk of upsetting hordes of delighted owners, the Transalp left me a little cold, a little bored, uninterested even. I would have given it more respect if it had just a little more go in it. I returned it to the hotel with the fuel gauge in the red after 250km of solid riding... and walked away without a second glance, not even a twinge of emotion. The truth is Honda already has a bike that fulfils the role of the new XL650V perfectly - their 'cool' and

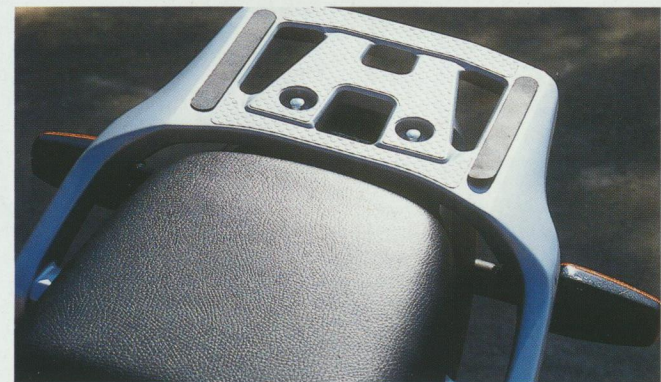
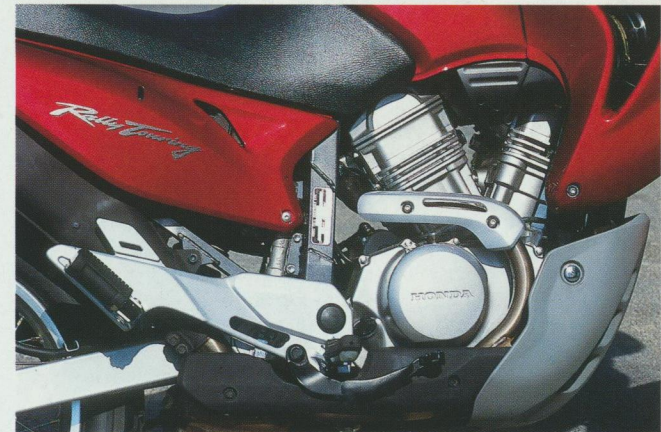
'tough' XRV750 Africa Twin. A motorcycle which at least has a bit of off-road cred (as well as ability), has a superb chassis and an engine that keeps you interested.

The list price of the Transalp is £5145; the Africa Twinkie weighs in at £6050 - that's a difference of £905.

A lot of cash? Perhaps, but to my mind very well spent, because the Africa Twin is a belting motorcycle. The Transalp, on the other hand, is a very average motorcycle, which to be fair is a quality in itself - but maybe that's the very thing that doesn't appeal to someone like myself. If you've got your heart set on a Transalp, fine; this new one's better than the old one. But try an Africa Twin, then tell me I'm wrong...



Top: smart, but sensible dashboard. **Right:** V-twin engine has grown 64cc. **Below:** Functional as ever



HONDA XLV650V TRANSALP

Price:	£5145
Engine:	Liquid-cooled SOHC 6-valve 52 degree V-Twin 79x66mm
Bore x stroke:	79x66mm
Displacement:	647cc
Comp ratio:	9.2:1
Lubrication:	Wet sump
Transmission:	5-speed
Frame:	Steel double cradle
Front suspension:	42mm telescopic fork, 200mm travel
Rear suspension:	Pro-Link, adjustable compression damping, 172mm travel
Fuel capacity:	19L
Wheelbase	1501mm
Seat height:	843mm

The Alps

Honda XL600V Transalp

With the new 650 Transalp imminent, Paul Blezard looks back across 14 years of versatile V-twin history. Trans-continental tourer or just over the Alp...?

showed a happy couple swooping through Trans-Alpine valleys on billiard-smooth tarmac roads.

But the publicity also made direct reference to the Transalp's rally-bred credentials, and its North African heritage was reflected in its 'Rally Tourer' title.

Then just as the Transalp was arriving in the showrooms, little Cyril gave it the perfect boost with yet another Dakar victory on the NXR after a titanic struggle with Hubert Auriol's Cagiva Elephant. (The Africa Twin was still two years away, remember).

Big trailies were already hugely popular on the continent

and the Transalp was a big trailie with a hitherto unheard-of level of comfort, smoothness and sophistication. It was no surprise then that it became France's top selling bike in its very first year. Sales were much less impressive this side of the channel of course, but that's because the UK market was (and remains to this day), dominated by race replicas.

It's no good looking at specification sheets and performance figures to understand the Transalp's attraction - you have to ride one for yourself; even though by the standards of 1986 it was slow for a twin cylinder 600 and heavy for a trail bike. But while the Transalp did nothing outstandingly well, it was a brilliant all-rounder - in fact it's a classic case of 'the whole being greater than the sum of its parts'.

The Transalp's watchword is 'user-friendliness' and it applies to both engine and chassis. The 583cc, six-valve, water-cooled, 52-degree V-twin is a direct descendant of the VT500 and Honda only claimed 50bhp but its 38ftlbs of creamy, throbbing torque gave it excellent top gear roll-on performance and it's this, coupled with the bike's easy handling, which holds the secret of the Transalp's charm.

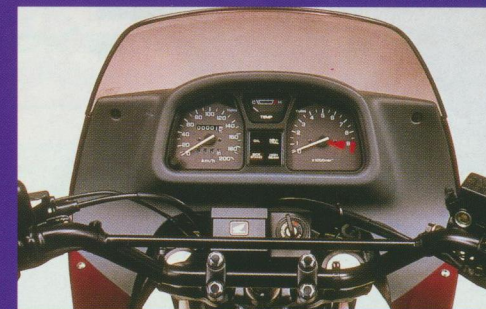
The square section steel chassis (painted to look like ally) was recognisably similar to that of the earlier, air-cooled shaft-drive XLV750R (the fore-runner of the Africa Twin), except of course that the Transalp's five-speed gearbox drives a chain rather than a shaft. And whereas the XLV750 was as naked as its BMW R80GS rival (as were most big trailies those days), the Transalp came with a full fairing which mimicked the Dakar-winning NXR's and (apart from the low screen) did a good job of protecting the rider from the elements on the open road.

Honda obviously got their geometry right when they were planning the Transalp because the handling inspired confidence at all but the very highest speeds, yet the bike was an absolute pleasure to trickle through traffic on a whiff of throttle. The sturdy rack and slim exhaust also meant you could mount a top-box and a pair of throw-over panniers and still get through the gaps - which is why couriers loved it despite its (unusual 525-size) chain drive. A Scott-oiler is easy to fit thanks to the built-in carb-balance hole and the engine's reliability is legendary - 100,000 miles is not uncommon and I've heard of one despatch bike that's done 250,000 miles. (Although adjusting the inaccessible traditional screw and locknut tappets on the rear cylinder is a royal pain the proverbial).

The first Transalps came in black & white! Note drum rear brake



Below: Honda revamped the cockpit as part of an overall redesign in the mid-Nineties



My own experience of Transalps started in the most dramatic way when I did over 3,500 miles in ten days, most of which was in the 1988 Monte Carlo rally (TBM44). In that short time I found out more about the bike's limitations (and my own) than most riders would in a lifetime. I discovered for example, that while the side panels will break in the most banal stationary tip-over, it is possible to throw a Transalp down the road at 80mph without adding significantly to the damage. I also found out that the bars will bend at the first prang, but the well-sheltered indicators are practically indestructible. The brakes are good until you race down a mountain (or load up and add a passenger) but if you really push it, the forks will twist and the back end start to wallow. If you get right over on a racetrack it's possible to ground the bash-plate without falling off but the standard light fuse will blow if you fit a 100/80 watt bulb and hold the main beam flasher on for more than a few seconds...

Story: Paul Blezard, Picas Blezard & Mondy

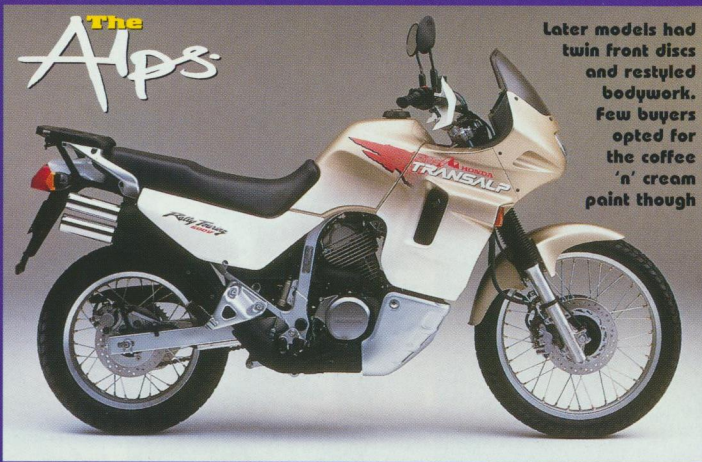
In January 1986 Honda's all new works NXR750 V-twins took victory in a much-troubled Paris-Dakar Rallye, with a decisive one-two for Cyril Neveu and Gilles Lalay. Nine months later the XL600V Transalp was launched at a high-class restaurant in Paris. It was strictly a 'leg over and make broom-broom noises' occasion and the beautifully photographed video

A few months later I learnt all about the Transalp's limits as a dirt bike when I rode 1000 miles in five days, back and forth across the top of the Pyrennees in the 1989 Raid Aneto. With a half decent set of tyres (Pirelli MT17s) I found it was possible to follow Honda XR's (big and small) if you really kept focused - and to cop a trip over the handlebars and smash the clocks and fairing mounts if you didn't. I also discovered that it pays to keep an eye on the Trannie's airfilter in dusty conditions (quelle surprise!), but don't expect the poxy plastic bashplate to withstand any kind of rocky going.

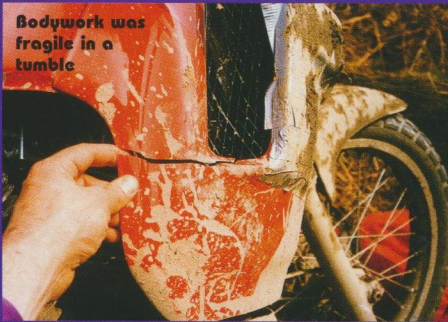
No doubt the arduous use to which I subjected my Transalp speeded up the process, but any early XL600V is prone to rim rotting on both wheels (replaced by Honda for free), overalling of the drum rear hub and bacon-slicer syndrome on the front disc. (I got through two discs in 30,000 miles).

In the early Nineties Honda finally fitted the rear disc the Transalp should have had in the first place when they gave the whole bike a subtle face-lift. This included new clocks and a subtle re-working of the front fairing shape which was supposed to improve protection from the elements but which also had the unfortunate side-effect of making the fairing more vulnerable. How do I know? Well... in Easter 1996 I had the mad idea of doing both the MCC's Land's End long distance trial and the Cambrian Rally on a showroom-stock Transalp in one crazy, white-knuckle, red-eyed, thousand mile weekend.

I actually did pretty damn well (if I say so myself), considering I used the standard Trail Wing tyres throughout. I 'cleaned' all but one of the Land's End sections and beat nearly half the entry in the Cambrian, but the lack of grip front and rear did cause me to have one minor spill in each event. Unfortunately the bike went down on the left hand side in the Land's End and on the right in the Cambrian and though I was barely moving on both occasions (and the damage looked minimal), it was actually enough to



Later models had twin front discs and restyled bodywork. Few buyers opted for the coffee 'n' cream paint though



Bodywork was fragile in a tumble

require the replacement not only of both side panels, but the central nose section and the radiator as well. The plastic bash plate was also smashed by a rock without me even knowing it.

I was damn glad that someone else picked up the four-figure tab for the damage and still

feel that there's something very odd about building a bike with off-road capability which is clad in fragile and expensive panels. It's even more ironic that Honda have pioneered the use of fairing-saving 'bumper bars' on their Pan European and Deauville roadbikes whereas the trailie doesn't even get crash-bars!

One thing Honda never got right on the old Transalp was the screen, but in my experience the taller aftermarket items could be worse than the original - providing more chest protection but adding deafening wind noise, even with ear plugs. In 1997 Honda finally added the second front disc that the Transalp could have done with all along although the obvious addition of a time-piece was strangely omitted.

So if you're looking for a secondhand Transalp that last MKIII version is the obvious one to go for if you can afford it, although even a well-looked after Mk1 could still provide a lot of riding pleasure. In fact I would have far fewer qualms about buying a high-mileage Transalp than I would most bikes, particularly air-cooled big singles. I only hope that the new Italian-built models prove to be as robust as their Japanese-made forbears.



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Used & Abused!

Words: John Rushworth. Pics: Si Melber & Geoff Waugh



CCM Buying Guide

Buying a secondhand CCM needn't be a problem as ex-CCM owner (and recently, part-time CCM employee) John Rushworth explains...

It's now nearly 30 years since Alan Clews (the founder of CCM) laid down his designs for a world beating British-built competition thumper based around an old BSA engine. From trials to scrambles, short circuit road racing, the TT, display teams, UK rallies and the Dakar, CCM have an enviable record for competition success, not to mention street cred in many disciplines.

It was Alan's son (and former British MX four-stroke champ) Austin, who oversaw the shift in design from twinshock MXer to the latter-day single shock MX, enduro and ultimately trail bikes which CCM now manufactures. With the more modern chassis came a switch to the electric-start Rotax motor (built in Austria by the Bombardier group that make Lear Jets) and the most recent history has seen the refinement of that bike under the guidance of current MD Peter Swift. With increased investment, improved production methods and new models and markets in the pipeline, CCM once again appear to be a thriving British manufacturer.

The Bikes

You could be forgiven for thinking that in the past you needed to be a lottery winner to afford a modern-day CCM. Back in late 1996 (the earliest bikes we consider here), the 350 and 604 were nudging five and half grand apiece and that was without such road going niceties as indicators or the optional Talon wheels. The '97 bikes distinguishable by their deep purple (Cadbury's?) frame colour featured a switch to 50mm Marzocchis - though 45mm Magnums were still available as a no cost option for those who preferred a more supple front end. The last of the 350s also rolled off the production line in 1997 - and of a total of about 100 bikes built, most ended up in America.

1998 saw the adoption of a striking new yellow and black colour scheme with that trick looking twin Acerbis headlight. Wider and beefier footpegs were fitted and a new UK made fuel tank made up the main changes. The RRP for the C27 604E Sport as it was now designated was £5875 - and that was without a street legal kit!

By 1999 however the 604E Sport had shed nearly a grand (at £4995) and better still the spec was improving all the time with the bikes now fully

street legal. The yellow colour scheme was still in place (though now with a light-grey frame) and a white & purple option offered. A superb set of 46mm Paiolis graced the front end together with an HP headlight and indicators, and a versatile rear rack. To my mind this is when the CCM Sport trail-bike really came of age.

In '99 CCM also offered a lowering kit. In fact this was a misnomer and was little more than backing off the preload on the White Power shock and inserting smaller pre-

load spacers in the Paiolis. That tended to compromise handling a little and putting the bike back to its proper settings and measuring free and race sag (which sets perfectly - unlike some Jap bikes) made the CCM one of the nicest handling trailies around. Much of this is down to the well proven chassis and long wheelbase - a full four inches longer than an XR400 for the numbers minded folk. What that means in the real world is a larger turning circle but excellent high speed stability particularly when sliding the back end out.

By the beginning of this year the 2000 models got re-worked and lowered suspension (and seat height) and a new grey colour scheme plus some detail changes to the frame for better oiling and ease of motor maintenance. A much needed improvement was the increased steering lock with a tank redesign (which also found its way onto some late '99 bikes). Also the 640 motor option arrived with a 100mm slug pushing power output to around 45 ponies at the rear wheel. Other than that (and a carb legacy problem from '99 - more of which later) the bikes since the C26 remain much the same, in fact one of the beauties of the CCM is that most newer parts can be retro-fitted to earlier models.

What then of the motive power? The engine is the well proven if slightly dated Rotax mill. This is a belt driven, SOHC, 597cc, air cooled, dry-sumped, four-valve motor, with a five speed gearbox. The



Muddy ruts are the CCM's Achilles heel

Rotax motor has a balance shaft and that all important leccy boot, though there is also a decompression lever and left-sided kickstart for the masochistic. Whilst the rugged Rotax motor does not have the 'designed-for-dirt' spec of some Jap powerplants - lacking such niceties as an easily accessible clutch, swift oil changes or the ability for slick full power clutchless gear shifts - it is nigh on bomb-proof and eminently tuneable. There's room for a battleship inside those crankcases and loads of meat to play with for bigger barrels and such.

In fact in race trim we've heard of titanium-valved, 675cc Rotax motors with 48mm carbs, total loss ignition and even a DOHC head! Claims of 80 ponies at the rear wheel would be possible. That's well up on the standard 37-40-ish horsepower (at the wheel) though it has to be said the CCM never seems particularly underpowered for a stock trailie.

The Rotax mill is built for those that give it military abuse - it works and goes well and there is plenty of life left in the beast yet. Good regular routine maintenance with oil and filter changes and cam belt replacement will see this motor run and run.

As for cycle parts, there are no bendy steel bars like those fitted to XRs. Renthals are fitted as standard and so it is with the rest of the cycle parts. Quality Talon wheels, Brembo brakes and suspension from WP and Paioli all add up to a very well specced package. Sure the seat fitting, electrics, lights, speedo etc are not up to Japanese spec, but you can forgive CCM that in the light of the overall 'don't need to spend a fortune bringing it up to trail spec' philosophy.

Living with it

As with most big bangers, the CCM is not a novices bike off-road. Having said that it makes a superb all round tool that most relative beginners can ride. This has been shown time and again with around 70 percent of those attending factory ride-outs being beginners or rather ex-road bikers to be. The CCM is no lightweight though and it favours the skilled or taller in stature, though the 2000-model bikes do help those a little shorter in the leg.

CCM's 604E also makes a fair ride to work tool too; the seat is relatively comfortable by dirt bike standards, fuel tank capacity is around the 3.3 gallon mark and fuel economy of 45+mpg on the road helps. And with its street legal MT21s and a top speed (subject to gearing) nudging the ton, the CCM can genuinely be considered the UK's definitive dualsport - aided by service intervals that are reasonably lengthy. This last fact is quite important since changing the oil on a CCM can be a fiddly process at the best of times - not to mention a lengthy one due to the system of oil routing to and from the dry-sumped mill.

But if there is a real bugbear with the CCM it's



the noise they produce. A noisy bike is a visible bike and it's fair to say that in the past the factory has been more concerned with performance than adequate silencing. A loud bike may sound exciting but believe us when we say that living with it for any period of time is quite literally a headache. Fortunately as the factory move to fully homologated bikes for sale in other markets, a consequence will be a quieter intake/exhaust option which will become available for older models.

Other niggles that you don't get with truly mass produced bikes are small inter-model changes: little improvements within a model year due to finding a better way of doing things or using say a different supplier for plastics or decals (for example). That isn't necessarily a bad thing, but it does make it trickier for the would-be purchaser to ascertain exactly what is fitted to what model.

Realistically then you should find little to seriously complain about owning and living with a CCM. Sure there are the (all to frequently) blown headlight and tail-light bulbs and non Jap standard electrics that can complain from water ingress, but you have to remember that CCM is a specialist manufacturer and does not have the huge R&D resources for vibration/frequency tests on lighting equipment and such. It's a bit like how owning a Ducati in the early eighties used to be - rewarding and just occasionally frustrating at the same time.

CCM Buying Guide

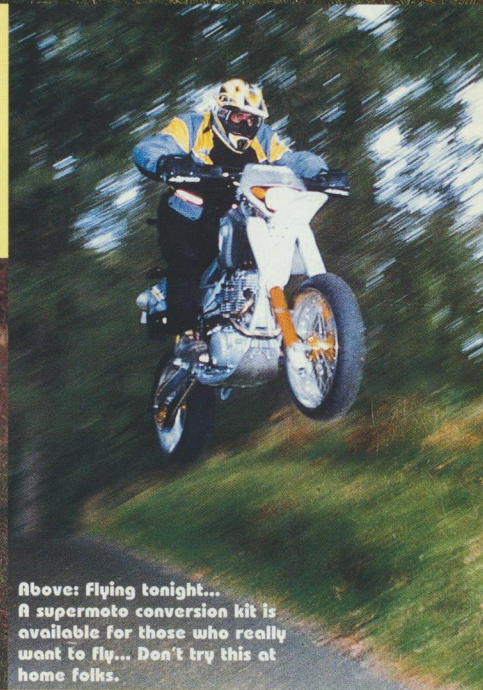


The 350cc version was actually a lot more manageable on slippery trails, but few people (outside the US) wanted them. The factory stopped building 350s when the supply of engines dried up in 1997

Left: On its home ground of rocky trails there are few bikes which can match the CCM's blend of thumping good fun...



By late 1996, the CCM had begun its progression from enduro bike to trailie. This early '97 model had no indicators, lights or proper silencing - but it did feature a rear fender bag!



Above: Flying tonight... A supermoto conversion kit is available for those who really want to fly... Don't try this at home folks.

If you can live with these niggles then you'll be more than delighted when you discover the superior limits of handling and suspension that the CCM offers. Add to that the range of options including supermoto wheels and big bore kits - and you can see how you can tailor a bike for your own individual requirements.

What goes Wrong!

Sadly for CCM a string of high-profile carb-slide failures on the '99 bikes came at about the same time as the company was really starting to get estab-

lished, and slightly tarnished an otherwise excellent reputation for reliability. The problem was this: in certain circumstances a part of the 39mm VH5B Dell'Orto slide could break away and get sucked into the motor. In some cases this caused heart stopping moments as the throttle stuck open, while in others it brought about some major engine damage as the broken slide made its way into the combustion chamber.

It's never really been fully established whether this was down to a batch of faulty slides (as the factory claim), whether the proximity of the carburettor

to the rear shock mount meant that the carb suffered from vibration or whether excessive carb-slide chatter (causing work hardening of the slide) was the cause. Whatever it was, the factory offered to replace the faulty slides (in some cases more than once) and recalled all bikes built between Jan - Oct '99 in order to replace the carbs with a new round-slide design. The adoption of the new (PHM40) carb along with a shorter inlet stub gave better carb to frame clearance and to CCM's credit they have sorted any consequent engine damage to customers machines, as well as retro fitting the new carb to all affected bikes - helping to restore customer confidence.

The upshot of all this is that before buying secondhand you should check to see whether the bike you're looking at has the new PHM40 carb fitted (if it's a '99 model or younger - older bikes aren't affected). The factory are certain that virtually all bikes should have been modified by now, but it's just possible that one or two machines slipped through the net.

Buying One

Carb problems aside, the CCM has a reputation for unburstable reliability and there are no specific problems with them other than those which would affect any secondhand machine which has spent much of its life up to its axles in dirt and water. Look out for play in the swing-arm bearings, head bearings and wheel bearings, and check to see whether all electrical components are functioning correctly. Starting a CCM usually requires a few pushes of the button with full choke and a closed throttle - if the starter turns but the engine is reluctant to fire, then there's something amiss.

Notwithstanding enquiries about what sort of life the bike has led, the main thing to look for are its history and servicing schedule. These bikes are designed to be used off-road so don't expect them to be scratch free but do check things like chain guides for wear as these may give a clue as to whether the mileage is genuine or not. Mileages may vary, as speedo drives fitted are not the best design in the world, and some ex-rideout bikes are known to have taken a bit of a hammering. If you have the option it would also seem to make sense to look for a later model with more road going niceties and the increased steering lock that a good trail bike requires. This should not dissuade you from going for an earlier model if the price is right, as CCM spares are relatively cheap by comparison and most if not all parts can be retro fitted. Some enquiry about VIN number sequences (if you have a choice of two bikes of the same year) may well ensure you get any later detail changes.

Other things to look for are changes of material for say the bottom mudflap bracket near the shock. Later ones are stainless steel rather than corrosive

bright metal plated. As CCM continually improve detail you'll begin to find more stainless and non corrosive materials on the bikes and this would appear to be a policy for the future and it's this sort of detail that creeps in rather than one that is announced with new models. Some will also notice an aesthetically pleasing heat shield on later model exhaust headers. Looks are all very well, but the price of burnt leggings soon has you wishing for a less pretty but more effective design.

CCMs are priced according to the quality of components they use so don't expect to pick one up for the cost of an old DR350. Nevertheless residual prices for older bikes aren't ridiculous and tend to range from just over two grand (for a late '96 model) to about four thousand for a pre-2000 bike with this year's machine fetching around the £4250 mark secondhand. All this is subject to anything that warrants a discount beyond fair wear and tear, though if you're purchasing from a dealer expect to pay a little more for the peace of mind that comes with a warranty.

There should be no particular premium for secondhand bikes fitted with the bigger 640 motor as although they feel nicer on the road, they're more of a handful on the trail. One final point, because new CCMs are always in short supply, dealers won't discount them. That means there's virtually never any dispute over what the original owner paid as there's no such thing as parallel CCMs.

Conclusion

As the true and definitive big-bore dualsport that is built for what the UK customer wants (something that handles and goes well both on and off-road), the CCM is hard to beat. It outhandles most other trailbikes of its size (particularly in fast or hard-pack going), has a relatively feisty motor, and the benefit of easy starting. It also has top quality suspension, superb componentry, a comfortable seat, decent range and a host of factory accessories available.

But like all big bikes it's off-road ability is affected by its relative girth and mass. And while the CCM is undoubtedly one of the most capable and enjoyable big trailies to ride on the dirt, just don't expect to be able to throw it around like you would an XR400R.

As a bike on which to take to the trails at the weekend, then simply wash down and ride to work the next day, the CCM makes an interesting alternative to the usual XR600, KLX650 or even KTM or Husky these days. It's better specified than all these bikes yet has the simplicity of a bullet-proof, air-cooled motor.

There's no doubt that a British-built bike like the CCM won't appeal to everyone, but for those who value quality, integrity and individuality over tireless efficiency, then the 604E Sport may be just the ticket.

Used & Abused



Main pic: Blezaviates the 'Lancastrian Land-Rover' over one of the special test jumps in the Hafren Rally. Inset: The quality of CCM kit is beyond reproach...

CCM Buying Guide



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- 6** Gas Gas Pampera mk1, XT225W Serow, Rough Guide: Yorkshire Dales, Rokon 340RT, '87 KTM250 pt1, Readers Bikes, Trail Tales.
- 7** '96 XR400R, Beginners Guide: getting started, '87 KTM250 pt2, Dakar preview, Overland desert prep pt1, Readers Bikes, Trail Tales, Poster.
- 8** CR250XC, Calendar of events, Trail riding holidays, Aprilia RX125, Beginners Guide: choosing a bike, Overland desert prep pt2, Cagiva Canyon, Rough Guide: Exmoor, Trail Tales.
- 19** Rant, Riding Techniques, Dakar Preview, CCM Dakar preparations, Stephane Peterhansel profile, How to go Hillclimbing, Staff Bikes: XR6 & CRM & Cagiva Ele 900ie, Readers stories: Algeria, Rough Guide pt2: Peak District, Poster.
- 22** Rally TT600, Le Touquet, Reader's story, Gilles Lalay, British Enduro Squad training, Technical: Fork Servicing, PE250 retrospective, Rough Guide: Cornwall.
- 23** Rant, Burgundy Raid, '97 KTM 400SC v XR400R, Deacon's Dakar, Breckland Enduro, Cambrian Rally, Technical: Wheel Bearings, Rough Guide: Quantock Hills.
- 24** DR250 Djebel, Derbi Senda 50 v Rieju RR50, Isca Enduro, '97 XRV750, Trail Tales, Paul Edmondson profile, Staff Bikes: XR4, Van test: Scudo.
- 26** Rant, BMW Rallye F680, Supermotos TE610 & KLX650, ISDE, Our riding kit pt1, Melville & Rhayader

- Enduros, Rough Guide: Berkshire.
- 27** Gas Gas Pampera mk2, Our riding kit pt2, XR600R makeover, Australian trailriding, World & European Enduro round-up, Staff Bikes: XR4 & Cagiva Ele 900ie, Rough Guide: Kent.
- 31** Yamaha TT225, Mettett supermoto, UAE Desert Challenge, Receiving a desert rallye, Richard Schalber (BMW) interview, Riding technique: Whoops, Lands End - J O'Groats by Serow pt2.
- 32** Bumper Issue, DT230 Lanza v DT200WR, Andorran trail holiday, Riding technique: tight turns, Battle of the Kings, Staff Bikes: XRV650 & XR6, Our riding kit pt4, Armstrong/Harley 350, Trail Tales.
- 33** Stickers, '98 XR400R v KLX300R, Round Australia trip, KTM 125LC2 v Rieju RR125, Goggles review, Dakar '98, Gearing explained, Rough Guide: Picos mts.
- 34** Rant, '98 KTM 200EXC, Enduro School, Honda SL230, Trail Web-sites, Le Touquet, Breckland Enduro, Dirt bike phsics, Paul Edmondson interview.
- 35** Rant, KTM 640LC4 launch test, Cambrian Rally, Gilles Lalay, XR630 Supermoto, Readers bikes: Matchless enduro, Wyegate Trial, Trailbikes & the Law - road legality, Rights of Passage, Staff Bikes: XR4 & Husaberg FE501E & XR6.
- 36** Yamaha WR400F, Rallye Tunisie, Cagiva Ele 944, Kneepads review, Staff Bikes: Husa FE501E, XRV650, Technical: Wiring, Isca & Beacons Enduros, Kneebraces,

Overland Africa.

- 37** Rant, Monnier XR440, Pencarreg Rally, Yamaha TT600R, Serow v Super Sherpa, Technical: Tools, Overland Libya, CR250XC, Atlas Rally & Richard Saint interview.
- 38** Rant, Husky TE610E trail, Bikes of the future, Isle of Man trail riding, KTM Adventure, Yamaha DT250 retrospective, Scotland World Enduro, Welsh Two-Day, Two-Day history, Berwyn Bash, KTM 620 Supermoto.
- 40** Gas Gas EC200 v KDX220 v KTM 200EXC, Cagiva Gran Canyon, How to ride a raid, Riding technique: Uphills, Armstrong MT662 Supermoto, Technical: Airfilters, Natterjack Enduro.
- 41** '99 TM125 & 250 Quick spin, Vertemati V492, '98 - The year in pics, Pull-out calendar, Cagiva 125W8, Highland 950 Outback, Hafren Rally.
- 42** Rant, Husky TE410 enduro Quick spin, On Any Sunday, XR250S v TT250R Quick spin, MuZ 660 Baghira in Eire pt1, ISDE, Buying Guide: DR350, Enduro School: Ady Smith, UAE Desert Challenge, Tunisie Recce.
- 43** Bumper Issue, Dakar Rallye, Guidon d'Or, Supermoto retrospective, Honda CRE250, Malaysia Rainforest Challenge, Rough Guide: SW Wilts, Winter Riding, Reader's bike: CRM250CR, MuZ 660 Baghira in Eire pt2, Two Wheel Drive & 2x2 retrospective.
- 44** Off Road Experience - Leics, KTM 540SXC Quick spin, KLR250 secondhand test, '99 CCM 604E, Staff Bikes: TM250E & KTM 200EXC, Rough Guide: Mid Wales, Paul Edmondson interview, French road rallies pt1 Monte Carlo.
- 45** Breckland Enduro, '99 KLX300R & KLX300 special, Africa Overland pt1, Honda CRM250AR, Technical: Set-up, Staff Bikes: CRM250CR & XR6 & LC2, Husky TE410E trail Quick spin, French road rallies pt2 Francilien.
- 46** KTM 200EGS, Wyegate Trial on a BMW F650, How to start riding Enduros, Technical: Clutches, Riding technique: Downhills, Staff Bikes: CRM250CR & TM250E, KTM 300EXC & Buying Guide, Shane Watts Profile.
- 47** Bridgestone Tyre Launch, 400cc Shootout, XR v WR v KTM, Morvan Raid, Riding technique: Cornering, Reader's bike: WR400F, World Enduro: Rhayader, Isca Enduro, Gilles Lalay winning CR250, Tunisie - Patsy Quick, How to start riding UK Rallies.
- 48** Honda XR280, History of the World: MZ Six Days, The Making of the Virgin Commercial, Riding technique: Tight Trees, XR400R aftermarket shocks shootout, Overland to S Africa pt2, Reader's bike: XR440SM.
- 49** KTM 125EXC v TM 125E, History of the World: Bultaco Matador, Rough Guide: Sussex, Gas Gas EC300, Staff Bikes: CRM250CR & Husa FE501E & TM250E, Kaw D-Tracker, TBM's Welsh Two Day, Cambrian Rally.
- 50** Rant, Y2k Husabergs, Alfer VR250, Master Rallye, Classic: Honda SL125 & XL175, Fast Eddy GNCC, KTM 640 LC4 to Cambrian Rally, Bluffer's Guide to Scrutineering, World Enduro Champs round-up, Reader's bike: RM250 Supermoto.
- 51** '99 Gas Gas EC200, X-Tracks report, Y2k CCM 604E & 640E, Torridge Enduro, Aus Safari & Safari Heroes, Trials School, Hafren Rally, Staff Bikes: KTM 200EGS.
- 52** Rant, Y2k KTM 400 & 520EXC launch test, History of the World: ISDT Cheney Triumph, Technical: Carbs pt1, Husky TE610E to Eire for Clare Nav Run, Buying Guide: XR400R, Staff Bikes: CRM250CR & XR6, ISDE, Matchless 350.
- 55** Doing The Rounds, TW125 v XLR125, Long Distance Trials, Seven Hour Endurance: KLX300R, Desert Rallies: Everything you need to know, Staff Bikes: XRV750 & KTM 125EXC & KTM 125LC2, Themed Trail Rides: Rivington Country Park, Technical Topical Tips: Oil changes, Used & Abused: XR600R buying guide, Suzuki DR-Z400S launch test.

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Yamaha XT350, 1993, M-reg, MoT, £1900 ono; also **Armstrong** MT500, 1986, C-reg, MoT, inc some spares, £850. Tel Alex on 0148 235 1381 (Hull)

Kawasaki KMX200, green, 1988, 7400m, super cond, brilliant on & off road, ideal learner, 33 bhp, spare knobby tyre and wheel, reluctant sale, £1150. Tel Nick on (mobile) 0802 797414 or leave message on 0191 522 3457 (Tyne & Wear)

Honda XR600R, 1998 model, late R-reg, less than 2000m, used occasionally as commuter, exc standard cond, Renthals, £2900 ono or p/x for Honda Firestorm. Tel Julian on 0175 284 7021 (Cornwall)

Honda XR600, R-reg, Barkbusters, Hot Tip, Renthals bars, Acerbis rear mudguard, lowering kit, immac cond, £2750 ovno. Tel Tom on 0181 856 0312 (Kent)

Yamaha XTZ750, 1990, good cond, Devil end can, very reliable, £950 ovno. Tel 0114 249 7590 (Sheffield)

Yamaha PW80, red & white, exc cond, £495; also Honda XR200 wanted, early model preferred, anything considered, will pay good price. Tel Andy on 0170 546 1867 (Hants)

Honda MTX125R, red, 1992, K-reg, T&T, 12,000m, vgc, £995 ono. Tel Robin on 0169 165 8447 (Shropshire)

Honda CRM-1 250, white/orange, T&T, above avge cond, ready to ride, £1350. Tel Andy on 0238 046 4632 (Hants)

Honda XR400RW, 1998, exc cond, new tyres & bearings, c+s, £2650 ono. Tel 0175 284 3756 (Cornwall)

Suzuki DR385, elec start, loads of goodies plus originals, exc laner, bit of a 'bitsa', full spec available, £950 ono. Tel Les on 0173 778 0247 (Surrey)

Honda XR250, F-reg, T&T, progressive springs f+r, vgc, £950; also Suzuki DR350, K-reg, T&T, many extras, vgc, £1550. Tel 0181 979 3497 (Surrey)

Kawasaki KX250 enduro, 1989, MoT, new f/r suspension, full engine rebuild, registered, new bearings, guards, Renthals, O-ring, £750 ono. Tel Ainsley (eves) on 0160 873 0026 (Oxon)

Yamaha DT200WR, 1991, T&T, fast & reliable, £1400 ono or swap for TDR250. Tel Chris (before 6 pm or w/ends) on 0127 066 5649 (Cheshire)

Yamaha TTR250, 1998, S-reg, X-ring chain, Renthals,

Acerbis handguards and headlights, CRD pipe + original, vgc, £2600 ono. Tel Barry on 0793 906 4881 or 0189 283 8139 (Kent)

Honda CRM250 Mk3, 1995, T&T, 1300km, Renthals, Acerbis, full DEP exhaust plus standard, c+s, tyres, superb cond, £2200 or may p/x for KTM200EGS. Tel Chris on 0132 222 7451 (Kent)

2 x Honda 'SEX' R440s, 1999 (S) and 1998 (R), all accessories, enduro plus original tyres, greenlane only, possible sale supermoto wheels & tyres 440, full White Bros upgrade, many spares, each £3000 ono. Tel Adam on 0370 423999 (W Yorks)

Yamaha DT250, T&T, less than 8000m from new, first reg 1980, great buy to get trailing on, £500. Tel Bob on 0186 576 2226 (Oxon)

Yamaha WR400F, Oct 199, UK bike, Renthals, digital speedo, braided hoses, 10 hours only, £3200. Tel Bob on 0142 872 7355 (Hants)

Honda CRM250 Mk1, stolen/recovered, some bits missing, can't be bothered to rebuild, make me an offer, or may break. Tel Andy on 0148 327 5392 (Surrey)

Suzuki RMX250, 1995, S-reg, trail bike version, T&T, 11,000km, RSV pipe and silencer, Renthals, Brushguards, new chain, £1700. Tel Richard on 0143 886 9407 (Herts)

Honda CRM250 Mk1, T&T, Renthals, Brushguards, RSV silencer, good order, £1400. Tel 'Throbber' on 0192 083 0787 or 0370 937031 (Herts)

Aprilia Pegaso 650, black, 1996, P-reg, T&T, exc cond, new tyres, Scottoiler, £1950. Tel Chris on 0143 886 1024 (Herts)

Honda XR400, T-reg, 3500km, exc cond, road use only, £3200 ono. Tel James on 0114 284 6062 (S Yorks)

Honda CR500, J-reg, MoT, road legal, MT21s, immac, plus spares, price reflects cond, £1400 ono or p/x for XR600, CRM250 plus cash either way, why. Tel David on 0208 952 0177 (Middx)

Honda XR400, P-reg, exc cond, usual extras, £2650 or swap for KTM200, KDX220, must be in exc cond. Tel Dave on 0193 542 8973 (Somerset)

Kawasaki KDX125SR, blue, H-reg, MoT, 8000 road miles, Autolube, £850 ono. Tel Chris on 0188 424 2418 (Devon)

Honda CRM Mk2, J-reg, T&T, owned for last two years, exc cond, £1750 ono. Tel Tim on 0176 147 0359 (Bath)

Suzuki DR350S, J-reg, MoT, low miles, never raced, sensible mods, factory manuals, some spares, one mature owner, £1300 ono. Tel Richard on 0145 272 0183 (Glos)

Honda CRM250 Mk2, 1993, T&T, vgc, green lane use only, £1700 ono. Tel 0127 458 0496 (W Yorks)

Honda CR250, 1998 model, enduro spec, MoT, fully road legal, tons of upgraded parts inc Pro-Racing lighting, lovely cond, £2300. Tel 0181 241 4222 (Surrey)

Suzuki DR400S, 1980, T&T, vgc, recent parts, £650 ono. Tel Simon on 0153 026 3375 (Leics)

Yamaha XT350, 1994, T&T, 8000m, Micron + standard, vgc, Datatag, new tyres, '520' c+s plus standard, handguards, £1750 ono. Tel Dave on 0208 640 8540 or 0385 960051 (Surrey)

Yamaha XT225 Serow, elec start, 1993, T&T, 1500km,

heated grips, Datatagged, exc cond, £1850 ono. Tel Angela on 0150 685 8069 (W Lothian)

Honda XR400RW, 1998, R-reg, immac cond, 1400km, one owner, never raced, mainly road use, alloy handlebars, well maintained, £2900. Tel Andy on 0147 383 3534 (Suffolk)

Honda MTX125R, red, 1992, K-reg, T&T, 12,000m, vgc, learner legal, £950 ono. Tel Robin on 0169 165 8447 (Salop)

KTM 620LC4, kick start model, Jan 1997, T&T, 11,000km, one owner, 95% road use, Renthals, Acerbis handguards, £2000. Tel Ian on 0181 876 8140 (SW London)

Honda CRM250 Mk2, white & blue, rebuilt shock, fork seals, renthals, O-ring, new bearings, vgc, £1650. Tel Rob on 0178 276 3637 (Staffs)

Yamaha XTZ660, 1991, H-reg, T&T, Scottoiler, choice of exhausts, Dynojetted, O-ring, many spares inc new CDI, £1200; **Honda** XR280, 1997, P-reg, good cond, low mileage, reliable, competitive & economical, 4 hr enduro without refuelling, £1800; also **Honda** XR250, 1984, used only for enduros, reliable, competitive & economical, ready to go, £500. Tel 0123 440 3234 (Bedford)

Suzuki DR350S, blue/white, 1994, L-reg, only 1600m, exc cond, new MT21s, rental handlebars, road use only, £1950 ono. Tel Dan on 0198 125 0196 (Hereford)

Kawasaki KL650 Tengai, 1991, T&T, 13,500m, road use only, exc cond, maintained to high standard, £1350 ovno. Tel Tim on 0190 572 4646 (Worcs)

BMW R1100GS, red, 1995, M-reg, h/grips, p/frames, 8000m only, vgc, £4950; also **Suzuki** DR250 Djebel, elec start, 1996, digital speedo, immac, £1900 ovno. Tel Andrew on 0158 076 1003 (Kent)

Honda XLR250 Baja, 1992, J-reg, T&T, 18,000km, vgc, enduro headlight, recent c+s, £1350. Tel Richard on 0173 082 1068 (W Sussex)

Yamaha DT200WR, T&T, bushguards, skidplate, frame guards, DEP pipe + original, well maintained, mature owner, recent piston, clutch basket, tyre, genuine reason for sale, £1395. Tel Bill on 0128 070 3667 (Northants)

Suzuki DR200 enduro, T&T, loads of spares inc car rack, tyres, chain, sprockets, plastics, exc cond, £950 ono. Tel Darren on 0179 342 3083 (Wilts)

Yamaha PW80, 1998, as new, semi automatic, suit 7-10 year old, £900. Tel Brian on 0159 784 0246 (Mid-Wales)

Kawasaki KLX300R, 1998, S-reg, Renthals, Barkbusters, trail ridden, easy to ride, workshop manual, £2550 ono. Tel Nick on 0195 957 2713 (Kent)

Honda XR200RW, 1998, unused, reg'd May '98, as new, no lights, 11m only, quick sale wanted, hence £2000. Tel Nigel on (mobile) 0793 274 5280 or 0190 822 2818 (Bucks)

Kawasaki KDX200E1, 1989, T&T, workshop manual, respoked wheels, Renthals, handguards, UFO headlamp, otherwise standard, recent piston + rings, good motor, £1080; also **Suzuki** DR350, 1992, trail version, renthals & handguards, otherwise standard, £1450. Tel Tom on (mobile) 0777 355 4298 (Northants)

Honda CR250 enduro, 1993, J-reg, vgc, well maintained, new X-ring c+s, mainly trail use, generator-powered lights, £1250. Tel 0137 346 3253 (Somerset)

Yamaha XT600, k/s only, MoT, 46,000m, reliable, Acerbis plastics, rebuilt shock, centre stand, 29ltr tank, clean, loved, straight but tatty, £875. Tel Andy on 0797 953 7821 (Somerset)

CCM 604E, yellow & black, 1999, vgc, one enduro only, too fast & powerful for owner, giveaway, £4000 ono. Tel Phil on 0195 240 1936 (Shropshire)

Vertemati enduro, 1999, road reg'd, immac, £2900. Tel Mark on 0181 672 6688 (London)

Yamaha IT175, 1983, J-reg, immac cond, £850 ono. Tel Martin on 0135 465 7949 (Cams)

Kawasaki KLX300R, 1999, taxed, road legal parts fitted, new tyres, CRD exhaust, spares kit, light trail use only, £2800 ono or possibly p/x. Tel Al on 0162 362 6344 (Notts)

Yamaha 225 Serow, elec start, 1992, J-reg, T&T, new tyres, low mileage, mint cond, mainly road use, £1550 ono. Tel Anna on 0162 381 2591 (Notts)

Yamaha WR200 enduro, 1994, M-reg, T&T, Barkbusters, bashplate, frame guards, Renthals, Michelin, Pro-Circuit silencer, powder coated frame, spares, good cond, £1550 ono. Tel Andy on 0152 930 6970 (Lincs)

Yamaha TT600E Belgarda, import, 1999, 1000km, Renthals bars, handguards, Lazer Pro-Duro pipe, nice bike, worth £3000. Tel Tim on 0123 285 1448 (N/Ireland)

CCM 604 Sport, yellow/white, Oct 1999, 450m, mint cond, £4200 ono. Tel Andy on 0797 463 2312 or 0152 787 6546 (W Mids)

Honda XL600, C-reg, T&T, £850 ono. Tel Robin on 0174 785 5039 (Dorset)

Honda CR250, enduro spec, 1992, exc, lights, weighted flywheel, Pro-valve suspension, Wiseco piston, polished swingarm etc, race or road legal, £980. Tel Gavin on 0173 636 8560 (Cornwall)

Honda CRM250, F-reg, T&T, 9000km, handguards, sump guard, DEP pipe, disc guard wide pegs, good cond, £1250. Tel 0176 678 0853 (Gwynedd)

CCM 350, elec start, enduro spec, 1997, R-reg, vgc, sounds brill, £2695. Tel Howard on 0165 470 2393 (Powys)

Kawasaki KMX200, MoT, 15,000m, exc cond, Brush guards, DEP exhaust, new tyres & brakes, Goodrich brake hoses, £995. Tel Terry on 0793 134 8509 (W Mids)

KTM 620LC4, white, June 1997, taxed, 4.5k miles, never been off road, immac, original cond, £2650. Tel 0207 935 2877 (London)

Kawasaki KDX250, trail model, 1992, J-reg, T&T, Autolube, Acerbis, Pro h/guards, Renthals, O-ring, used forks, well maintained, exc starter bike, £1550 ono. Tel Steve on 0124 623 0053 (Derbys)

Kawasaki KX250, 1990, recent bottom end rebuild, black P/C frame, new c+s, f disc + pads, r pads, clutch, recent plastics, graphics & cover, gadget guards, Rental bars, lots of spares, good cond, £1095 ono. Tel Edd on 0152 279 3853 (Lincoln)

Honda CRM250 Mk1, F-reg, T&T, recent professional engine rebuild, loads of extras, green lane use, £1400 ono. Tel Rob on 0133 255 3422 (Derbys)

Suzuki DR250ES, elec start, grey/black colour scheme,

FREE CLASSIFIEDS

MoT, 10,000km, ride-height suspension, trials tyres, handguards, bargain at £1400. Tel Paul on 0187 383 2407 (Monmouthshire)

Suzuki DR350, elec start, 1995, M-reg, 12,000m, getting too heavy for this mature rider, swap for lighter elec start bike, LC2? Tel Martin on 0238 027 5502 (Hants)

KTM LC125, elec start, V-reg, Autolube, under 1000km, as new cond, mature owner, very worthy bike, only used for work, £1845 ovno. Tel 0162 340 0878 (Notts)

Honda XR400RW, Jan 1998, 4000km, CRD exhaust + bash plate, Renthals, handguards, twin headlamp, exc cond, one mature owner, well maintained, £2950. Tel Ian on 0179 372 4572 (Wilts)

KTM 250SX, 1997, mint cond, hardly used, p/x swap for KDX200/250. Tel John on 0190 822 5341 (Bucks)

Honda CRM250 Mk2, 1994, MoT, 8000m, FMF Fatboy exhaust plus original, exc green laner, £1500 ono. Tel Martin on (mobile) 0781 809 8576 or 0130 578 0246 (Dorset)

Yamaha PW50, old but works well, recent re-bore, suit age 4 - 7 years, £300 ono. Tel Trevor on 01753 710807 (Bucks)

Honda XR80R, 1987, good cond, suit 9 - 14 years, some new parts and spares, £675 ono. Tel Trevor on 01753 710807 (Bucks)

Honda XR400RW, R-reg, 4000m, hand guards, new rear tyre, C&S, pads, graphics, good cond, £2650 ono. Tel A Brugge on 01243 555633 (Sussex)

Husky TE350, 1994, T&T, new piston, some tools, substantially reconditioned, lots spent, have receipts. Tel Stephen on 01371 876488 (Essex)

Husqvarna TE610E, W-Reg, bought March 2000, 600km, never taken off road, completely original, full warranty, house purchase forces reluctant sale, £3700 ono. Tel Chris on 0161 628 9143 (Oldham) or 0779 080 7658 (mobile)

Yamaha TTR250, 1994, 1200 miles, MoT, excellent cond, light trail use only, £2100. Tel Kevin on 01443 226 261 (Mid Glamorgan)

Bultaco 350T, 1980, excellent cond, rebuilt, new Falcon shocks, all receipts, some spares, V5 and manuals, £750. Tel James on 01423 521 554 (N Yorks.)

Honda CRM250AR, Oct '99, V-reg, purple/white, full DEP exhaust, sump frame, disc and hand guards, new knobbles, 2300km, absolutely immaculate, £3650. Tel Andy on 07773 449 964 (West Mids.)

Yamaha XT500, 1978, many recent parts, needs MoT, radical face-lift, v. reliable, no space in garage forces sale, £600 ono. Tel Mr Hunt on 01284 749 349 (Suffolk)

Kawasaki KDX125SR, unrestricted, 1991, green, MoT, sorted for green laning, funduros etc, DEP pipe, G/ridge, plus more, excellent cond, £950. Tel Ian on 01344 487 838 (Berks)

Honda CRM250, G-reg, good cond, Tax & MoT, £1450 ono. Tel Stuart on 01229 869 673 (Cumbria)

Honda SLR650, R-reg, excellent cond, 800m, £2400 ovno or swap for XR400 or DR350. Tel Adrian on 01476 407 463 (Lincs)

BMW F650, Funduro, R-reg, 1998, BMW fsh, 12,000m, Datatag, alarm, Scottolier etc, taxed, £3225 ono. Tel Don

on 01257 263 137 (Lancs)

Kawasaki KLR225, L-reg, T&T, Renthals bars, hand guards, O ring chain, well maintained, £1200 ono. Tel G Bennett on 01608 811 205 (Oxon)

Honda CRM250AR, '97/P, 4800km, T&T, Renthals, all guards, Mugen head and CDI, absolutely mint, v. little use, reluctant sale, £2995. Tel Dean on 01298 812 926 (Derby)

Kawasaki KLR650, Tengai, H-reg, 11,000miles, excellent cond, fsh, new tyres, taxed and MoT, house move forces sale, hence only £1100 ono. Tel Jeremy on 01949 860 609 (Leics.)

Kawasaki KDX200, 1991, H-reg, vgc, T&T, well maintained, two new power valves, new swingarm bearings, usd forks, £850. Tel Craig on 0161 905 2737 (Manchester)

Yamaha WR200, 1992, tuned barrel, spes exhaust, s/s fasteners, spare wheels, inc discs and MT21s, handguards, £1500. Tel C Longden on 0114 266 8288 (Sheffield) or 0468 445 473 (mobile)

Suzuki DR350S, 1999, S-reg, Pirelli MT21s, new Renthals O ring chain sprockets, excellent cond, electric start, taxed, £2400. ono Tel Philip on 01253 472 807 (Lancs)

Yamaha XT350, 1993, Q-reg, vgc, reliable all rounder, £1200. Ono. Tel Shaun on 01252 658 911 (Surrey)

Husky WR250, 1984, Y-reg, MoT, Acerbis plastics, Ohlins, little used, spare tank etc, £500 ono. p/x 125cc for learning purposes. Tel Richard on 01258 473 421 (Dorset)

Honda CR250, 1991, Ohlins shock, racing pipe, new plastics, new piston and rings, tidy bike, £800. Tel Glen on 0973 951 352 (Staffs)

Yamaha XT600 Tenere, electric/kick start model, full MoT, c&s, serviced, D-reg, 12,000m, good cond, £1095 ono. Tel Colin on 01942 706 822 (Wigan)

Honda XR250, 1998 S-reg, import, 1800km, trail use only, Werx graphics, excellent condition, £2250 ono. Tel Dean on 01933 318 992 (Northants)

Cagiva 900ie, lucky explorer, 1990, 37,000km, excellent original cond, £2800 ono. Tel Angus on 01953 888 279 (Norfolk)

Kawasaki KLX250, trail bike, 94-M, T&T, new tyres/chains, superb cond, trail use only, sold with lift up maintenance stand. Tel P Greenslade on 0973 349 960 (W Sussex)

Honda XR400 Supermoto, S-reg, excellent cond, with off road wheels and many extras, £3450, swap p/x road bike Hornet CBR600. Tel Ray on 0191 264 8175 h or 499 0984 w (Tyne & Wear)

Husky WR250, 98 model, new Jan '99, Regd 750km only, excellent cond, some spares, no time wasters, £2600. Tel N Manuel on 01252 319 720 (Hants)

Suzuki DR350SEX BLK, Sept '99 V-reg, 1300m, DEP pipe, brushguards, Renthals, green lane use, recent service, very tidy £2750. Tel John on 01474 709889 (Kent) or 0378 999100 (mobile)

Suzuki DR350S Trail, good clean bike, MoT, Renthals bars, rear MT21, 14,500m, £1275. no offers Tel Tim on 01384 442 596 (W Mids)

Kawasaki KDX200SR, green, G-reg, MoT, tax, vgc, street

use only, new tyres fitted, £1495. Tel Robert on 0181 502 5279 (Essex)

Honda XR250, 1995, M-reg, new chain sprockets, Renthals, excellent cond, T&T, 11,500kms, £1895. Tel R Harrison on 01454 260 297 (Glos)

Suzuki RMX250S, tax and MoT, excellent cond, nothing to spend on it, first to see will buy, spare road tyres, £1600. ono. Tel J Kendall on 0117 949 2821 (Bristol)

Honda XL500S, good cond, 1980, red, reason for sale hardly used, garaged, 20284m, £900. Tel R Harris on 0117 942 3578 (Avon)

Honda 125MTX, L-reg, 11300m, good cond, fsh, MoT August, serviced recently, £1000 ono. Tel P Williamson on 01782 61655 (Staffs)

Yamaha YZ400, Dec '99, two enduros, road reg'd, spares kit, p/x XR400 same year. Tel J Wenborn on 0771 508 5843 (Oxford)

Honda CRM250 MK2, red & white, vgc, very low mileage, wing mirrors, tool kit, running perfect, £1650. Tel Jason on 0181 591 9904 (Essex)

Suzuki RMX250S, K-reg, 6450km, newish tyres, serviced 150ks ago, Renthals, handguards, new DEP silencer, MoT, tax, fantastic ride, Tel Neil on 01992 586 988 (Herts)

Suzuki RMX250, K-reg, good cond, bashplate, new tyres, proflex shock, T&T, £1350. Tel D Boyden on 01476 408 650 (Lincs)

Kawasaki KLX650, Oct '94, T&T 4500m, vgc, Acerbis extras, Renthals. £2150. ovno. Tel Kevin on 01604 862 549 (Northants)

Suzuki DR350, R-reg, 3000m, still under manufacturers warranty, green lane use only, bargain £2395 ono. Tel Edward on 0113 2665838 (Yorks) Eves

Yamaha TTR250, July 1998, R-reg, never been off road, only 700km from new, bike in immaculate cond, £2950. Tel Paul on 01483 539 030 (Surrey)

Suzuki DR350S, 1995, M-reg, blue/white, 6000m, original cond, trail use only, T&T, £1800. Tel J Dakin on 01629 580 569 (Derby)

Honda XLR250, 1990, MT21's, barkbusters 520, c&s, MoT, alloy bars, genuine reason for sale, £1025. ono. Tel G Boag on 01449 678 440 (Suffolk)

Yamaha DT125R, 1991, tax & MoT, completely standard, mature owner, low mileage, excellent cond, £1000. Tel J Davey on 07971 871 003 (Surrey)

Yamaha TTR250, K-reg, new chain and sprockets, electric start, Supertrapp exhaust system, MT21 tyres, very clean bike, T&T, £1695. ono. Tel Carl on 0973 479 274 (Staffs)

Honda XLR250 Baja, 13000m, excellent cond, '89/E, 65mpg, perfect runner, stainless exhaust, £1095. Tel Neil on 01322 346 466 (Kent)

Honda XR250, R/'97, UK bike, light trail use, low miles, usual extras, good cond, for more info tel Hugo on 02920 213 737 (Cardiff)

Suzuki DR350, enduro, M-reg, 1250m from new, kept in excellent cond, Renthals frame, guards etc, like new, £1750. Tel Tom on 01305 788 562 (Dorset)

Yamaha Serow XT225W, original spec but everything worn renewed, light low e-start, 4-st trailie, great fun,

vgc, T&T, 8500m, £1650. Tel Phil on 01522 750 303 (Lincs)

Honda CR500 Supermoto, 1994, black, Akronts, big disc fully prepared also original wheels, plastics etc, £1850 ono. Tel Paul on 01865 453 661 (Oxford)

Honda XR600RW, 1998, R-reg, 3500m, Werx graphics, Acerbis rear guard, regularly serviced, used on and off road, bargain £2300 ovno Tel Dave on 01707 891 680 (Herts)

Suzuki RMX250, L-reg, 1994, T&T, excellent cond, very reliable, Werx graphics, genuine sale, new job means further travel, bargain £1250. Tel Phil on 01773 824 422 (Derby)

Honda CR250, '95 road regd, T&T, day time fun street use only, good cond, spare plastics and tailpipe, £1550. Tel Glenn 01803 664 634 (Devon)

Husky TE610E, Nov '99, just run in, no off road use, immaculate, £3400 ono or swap cheaper XR400/XR600 plus cash Tel Russell on 0780 350 2342 (Norfolk)

Honda CRM250 MK2, '92/K, blue/white, 13000km, used on trail only, good cond, T&T, £1750. Tel Russell on 02380 812 371 (Hants)

Honda XR400RV, '96/P, excellent cond, low mileage, hardly used, brush, frame, sump guards, Renthals, tool bag, £2250. Tel Jeremy on 01604 787 461 (Northants)

Yamaha Serow, '92/K, modifications making this probably the ultimate L/D trials machine, see Sphinx trial 16th April, could be ridden by you, Tel Steve on 01242 697 494 (Cheltenham)

Kawasaki KLX650, black, 2800m, mint cond, original everything, only used on road, genuine reason for sale, £2150. Tel Shaun on 0114 274 6336 (S Yorks) or 0374 718 412 (day)

EML universal rolling chassis, engine, plates for CR500 but fit what you like, £245. Tel Greg on 01206 825 890 (Essex)

KTM 400E GSE, Dec '98, 1500m, perfect condition, electric start, fully road legal, injury forces sale, Renthals, bashplate etc, £3000. Tel Lawrence on 01784 470 438 (Surrey)

KTM LC2 trail bike, electric start, W-reg, 500m, new off road tyres and trail tyres, ideal ladies/beginners, can deliver, £1850. Tel D Williams on 01974 251 361 (W Wales) 07974 193 106 (mobile)

KTM 640LC4, 1999/V, orange, only 370m, road use, new Acerbis handguards, G/force tailpipe, still running in, £4000. Tel Joe on 01932 252 501 (Surrey) 07974 239 324 (mobile)

Kawasaki KDX200, S-reg, good clean cond, FMF pipe to go with full spares, bargain £2200 ovno Tel Gary on 0114 251 0836 (S Yorks)

CCM 640E sport, Jan '99, very little use, big bore kit, race core, £4000 ono. Tel Paul on 0976 440 943 (Lancs)

KTM 660, white, N-reg, twin icos, rolling map, mousses, spare wheels/tyres various tanks, cost £6000 18mths ago but will take £3000, ready to rally. Tel Shaun on 0114 274 6336 (S Yorks) 0374 718 412 (day)

KTM 640LC4, 1998, S-reg, vgc, 2000m, sensible extras fitted plus original tyres included, £3500 ono Tel Ian on 01206 845 567 (Essex)

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Honda XR280, electric start, 1997, taxed, White Bros 280 E-series pipe, Showa 45mm, USD forks, alloy sump-guard, many spares, £2400 ono. Tel Jim on 07967 413 961 (Derby)

Honda XL250S, Michelin T61 on 21" front, Pirelli MT17 on 18" rear, standard 23" front with new tyre many new parts, T&T, Renthal bars, Acerbis parts, new paintwork, many spares, only used for green laning, not ideal as commuter, offers around £600. Tel Tim on 020 8303 5616 (NW Kent) or 0831 378 353 (days)

Honda CRM250 MK2, H-reg, 7000km, Renthals toolbag, rally levers, new pads, c&s, MoT, excellent cond, £1795. ono. Tel Ian on 0116 277 6582 (Leics)

SPARES

Metzler Sahara enduro tyres, new, sizes 18" 21", half price, £65 per pair; also clearout XR400 throttle cable, rear mudguard etc, XR600 lower yoke, headlight surround, XLR125 handguards, rear light lens and more. Tel 0175 284 3756 (Cornwall)

Breaking KX250, wheels, forks, s/arm, r/shock, frame, plastics, electrics, clutch, engine, gearbox, new cylinder, complete or separate. Tel Ainsley on (eves) 0160 873 0026 (Oxon)

Acerbis 5 gall tank for KLX650C, complete, £75; Dynojet kit for same, new; Michelin Deserts, 18/21, bought in error, unused, £100. Tel 0115 917 9389 (Notts)

Gold supermoto wheels, Excel rims, Talon hubs, s/s spokes, Bridgestone tyres, as new, cost £1100, sell for £650, fits CRM250 XR range; also Xpro Lazer helmet, medium, £50; Scott jacket, purple/black, medium, £50; Acerbis Inca Pak bumbag, £30; bike stand, exc cond, £15. Tel Paul on 0178 528 2045 (Staffs)

Ex 1990 KTM 250SX, unused since 1993, WP usd forks, f&r wheels with new MX tyres, complete braking system, WP rear shock. Tel Mike on 0151 531 6496 (Merseyside)

Hebo body armour, £40; Sinisalo elbow pads, £15, all unused. Tel 0195 957 2713 (Kent)

Kawasaki KLR250, 1990, H-reg, non-runner, stored for past 5 yrs, ideal green laner, spares or repair, £295. Tel John on 0144 282 8493 (Herts)

Honda XR400 spares, 100% XR400 wheels, f&r, c/w disc/sprocket etc, even tyres, exc cond, £360; also new rear Honda mudguard, white, £20; rear number plate bracket, £20; IMS gear lever, new, £15. Tel Mick on (mobile) 0370 723030 or 0172 688 3622 (Cornwall)

Supermoto wheels with soft track rubber to fit Kawasaki KLX, wide polished Akront rims, s/s spokes, will fit most Kawasakis, £325 ono; also CRD exhaust and Mikuni flat slide carb to fit KLX300R, as new condition, £200 ono. Tel Al on 0162 362 6344 (Notts)

2-Bike trailer, home made, new hubs, wheels, tyres, light board, mudguards, needs small amount of work to finish, tow away, £75. Tel Bob on 0182 343 3972 (Somerset)

Single-bike trailer, light board, built in ramp, 10" wheels, good cond, £150; KDX125 workshop manual, £10; XR250/400 workshop manual, £10; some riding gear, offers. Tel Gareth on 0176 678 0853 (Gwynedd)

KTM wheels, 1.6 x 21 front, 2.5 x 18 rear, cush drive, DID h/d rims, 20 ltr rally tank plus supermoto 320mm Talon disc conversion with alloy bracket. Tel 0147 470 8973 (Kent)

Suzuki DR350 spre plastics, headlight, cover, front, mudguard, side panels and Acerbis 16 ltr tank, £100. Tel Hector on 0123 672 2415 (Glasgow)

Vendramini trials boots, size 9, cost £120, mint cond, sell for £60, no offers. Tel 0114 230 1848 (S Yorks)

Honda CRM250 MK1-2, DEP tailpipe, vgc. £45. Bashplate, vgc. £45. Tel Ian on 0116 277 6582 (Leics)

Shoei TXR helmet 57cm £85. Leather trail boots size 9 £55. Sidi Goretex armoured jacket size L £75. Trousers size M £35. All immaculate. Tel James on 01736 762 997 (Cornwall)

Yamaha IT175 front forks and wheel £80. DT250MX complete bike for spares or restoration, good tyres £150. Tel Mark on 01984 632 036 (Somerset)

Suzuki RG 3 spoke wheels c/w discs, spindles, spacers, speedo drive, cash drive sprocket, very good tyres £195. ono. CRM MK3 standard exhaust tatty offers. Tel M Hays on 07971 091 818 (Derby)

KTM road wheels with tyres and discs fits any pre '99 LC4, huge front disk for Supermoto unused 17" & 19" £500 the pair. Tel Lawrence 01784 470 438 (Surrey)

Michelin enduro tyre FIM comp III 120/90 x 18 unused c/w bib mousse £65. Single bike trailer excellent cond, indispension c/w light board and ramp £85. Tel Ian on 01889 270 829 (Staffs)

New tyres Metz enduro 2.75 x 21 £20. Mich T63 120/80x18 £35. New CRM cables £20 the pair. Serow rack and mirrors £15. MX trousers Axo 34" £30. More available. Tel 0118 983 1695 (Berks)

American off road mags 60 of Dirt Bike and Dirt Rider 1993-1999 £50. Also 1991 KX125-250 service manual £10. Tel Ian on 01623 400 487 (Notts)

XT350 engine TTS 400 big bore fitted hardly used £250. Tel 0191 488 6128 (Tyne & Wear)

Yamaha IT250 and YZ250 front exhaust pipe 1980 model, good cond, £60. Front forks with yokes and gaiters £70. Engine £70. Tel Nigel on 01246 271 281 (Derby)

Yamaha XT350 1989 engine and gearbox in parts, piston and clutch basket missing, job lot £50. Tel Mr Hanson on 0118 966 7210 (Berks)

Yamaha TTR250 workshop manual for sale also wanted TTR parts bashplate, frame, guards etc. Tel 01269 597 726 (Wales)

Lazer MX5 Motocross helmet, medium, £60. Fox 360 Motocross pants 30" £60. Both as new. Tel Mark on 01524 771 997 (Lancs)

Honda XR250 1999 model, clocks £25. Head light £25. Head light cover £15. Tel Richard on 01977 670 159 (Yorks)

XR600R 3.3gallon IMS tank with petrol tap £100. Tel Bruce on 01368 863 343 (E Lothian)

First racing stainless steel race exhaust fits XR/TT-R250 £80. Adapter for TT-R £10. Tel Danny on 07970 713 388 (Wilts)

Brembo 320mm factory supermoto front brake c/w master cylinder etc, new floating disc included £500 a real bargain. Tel Christian on 07785 336 608 (Surrey)

Items for KTM 620EGS inc 28lt tank and pump £120. Set of Touratech luggage rails £60. Many, many more available (no room) Tel Derick on 01625 861 800 (Cheshire)

WANTED

Wanted for DR350S, front & rear wheels, forks & yokes. Tel 0194 346 3041 (W Yorks)

Wanted urgently, air filter for Suzuki SP400, new or nearly new, good cond. Tel Christian on 0207 351 6111 (London)

Wanted for crashed H-reg Honda CRM250 Mk2, forks, clocks, front disc, frame, alloy bashplate, willing to travel for right parts & price. Tel 0796 831 3918 (Cleveland)

Wanted XR250 or 400 in good order for new green laner, will travel, around £1000. Tel Scott on 0171 794 7912 (London)

Wanted Husqvarna WR250/360, 1997-99, 12 ltr petrol tank, will pay good price. Tel Robert on 0238 046 6063 (Hants)

Wanted workshop manuals for 1995 Yamaha TTR250R. Tel Martin on 0134 986 3506 (Ross-shire)

Wanted for Yamaha TY250 Twin Shock, sump plate, fork stanchions, and engine spares, anything considered, will pay fair price. Tel Steve on 0164 282 0662 (Cleveland)

Wanted quality forks, yokes and spindle, to suit Honda XR250. Tel Andy (days) on 0138 439 4653 or (eves) on 0138 487 7531 (W Mids)

Wanted for Suzuki DR350, petrol tank, plastic preferred, also complete wheels for 1994 model. Tel 0115 955 1759 (Nott'm)

Wanted Husky supermoto wheels for TE610; also KTM 620LC4 bashplate and wrap around large petrol tank. Tel 0151 201 3632 (Cheshire)

Wanted bashplate for Yamaha Serow, W model. Tel Mark on 0120 284 8245 (Dorset)

Wanted Suzuki DR350 plastic enduro fuel tank and alloy sump guard. Tel Andy on 0115 955 0322 (Notts)

Wanted trail bike, 500cc+, prefer road legal but anything considered inc non-runner, under £1000. Tel William on (mobile) 0797 419 7747 or 0124 523 1104 (Essex)

Wanted rear chrome mudguard for Suzuki TS250M, 1974. Tel Chris on 0207 351 6111 (London)

Wanted c'mon, someone must have a Sammy Miller Hi-Boy frame or Frazer or similar for a TL125; also anyone breaking a DT100? Tel Alan on 0178 571 6652 (Staffs)

Wanted aluminium box panniers and frames for over-land trip, cash waiting, needed ASAP, will travel. Tel Peter on 0976 528593 (Surrey)

Wanted Husaberg manual or parts catalogue for 1996-7

FE400. Tel Nik on 0156 870 8056 (Herefordshire)

Wanted Yamaha WR250Z, will pay good price for right bike. Tel 0142 388 4070 or 0402 595032 (N Yorks)

Wanted metal or plastic petrol tank for XT600, 1985 model, will pay good price, must be in good cond. Tel 'Polly' on 0122 533 4044 (Bath)

Wanted parts for Suzuki DR350-250, plastic tank, wheels, any thing considered, can collect. Tel Martin on 0966 453430 or 0121 357 8890 (W Mids)

Wanted Yamaha YZ490 spares or complete bikes, 1983 to 1990, anything considered, will collect. Tel Simon on 0173 377 1509 (Cams)

Wanted for Yamaha TTR250, engine gearbox and auxiliaries. Tel Ian on 0179 372 4572 (Wilts)

Wanted for Montesa Cota 123 original rear alloy fender and original sidestand (also on 172 Cota). Tel James on 01423 521 554 (York)

Wanted for DR400S bolt on sidestand, sprocket cover, side panels and Haynes manual, must be cheap. Tel Steve on 0151 931 3662 (Merseyside)

Wanted desperately a full stainless system (Supertrapp) etc in vgc for my '96 XT350, will collect within 100m. Tel Martin on 01943 870 321 (W Yorks) or 0771 374 9063

Partner(s) to go trail riding in Dorset, Wilts, Somerset, available at any time during the week except Saturday, Tel Mike on 01747 854 576 (Dorset)

Help I need a fuel tank for my Honda XL600 Paris-Dakar 1984, plastic or metal as long as it fits and is cheap. Tel Darren on 0790 962 6754 (Avon)

Tall screen for XT250, toolbox lid and lock for rear rack for same. Tel Dave on 01225 783 530 (Wilts)

Wanted WP Extreme forks to fit XR400. Tel Rik on 01332 690 467 (Derby) or 07970 863 948 (mobile)

Suzuki DR350 wheels wanted also schoolboy Motocross clothing suitable for ten year old boy. Tel N Gardner on 01895 824 187 (Misex)

Wanted rear wheel for 1994 XR600 or pair Supermotos. Tel Dave on 01432 341 791 (Hereford)

Wanted XR600 silencer not original one but Power tailpipe. Tel 01905 775552 (Worcs) or 07941 221167

Wanted Acerbis big tank for 88-91 Honda NX650 Dominator. Tel Gordon on 01420 473 455 (Hants)

Has anyone heard of a Yamaha LT2 (forerunner of the DT100)? Photos would be useful, an air filter even better. Tel Alan on 01785 716 652 (Staffs)

Trail/Enduro riding clothing, everything needed, private buyer. Tel J Blake on 0116 230 1415 (Leics)

Please note classified ads should arrive no later than the 6th of the month for inclusion in the next issue. Ads are included on a first come - first served basis until the classified section is full, thereafter they will go in the following month's section. Ads will only be accepted through the post (and not by fax). Before you ring us up to complain, remember it's a FREE SERVICE!

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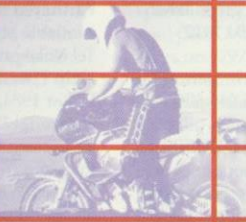
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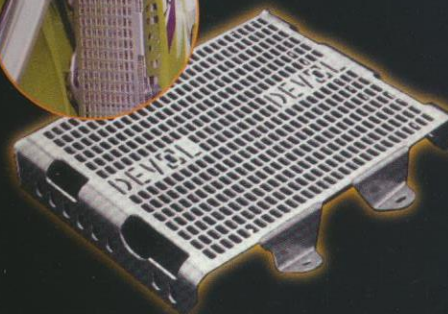
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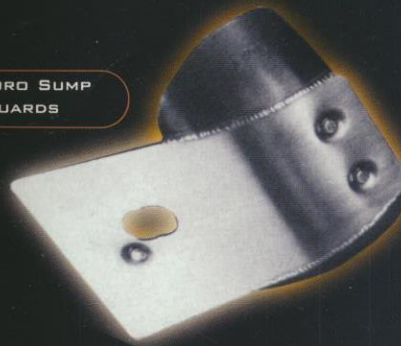


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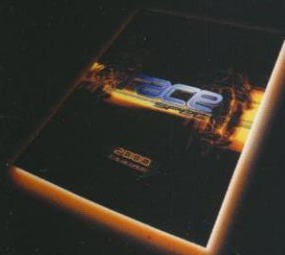
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