

## **TURBINE CORE II**

THE STRAIGHT THROUGH DESIGN OF THE SPARK ARRESTOR, CANNISTER AND THE PERFORMANCE FLOW STAINLESS STEEL END CAP ENSURE STRENGTH. DURABILITY AND MOST IMPORTANTLY TRACK AND TRAIL PROVEN UNRESTRICTED POWER.

## POWER CORE IVM S/A FOUR STROKE TAIL

THE SQUARE CORE DESIGN AND SOUND WAVE DEFLECTOR WING MAKES THIS THE BEST PERFORMING AND SOUND FRIENDLY EXHAUST SYSTEM MADE FOR DIRT BIKES AND YOU DON'T LOSE POWER YOU GAIN.



## ONE CHOICE







## GOLD SERIES GNARLYM PIPE

200cc - 500cc CONSTRUCTED FROM 18 GAUGE U.S. STEEL AND THE BEST PERFORMING TORQUE PIPE ON THE MARKET.



**4 STROKE HEADER** MORE BOOST - LESS SOUND, **ENCOMPASSES A PRECISION 'BOMB** THAT ACCELERATES EXHAUST FLOW AND LESSENS DECIBELS BY STAG-

**GERING THE SOUND WAVES** 

## **FULL RANGE OF PIPES FOR**

KDX • KLX • RMX • WR EXC's • DR • DRZ • XR • CRM Plus all MX

AVAILABLE NOW FROM RUSH RACING

## 01404 549696

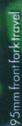
AND OTHER LEADING STOCKISTS. TRADE ENQUIRIES WELCOME

Modified camshaff timing

Newair filter with plastic frame

as in MX 400/500 plus

smallersilen













## **Ultimate Machines...**

fter being starved of new dirt bikes over the fallow New Year period, this month I've been lucky enough to throw my leg over at least four new machines - two of which particularly impressed me: Yamaha's new WR250F and the latest Gas Gas EC250.

Both these enduro bikes are quite different in their approach, yet both were superb fun to ride and excellent in their own way.

The Yamaha is a revelation for a thumper - easy to ride with smooth linear power, great hook-up, and way better performance than any previous 250 thumpette. The Gas Gas on the other hand repre-

the other hand represents another slice of life. It too is amazingly tractable, but its twostroke engine has all the zip you'd expect from a good stroker with a lightweight feel about it. It too has nice manners, good suspension and decent brakes - not to mention an excellent forgiving chassis. In fact it got me thinking which would I chose if it were my money?

Tough choice. You see I like the rip and easy manoeuvrability of the Gasser, but then I like the way the WR-F hooks up and launches you forwards in a flurry of revs. And there's something intangible about really being able to work a four-stroke hard and get the best out of it.

Then there's the specifications, the Yamaha comes with great build quality, fantastic brakes and that cast-iron Japanese reliability - you look at it and you know it's well built. The Gasser on the other hand has something the Japanese bike can't offer - flair. It has lovely machining (in places), superb specification (an Ohlins shock - ironically a company owned by Yamaha), and design detail which tells you that this is a bike put together by enduro fans - albeit Spanish enduro fans.

At the end of the day I couldn't decide between the two which I would prefer to own. I came to the conclusion that what I'd really like would be to combine the best of both these great enduro bikes in a single machine. Ideally it'd be a two-stroke bike with a big hitter of an engine, yet one which was still incredibly tractable and strong in the midrange and built to exacting Japanese standards - I guess I'd call such a bike a WR250, and to make it different from the 250F I'd add another suffix at the end - something like a 'Z' for instance.

So there it is - my ideal bike, a two-stroke WR250Z. It's a shame Yamaha stopped making them over two years ago, isn't it...?



Edited & produced by: Si Melber

## Contributors:

Paul Blezard, Dave Cornish, Chris Evans, Clive Garnham, Debs Melber, Ted Melber, Si Pavey, John Rushworth

**Designed by:**Andy Riley

## **Editorial Address:**

TBM
PO Box 9845
London W13 9WP

## Tel/Fax

(10am-6pm Mon-Fri): 0208 840 4760

## Advertising Manager: Keith Jones

01225 426600

## Distributed by Seymour: 0207 396 8000

Printed in England by: Rowe The Printers

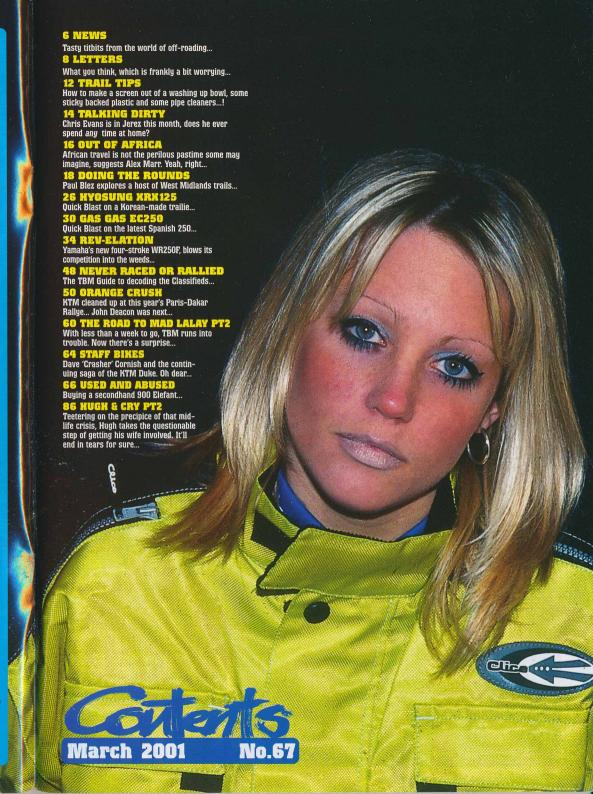


TBM is published around about the first day of every month by Extreme Publishing Ltd, registered in England & Wales.

Company No: 3051747. All rights reserved.

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

ISSN 1359-0324





The British ISDE (2003) is dead and buried - killed off by the ACU. Not content with losing the UK round of the world Grand Prix motocross, the ACU has managed a coup de grace and snatched defeat from the jaws of victory. After years of planning by WTRA who had persuaded the FIM that the ISDE should come back to Wales, the ACU held a meeting to which no members of WTRA the organising club were invited. The ACU decided that rather than trying to pull out all the stops to ensure that the Olympics of off-roading comes to the UK. it was just far too costly. There are other things far more important to do with our



money - like instigate a licensing system which no-one wants and keeping the ACU bunker awash with sweet sherry and stilton. As usual no-one was available for comment when we rang them - well what would they have said, anyway...?

Barrow & DMCC are holding a timecard enduro on 22 April at Graythwaite private Estate near Newby Bridge, Cumbria - right in the middle of the national park near Lake Windermere. There'll be a 15 mile loop of mixed and very rideable terrain with all classes (including trail bikes) catered for. Regs available from Paul Richardson on 015395 34257.

## O It's Official - Oz is Dirt Bike Heaven...

News reaches us from Australia that just like in the UK, road bike sales have plateaued while dirt bike sales are on a roll. Forget your R1s and R6s, over in Aus, dirt bikes rule the roost! Putting aside sales of the mighty Honda Cub (in Aus this is a CT110 and is bought by the post office in their thousands), the biggest selling bike down under last year was the Yamaha WR400F with 1086 registrations. Not too far behind was the new XR650R with 764 units registered while perennial favourites like the XR400R and TTR250 continue to sell well with 692 and 425 units registered respectively. Suzuki's DR-ZE didn't fare too badly either with 625 units being registered. In fact no less than six out of the top ten selling bikes in Australia last year were dirt bikes (and remember these are registrations, not just sales). When you bear in mind that Australia has a population roughly a third that of the UK's and that bike sales overall (27,641

units) also totals about one third of the UK's, then that figure is even more impressive. A source close to Yamaha Australia revealed they had ordered nearly 1500 units of the new fourstroke 250F alone (YZ & WR). Wonder how many Yamaha UK has ordered for this year ...?

TBM reader Wayne Booth plans to ride non-stop (that's non-stop as in no toiletbreaks or anything) from John O'Groats to Lands End to set a new record and raise money for charity. More bizarrely he's planning to do it on one of TBM's old staff bikes. But he 'needs help' he says (and we reckon he's absolutely right). So if you fancy supporting Wayne in any way possible in his bladder-busting record attempt on 18-19 April you can email him on jogle2001@redrival.net. Good luck mate...

Despite the most atrocious weather conditions this side of a full-blown monsoon, the European bike testing day organised by the SCEC went ahead last month as planned. With bikes from TM, Gas Gas, Vor, Alfer, and KTM on offer, the waterlogged punters got chance to have their wicked way with some of Europe's top enduro tackle and most seemed genuinely happy from what we could tell through the gloom. We were



hoping to have a full report on it, but sadly the weather out paid to any useable photography. Congratulations nevertheless to Gary Warr and the SCEC for an excellent idea. Bloody weather...

Fools that we are, we somehow managed to lose half the telephone number off the end of the Fast Eddy Cross Country School article in last month's issue (well it wouldn't quite fit with the full telephone number!). Just to remind you, Eddy is running more schools this year (14/15 July, 4/5 Aug, 3/4 Nov, 24/25 Nov) and if you're interested in joining him, the cost is £50-60 per day and more details are available by contacting Jake Miller at Gone2Far on (0161 763 6660). Sorry about that...





01935 429646



## Six Appeal

Dear Si

I was particularly pleased to see the coverage you gave to the ISDE (TBM64). The article written by Jim and Dot Jones was a refreshing change from the pathetic effort by a certain weekly publication that claims to cover off-road sport.

If I have one criticism however, it would be the lack of comment on the performance of the UK club teams. Having previously managed the Welsh teams in earlier ISDEs I can youch for the amount of effort and commitment that they, together with the army, Scottish ACU and other club teams have to put in, both during the event and the months leading up to it.

Dot and Jim Jones quite rightly point out that we are some way away from winning the event outright, but it should be noted that the nations which currently dominate the event - Finland and Italy - are able to field teams that are essentially professional riders

enjoying factory support. This is because enduros enjoy a far higher profile in their home countries than is the case here. You only have to compare the state of our national championship (only three rounds this year), with for example, the Italian championship, which attracts world class riders from around the globe. However I'm convinced that we have the talent in this country, but our difficulty is giving them the support necessary to compete at the very top level.

I'm personally very proud of the considerable efforts our riders put in and this was reflected in the results, with our Trophy Team finishing ahead of USA, Germany, Netherlands and Portugal (plus many others), all of whom enjoy more support than we do. Similarly the UK Junior Team which finished ahead of USA, Portugal and Australia.

The ISDE is a unique event bringing together riders from around the world on an annual basis to compete as teams, not individuals. To finish six days of gruelling competition is an

achievement that few of us can aspire to (ask those who have tried and failed), and it would be particularly pleasing if the efforts of Peter Brookes and others within WTRA (Welsh Trail Riders Assn), along with the ACU could succeed in bringing the event back to Wales in 2003. But, as ever, the stumbling block is finance.

For 2001 however the event takes place in Brive La Gallarde in SW France from 27 Aug - 1 Sep. It's only a few short hours drive from the channel ports, come and support us and the UK teams and enjoy a tremendous week of enduro sport.

Finally, please allow me to pass on my thanks to all those who supported our efforts in Spain, and a particular thanks to Paul Ranson of EMG Ford who generously loaned us three Transit vans for servicing of all the UK teams. Paul is a rider himself and a real enduro enthusiast as demonstrated by his company's sponsorship of the British Championship Breckland Enduro.

Phil Wilkinson UK Trophy & Junior Team Manager

Thanks for your letter Phil, we take on board your comments about club team riders, but as you can imagine space is at a bit of a premium in a magazine the size of TBM (unlike other larger weekly papers!). Nevertheless we'll try and give the club team riders a bit of coverage with perhaps a 'boxout' dedicated to them next time. As for ISDE 2003, we were right behind you on that one until the ACU pulled the plug on it (see the news pages this month). I'm sure

vou know me well enough to know that I fully support the Six Days coming back to Wales and would look forward to helping promote the event through the pages of TBM - not just afterwards, but in the run up to the event itself. Sadly for the sport it looks unlikely to ever happen...

## When Irish Eyes Aren't Smiling

Dear Mr Melber

As editor of TBM (No you're not, I am - ed), I wish to protest about the Trail Tales article written by Paul Blezard in the January issue. I know that you said you were reprinting some humorous articles, being the time of year and goodwill. I fail to see the humour in this article apart from a few instances he highlights. My reasons for objection are as follows.

I am a Garda Traffic Motorcyclist (Irish police - ed) stationed in Cork City and to print Paul Blezard's article is irresponsible as it gives a very bad example to younger riders. Mr Blezard states the following:

- 1) He admits driving without lights. 2) He continues riding at speeds of up
- to 90mph without any back brake. **3)** When his front brake fails he rides without any brakes at all.
- 4) He admits clipping traffic in Dublin with his mole grips attached to the throttle cable. (just wingmirrors - ed)

There are a number of other breaches of the Road Traffic Acts by him, but I want my letter to be brief. The above are the most serious. As a policeman I would have no hesitation in arresting Paul Blezard for dangerous driving and also charging him for the above breaches and in particular having a Dangerous Defective Vehicle. (How about a defective mind? - ed). He would have been remanded in custody to appear in court the following morning. I can assure you that the outcome of the court for Paul Blezard would have been serious for him.

(Aren't you supposed to wait to see whether the court convicts him first? - ed).

As a police force the Gardai are tolerant and not draconian in their enforcement of the Roads Traffic Act. We draw a line between what is acceptable and what is not. Paul Blezard stepped over this line on a number of times and should have suffered the consequences.

He should realise that on our minor roads it is more dangerous, as the locals (particularly farmers on tractors) do not expect bikes to appear. The pot-holes appear overnight on our roads as do mole-hills on your British lawns.

I am not conservative in my views and as a motorcyclist I am not anti-biking, I own a BMW GS1100 and a Yamaha WR200 and I enjoy riding both.

If Paul Blezard took one hour to check his bike a week before he left for Ireland, he could have had new brakes fitted before he left. From reading his article he appears to be lackadaisical in his approach. He does not state how he got back home after the rally - I doubt if he rode the bike through Wales and England in the same condition (obviously you don't know Blez then - ed). And I would describe him as an 'airhead on an airhead'(?).

In conclusion Mr Melber I ask

you to cut out the garbage and print some genuine articles in what is an excellent magazine. Do not drop your standards to fill pages.

Liam Quinlan Cork, Eire

You forgot to add murder to your charge sheet Mr Quinlan - he's certainly murdered a few of our socket-sets in his time.

Okay, I realise there's a serious issue here, but you must remember Blez didn't set out to flout the law, that's just the way it happened. In an ideal world brakes wouldn't fail, headlight bulbs wouldn't blow and everyone would get to the ferry on time. But life isn't perfect - and nor is Blez. Up against it, Blez had to choose between simply packing up and going home, or riding around his problems. Whether you consider that dangerous or resourceful, depends upon your viewpoint.

Sure, we're guilty of seeing the humorous side to what was undoubtedly an unfortunate set of circumstances, but that's part of what makes it funny in the first place - the fact that unusual things happen to Blez. It's a shame you couldn't see further than the rule book, otherwise you



## Pear Tipaff Sfiga...

might've been able to transform your letter from an inelegant whinge to something approaching constructive criticism. If it is an offence in Eire to be found in possession of a sense of humour Mr Quinlan, then I guess we're guilty as charged.

Feel free to arrest Blez next time he's in the Emerald Isle-frankly, you'd be doing us all a favour...

## Licence to Thrill

Gentlemen

Love the mag and I always eagerly await the next delivery. I am seeking some guidance about enduros. I have heard that a licence is now required from the ACU before you can compete in enduros and as I am looking to return to a bit of competition can you tell me who I need to contact in order to obtain such a licence. Just to finish I have a wish list of things to help improve an already great mag:

- 1) More secondhand bike reviews
- **2)** More kit reviews like Ride Magazine **3)** Publish more 'events coming up'
- information

Thanks in advance...

Allan Paul (KDX200) Bristol

Okay Allan, the situation with enduro licences is as follows. As of 1 Jan 2001, enduro riders wishing to ride at ACU sanctioned events (that's the majority of enduros), are required to register with the ACU (which costs £5), using an ACU licence application form obtainable from either your local bike club or ACU headquarters in Rugby (Tel: 01788 566400). Once registered you can ride on a day

licence (in other words you pay the club on the day) which will cost you about six quid a throw (providing clubs have purchased books of day licences from the ACU in advance). However the ACU are trying to encourage all riders to apply for an annual licence which costs £27 (which includes the £5 registration fee), which allows you to ride any number of events for the one-off fee.

As you can see from the mathematics, if you ride three events or less each year you may be better off just buying a day licence from the club, although some clubs may well give preferential treatment to riders with licences (there's obviously less paperwork for the club), and our advice is that if you intend to compete in more than just the occasional event, you're better off having a full licence.

As for AMCA events (like the Fast Eddy series), these use a day licence scheme which is built into the entry fee (in other words part of your entry fee goes towards the day licence), and you don't need an ACU licence to take part. Same goes for UK Rallies.

If you think that all sounds complicated compared to the system which has been in place for the past few years (ie no pre-registration required), then you're right. But it's our belief that the licence system will become more streamlined as time goes by, and ultimately we hope the ACU may use it in order to obtain funding from government bodies such as the Sports Council to bring more capital investment into the sport. Let's hope so anyway.

Onto your other points: More secondhand bike reviews are on the cards. We've already bought a secondhand KLX300, and this is

going to be the basis for our project bike this season. We also plan to test other secondhand machinery at various points in the year.

More kit reviews? No problem, but we've no intention of turning TBM into the dirt bike equivalent of Ride Magazine, that's not our style at all...

Finally events listings. When it comes to forthcoming events we always publish as much information as we are given. However many clubs don't set their dates all that far in advance, and don't let us know until a week or two beforehand when certain events are set to take place. As you can imagine with a monthly magazine, this is a bit of a problem. Rest assured as long as we have the info well in advance and it's of interest to a sizeable proportion of our readers, we'll publish it...

## **Picture Perfect**

Dear Editor

I was very surprised by the January issue of TBM as I seem to be on the front cover! I was at the Paul Edmondson School where the photo was taken, though I should add I am relatively clean compared to how I finished the day.

This was my first time in Rhayader swapping Peak District stone for Welsh bogs etc. Paul Eddy and all the other instructors couldn't help enough, they have awesome talent, I learnt a lot and well recommend it to anybody.

Thanks for the surprise...

Andy Sharples & the Gatley Bike Club Mob Hyde, Cheshire

A rare privilege Andy, being on the 'lid'. We chose the pic primarily because it seemed to sum up what off-roading is all about - great fun despite adverse weather conditions. But we also liked it because (as far as the Secondhand Guide was concerned), it illustrates what the average dirt bike will go through in its time. Glad you liked the surprise...

## **Blast from the Past**

Dear Si

I have been an avid TBM reader since the outset but you have surpassed yourselves with the last two issues. Both these editions have given me cause to take a drift back through memory lane.

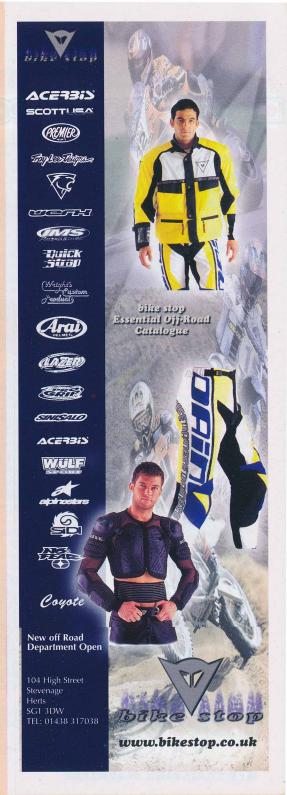
The Trail Bike Guide in the January issue mentioned the wonderful Malaguti Monte - my first bike on which I duelled on Canford Heath in Poole with my mates on Fantic Caballeros, Aspes 50s and Garelli Tiger Crosses. I now know I can't have been the only owner of such a seminal little bike! It turned this young boy's head and converted me from being a Barry Sheene fan into a Bob Wright worshiper (the Sabden Warrior on his CCM), almost overnight. When you are 16 you can dream, so that the difference between a 580cc thumper and a frenetic 50cc screaming Italian moped was merely a passing detail. Next, Alex Marr's experiences in Cyprus written up in the February issue made me recollect my one and only dirtbiking moment of glory. I too competed in a round of the then embryonic Cypriot Enduro Championship back in 1995 and managed a second place in the four-stroke class. I think I employed the tortoise and hare strategy and waited for everyone else (bar one) to fall off. I also had the advantage of a very fuel efficient Husky TE350. No stops to refuel and I was quids in. When I bought it I was told it could be very frugal provided I didn't open the throttle too far. No problem there then!

I now work in Germany and own a TT600R and have discovered a couple of top websites for XT, TT and TT-R owners. They are not too hard to understand and offer a great deal of hop-up parts at good prices. In particular the catalogue available from the Wunderlich site is top quality and very comprehensive. Check them out:- www.wunderlich.de, www.abp-racing.de, www.off-the-road.de

I enclose my entry for your wonderful competition. Just exactly how frugal can an XR250R be I wonder...?

Dave Castle Osnabruck, Germany

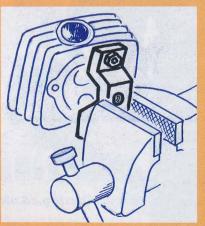
Those were the days eh Dave? Blez owned a Garelli Record (the road-going version of the Tiger Cross) but personally I always wanted a Fantic Caballero fortunately I never got one...



## IT IR ALLIEUS' IPONE DIPONE DIPONE DIPONE

This month some KTM advice, a cylinder head tip, keeping the windblast off your shoulders and a quick and easy way of securing your grips

e open this month's tips page with a word of caution for KTM owners sent in by Don Beane from Bedford, Don and his son both own KTM 200EXCs, and they've found on the latest USD WP-forked models (with adjustable bar positions), that the front brake hose can make contact with (and wear through) the hydraulic clutch hose. Don's son had fitted slightly higher bars to his bike and set the bars to the furthest forward position with the result that the front brake hose wore through the clutch hose on his very first outing. Don suggests all KTM owners should pay careful attention to the routing of front brake and clutch hoses.



especially if the bike is fitted with aftermarket bars.

Thanks for that Don - good advice for KTM owners there. Next up we have another couple of tips from Dave Lacev in Bucks. Dave suggests the following. 'A cylinder head can be difficult to hold securely whilst working on it. Care must be taken to ensure fins don't get damaged as they are quite fragile. A useful device is a car hub puller bolted to the head using a couple of lengths of 10mm studding from a DIY store. The head can then be held securely in a vice at any angle.

Dave's second tip is a way of lessening the wind blast on a cold day. 'The riding position on a trail bike (upright and arms wide), can lead to fatigue due to cold and wet weather. The solution is to cut the side out of an old washing up bowl (colour matched to your bike of course) and duct tape it above your bike's headlamp. The bowl's lip (pointing forward) creates turbulence - thus keeping the wind pressure down. It looks like a bit of a dog's breakfast but at least

you stay a bit warmer and your shoulders don't ache.'

Thanks for those tips Dave (and the natty little drawings), the second tip has been utilised by Blez for a number of years, though he usually uses old MX front number plates or even lorry mudflaps! Once again you win our free bottle of Ipone oil - and this time we're actually going to send it to you (after we lost your address last time). Keep your tips coming in Dave.



Next we move onto a tip from Andrew Peters in Woodford, Cheshire. Andrew reminds us of a tip we've used in the past. 'When fitting handgrips to the bars, spray the bars first with hairspray - the grips slide easily over the bars, and when, after an hour or two the solvent in the hairspray evaporates leaving the sticky residue designed to keep your coiffure in place - you have firmly fixed handgrips. As an added bonus, when your mates rifle through your toolbox and come across the can of hairspray, you can then be the butt of their poor and tasteless jokes for many hours, especially if like me, you have the hirsute appearance of Homer Simpson. Doh!'

Thanks for that one Andy, believe it or not I used to use that trick on my bike back in the Seventies. However while hair-spraying the grips may help keep them nice and firm for most occasions - it's no substitute for lockwiring them in place. Because once water gets under the grips (as happens for instance if you drop the bike in a boggy puddle), then the hair-spray will dissolve - as all good hair-stylists should know!

Keep your Trail Tips coming in please...







## Chris Evans is his usual indecisive self...

irst of all I'd like to say a big 'merci' to all the people who contacted me after the Dakar to check on my health - thanks Mum, I'm fine! Those of you with goldfish sized memories won't remember, but in last month's unforgettable column I was speculating as to whether I would survive the combined onslaught of sandstorms and enforced proximity to French people and as it turned out they very nearly got the better of me. Just after filing my copy to the ever sympathetic editor, and while bivouacked at the appropriately named Tichit, I finally succumbed to the most violent case of (how shall I put it) 'tummy trouble' that the Dakar doctors had ever seen (and they've seen a few) and as a result ended up attached to a drip in the medical tent. To those of you who went on to the TSO web-site on 13 January looking for the daily race report, my deepest apologies - I was a little tied up!

Assuming he has sobered enough up by now, there should be an excellent report elsewhere in this issue on the annual French organised neocolonial push into the Sahara, from TBM smudger Neil P, so I don't propose to say anything more about the race - except that it couldn't have been won by a nicer chap.

Just to spice up my intestinal problems with a spot of jet-lag and vet more foreign food, barely had I got back from the Dakar than I was off again to Malaysia for Yamaha's private GP tests.

Then after a brief pause in Northern Europe, largely taken up with trying to get my bowels in some kind of order, I was off again, this time to Jerez for vet more GP testing. All of which means that I haven't ridden off-road since the beginning of December - the longest I have gone without swinging a leg over a dirt bike in living memory. That doesn't however mean to say I

have been neglecting that aspect of my life completely. With the French hunting season nearly over and the trail rides about to recommence. I have been busy doing what I like doing least spending



As usual my attempts to sell my KTM 200 and purchase something else have failed miserably. Surprisingly that wasn't because no-one wanted to buy the old nail (au contraire, I was staggered by the number of calls I got), but simply because I haven't had the time to replace it. A few columns ago I rashly announced my intention to take the plunge and buy a Gas Gas 300 - but that was before I invested in a 'barely-used' KTM 400EXC for my faithful 'sweeper' Dominique.

Looking at his gleaming EXC sitting in his garage caused my cheque book to come over all of a quiver, evoking the dubious rationale of vastly simplified spare parts management (as if). In fact I'd virtually made up my mind to get a second one when the editor rings me up and undermines my resolve by raving on about the 2001 250 Gas Gas he has just ridden. I'm sure that for the hectic enduro race programme I am foolishly about to embark upon, a Gasser would be more appropriate. After all a powerful monster like the 400EXC is not the best solution for someone with my inside leg dimensions and flabby physique but for trail riding the EXC is quite simply unbeatable.

So what am I to do now? Normally I am somewhat circumspect of his editorship's opinions, but when he said that he would actually consider parting with his own money to buy one, I was forced to take him seriously. Add to this the fact that the Katosh is frighteningly expensive and very difficult to get hold of, and I find myself once again paralysed by doubt and indecision.

All of which means that the nice gentleman to whom I have promised to sell the 200 is waiting patiently for me to sort my life out, while by way of compensation (and to be sure the thing keeps running over the 12 days riding I have programmed for March) I have just sent it off for a complete (and no doubt horrendously expensive)

> engine rebuild. Sadly that doesn't mark the end of the sustained assault on my credit card - a quick visit to the workshop revealed that more investment was needed - in tools and the like!

> More years ago than I care to remember it was all so much simpler (and cheaper) to go riding. All I needed was a pair of Clarks Attackers and a set of 'chocolate quality' drop-forged 'made in India' Imperial spanners. It was only after a few unscheduled trips to the local casualty department that it even occurred to my Dad that a helmet might be a good idea!

Oh how things have changed. On returning to off-road riding in my late twenties, a genetically inherited condi-

tion that makes spending cash an extremely stressful experience, meant that purchases usually came directly out of the seconds bin. Frankly though buying cheap gear is a false economy and no fun at all. Now, to compensate for my rapidly diminishing riding ability, I need a constant stream of new toys and accessories.

So far this year I have bought a new helmet, a new pair of boots, some Gore-Tex socks and a set of quite beautiful T-bar sockets. On order (but mercifully not yet debited from my bank account) are other essential items such as a proper tyre pump, a lock-wire thingy and a new bike stand.

Quite how I have survived this long without all this stuff is a total mystery, but enough is enough. Come the 1 March I am determined to be fully equipped and ready to go. And then for the rest of the year I will quietly weep as all this new stuff gets lost, falls apart or simply wears out.

My Dad was right, I should have taken up tennis. New Balls Please...



## LONG DISTANCE OFF-ROADING IN FRANCE

## **BURGUNDY 7/8/9 JUNE**

The area where France's top enduro riders train. 360km of tight, technical trails over the wooded hills of Burgundy "Three of the most enjoyable days' trail riding I've ever had" - TBM. £280

## **TOUR DE MORVAN 13/14/15 SEPT**

Deep in rural France - just south of Auxerre - the Morvan is ideal for those who want to cover big off-road distances. 180km per day combined with hilly, wooded countryside guarantees a challenging ride. "Trail riding Nirvana" - TBM. £280

## **BURGUNDY 28/29/30 SEPT**

Same as June Burgundy but with the leaves turning a nice golden colour.

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



African travel is not the parilous pastime some may imagine, suggests Alex Marr

ell of course you'll be taking a gun, won't you?' said my mother when I told her I was off to Africa on the bike. Her automatic assumption was that I would be heading into trouble - if my bike didn't blow up in the middle of the Sahara I was sure to be robbed, get the Ebola virus and have my testicles removed by a remote Ethiopian tribe before eventually ending up in a cooking pot in an African village. 'And you will have a satellite phone won't you?' she continued. Yes Mum, of course - and who exactly am I going to call when they're just about to chop my gonads off?

Like my dear old mum, most people's perception of Africa is very negative. It's what they see on the box or read in the papers. Endless famine, civil wars, corrupt leaders, bribery, disease, aid-worker deaths, natural disasters etc. When did you ever hear a good news story about Africa? So it's not exactly surprising people who haven't been there have a fairly gloomy attitude about the place.

Now I suspect there's a number of you out there who quite fancy packing up and doing an Africa

trip but are scared to take the plunge due to being unsure about the 'danger' aspect. I was certainly a trifle apprehensive when I was dumped with my bike on a West African quayside at the start of my trip a couple of years ago.

Having now been to more than half of Africa's 54 countries, I know what it's actually like and the reality is somewhat different. All the bad stories you hear may be true but they have to be kept in per-

spective. For every depressing tale there are thousands of good ones which are left untold because they're just not newsworthy.

Take the Sudan for instance, Africa's largest country, and generally perceived to be a perilous place due to the permanent civil war going on there. I was there a couple of months ago and while the south of the country is out of bounds because of the war, the whole northern half of the country is one of the safest places I've ever been. You're more likely to get mugged walking around somewhere like Peckham than you are in Sudan's capital Khartoum.

Avoiding trouble spots means doing a bit of research before you go and following events as you travel - either by radio (BBC World Service), the internet (available in every capital) or talking to travellers and aid-workers. Also bear in mind that countries which really are extremely hazardous, like Angola, you can't go to anyway as it is virtually impossible to get a visa.

Theft is another thing that's not as big a problem as people imagine. Like anywhere else you need to take common-sense precautions, but the tendency to think that every African is out to rob you blind is plain wrong. Just consider the way most Africans deal with thieving within their own society - there is usually an unwritten law which states that anyone caught stealing gets the cr\*p beaten out of them by everyone else. Or in Sudan, where there is the ultrastrict Muslim Sharia law, they can get their hands cut off. The vast majority of Africans are decent, friendly people - the bad ones tend to rear their ugly heads in touristy places.

Fortunately nearly every cheap hotel has somewhere to leave a bike safely. Most have courtyards and watchmen. Once I even rode it up some steps and parked it inside next to the reception - the manager loved it. Sometimes you can even take your bike into your room if you can get it through the door. I actually found most Africans were almost scared of big bikes. A scooter or a 125 would be much more attractive to potential thieves.

Funnily enough the only time I had anything stolen was on my first ever visit to the continent for the Tunisian Rally in 1997. On the second night I had my trunk nicked from outside my tent - I lost everything - all my tools, spares, clothes - the lot. Since then I've been to 29 countries and never lost a thing.

Bribery is not a major problem either. First of all you're at an advantage being on a bike. You don't have that 'rich western tourist' look about you, especially if you've made an effort to dress plainly. You usually arrive at border checkpoints looking dirty and knackered. Be polite, smile, have a sense of humour, take the time to have a quick natter and you'll be on your way in no time.

Most officials, particularly at remote checkpoints, are just bored senseless and a foreigner turning up can be quite an exciting event. Offering ciggies and chatting about how many 'cc' your bike's got usually goes down great. Some travellers I met, most notably Germans, had completely the wrong attitude - they approached these situations assuming they were going to get shafted and were arrogant, condescending and deserved everything they got. To me this kind of behaviour was almost as outrageous as wearing socks under their sandals.

As far as food is concerned, you can always buy normal stuff like sardines, pasta or rice in small stores but quite often the local meals are very tasty. They have to make sauces flavoursome to take your mind off the meat which is normally unswallowable goat gristle. I ate a lot with locals - hand in the communal bowl kind of thing. Takes a bit of getting used to, but it's okay. Just remember to use your right hand. Or is it the left?

Which leads on to the next cause for concern - illness. I had a few bouts of diarrhoea from intestinal parasites but nothing a couple of pills didn't cure. Anyway lavatory adventures always make good travel stories.

When trekking in Mali's Dogon country I met an English doctor called Rob who on this particular day wasn't in full control of his 'faculties'. As he walked, buttocks clenched, into the village where we were staying the night he couldn't wait and just dropped his shorts and let go in the middle of a sandy street in front of a group of locals looking on in startled amusement. My how I laughed.

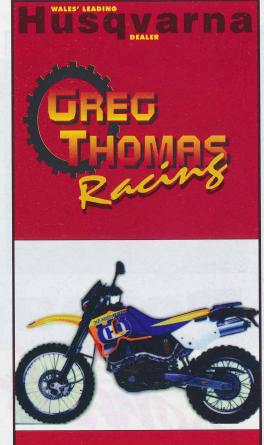
Malaria is the most-likely serious illness - in fact a lot of trans-continental overlanders do get malaria at some stage. The important thing is to get it treated early, and don't travel without anti-malarial tablets. Left untreated, malaria can kill you - it's not worth the risk.

Fuel is much more widely available than you might imagine. A bike with a 500km range will be enough for 90 percent of the time. When it's not it helps to have a jerry-can or you can buy cheap old plastic containers which only have to last long enough till you can pour the fuel into your tank. It's only a major issue in places like the Sahara where fuel (and water) availability dictates everything you do and has to be taken very seriously. In most megaremote areas of the Sahara you should really be hooking up with other vehicles for safety reasons and they can usually carry your excess fluids.

For some people, time is a worry. I took a year to get to Cape Town but you could do it in a lot less if you had to - a couple of months if you didn't have any problems. If you were really pressed you could ride from Nairobi to Cape Town (nearly half the whole distance) in a week - it's good tarmac all the way. But it would be missing the point somewhat.

So now I've made it all sound so easy what are the real hassles? Getting visas for some countries is a major pain, finding decent tyres en-route can be impossible, but without a doubt the hardest thing is making the firm decision to just go and do it in the first place.

Go on, live a little. You won't regret it...





- Tyres
- Spares
- Servicing
- Clothing
- Repairs
- Accessories

Tel: 01685 722773 • Mob: 07971 104804 Pentrebach Road, Merthyr Tydfil, Mid Glamorgan www.gregthomasracing.co.uk

# Doing the

Paul Blez explores a host of unknown trails with the West Midlands TRF...

m a sucker for some flattery (and let's face it, I get precious little from the rest of the TBM crew), so when Simon Edler's complimentary letter arrived at TBM Towers inviting me to spend a day with the West Midlands TRF, I was delighted to accept. (The fact that he also offered food and drink to follow, had absolutely no bearing on my decision).

We met up with five other West Midlanders at the scenic car park in front of the ruins of historic Kenilworth Castle less than a mile from Simon's house, and soon set off on an overcast but mild Sunday in February. It was only a couple of miles to the first trail - the first of many - which took us in a long banana-shaped loop of well over 100 miles to the borders of Birmingham, Stratford, Banbury and Daventry

before heading back to Kenilworth as the sun disappeared over the horizon.

It was a strange experience for me because I used to do quite a lot of motorcycling in this area when I was living in Birmingham 20 years ago, but in those days I never left the tarmac. I kept recognising bits of the old A41 and the A452, and the A423 and so on, but didn't know any of the green lanes, nor most of the minor roads that we rode to link them together. In fact when I lived in the West Mids I never even knew that there were green lanes so close to the sprawling conurbation. Of course, Warwickshire doesn't have anything like the abundance of trails you get in places like Yorkshire or Wiltshire and we had to do a quite a few road miles in between the dirt digging, but the tarmac was mostly pretty twisty and I never got bored even on the humble little Hyosung 125 that was my trusty steed for the day (see the Quick Blast, this issue).

There were some wonderful old buildings to admire as we tootled around Shakespeare's home county, where classic Elizabethan half-timbered houses abound, and I even saw a garden shed with a thatched roof. The trails were far more taxing than you might imagine, given that Warwickshire is not renowned for its snow-capped mountain ranges. There were actually a few interesting climbs but the main problem was the softness of the ground. Many of the trails were literally saturated, so that even the knobbliest tyres struggled to find grip in places and the road-oriented trail tyres on the Hyosung looked like slicks within seconds of leaving tarmac.

There were stark contrasts between old and new too; one minute we were pausing to admire the National Trust-owned Packwood House, the next we were on a trail over the M40, which wasn't even built when I was a student in Brum; then a couple of minutes later we were splashing through an ancient ford in Claverdon. The closest we got to Stratford was Snitterfield, before heading down an easy but unusual trail which brought us out in the middle of the Charlecote Research Station. From there we headed across the Roman-built Fosse Way to a filling station on the downgraded B4100 Banbury Road for lunch near the Heritage Motor Centre at Gaydon.

Suitably refreshed, and having learned a bit more about my travelling companions, (three of whom were called Andy), we continued east with a new Andy at the helm - Andy Clues having taken over the job of navigation from Andy Spencer, who'd led us efficiently all morning. We crossed back over the M40 to Burton Dassett, where we went through a gate on a trail onto the green sward of the country park which has been created on the site of an old quarry, with an





ancient signalling beacon tower at its heart. The right of way was completely grassed over and if the surrounding 'lawns' hadn't been so hilly, you could almost have imagined you were riding on a golf course.

After skirting the northern reaches of Oxford-shire we crossed the border from Warwickshire into Northants and saw our first byway sign of the day near Hellidon. (Warwickshire's green lanes are very badly marked). A couple of miles further on, near Catesby, we passed an intriguing country mansion and came to an old 'bridle road' sign pointing the way to Napton. It also carried the immortal words 'Unfit for motors' indicating this track had vehicular rights and was not merely a 'bridleway' in the modern sense.

The next trail took us across waterlogged fields towards a radio mast and one of the lads remarked that he'd never seen it so wet and muddy in all the years he'd been riding it. Back on the western side of the Fosse Way the penultimate trail of the day was also one of the longest and continued for several miles across a number of tarmac roads. It also took us over an old railway bridge from which we could see the route of the old railway line stretching for miles towards Rugby, with a branch off towards Northampton just below us. There were clear signs of illegal riding on the old trackway and embankments but we resisted the temptation to

**TRAILBIKE MAGAZINE** 



take part in such irresponsible behaviour.

The very last short trail of the day brought us out opposite the main entrance to the National Agricultural Centre which hosted the inaugural Dirt Rider Expo just a few months ago. Apparently the NAC tried to obtain exclusive rights over it for use as a quick escape route out to the A445 during their biggest shows, but the TRF objected and thankfully it's still open to all.

A few minutes later we were safely back in Kenilworth and as we sipped mugs of tea back in Simon's garage I learned a bit more about my fellow travellers...

## My Host

Simon Edler has been riding bikes for more than 20 of his 36 years. He confessed to having started riding on an FS1E while still a few months under age, completely unbeknown to his parents. 'I kept it at a mate's place and used to ride it to school every day'. Originally from Bedfordshire, Simon grew up in Kenilworth and joined the RAF while still a teenager and was based down on Salisbury Plain for a while where he first took to the dirt on DT MXs. He moved on to an air-cooled, drumbraked PE175 on which he used to compete in enduros. He's actually only been a member of the TRF for five years 'although I had been thinking about it for ages - I'd gone to a couple of meetings but didn't find them very welcoming'.

to St Ives at Easter. The group actually rides in other parts of the country as much as on the local lanes. 'We're a pretty active group; we go to the Cotswolds, Wales, Devon and we've also been to France and Andorra'. 'We also marshal at a lot of horse trials. We do about ten a year, including some which continue on past midnight and there's one we do in Gloucestershire which runs non-stop for 24

hours'. Sounds like good fun.

20 TRATIBIKE MAGAZINE



Now an active member of the West Midlands group, Simon is trying to make the TRF more friendly than he himself first found it, 'We're trying to get more of the social side into it. We had a Christmas dinner and we're having a trip down





"I JUST CAN'T SAY ENOUGH GOOD THINGS ABOUT PROGRIP GOGGLES THEY'RE THE BEST ANTI-FOG ON THE MARKET! AND NOW WITH THE NEW





Parkstone Pole-Dorset Bh14 OLU - Tel-Fax:01202.741580 visitnewsite: www.progrip.com Simon described himself and his thirty-something mates as 'the youth' of the West Mids TRF, which apparently includes plenty of active old timers amongst their number. 'We went through a bad patch a couple of years ago when we lost a couple of run leaders, but things are looking up lately - we had about 30 people at the last meeting'.

Nowadays a carpet fitter by trade, Simon started his 'proper' trail riding career on a KDX200 which he'd originally bought to ride in enduros. He moved on to a TTR250 which he described as 'a good all-rounder but it just lacked that bit of punch', then moved up to a CRM250AR a couple of years ago.

He's still very happy with the CRM, 'I buy all my bikes to use on the road as well as the trail and the CRM's a fantastic all-rounder'. He also has an immaculate Mk1 Africa Twin in the garage and is a fully paid up member of the Big Trail Bike Club featured in Doing The Rounds last year (TBM 58 & 63).

## The Veteran Spanner Man

Andy Clues has been a mechanic for most of his adult life and for the past nine years he's been working at Windy Corner, the well-known Leicestershire KTM and Triumph dealer. He now bears the exalted title of 'Lead Technician' (that's lead as in leader, not lead as in the base metal...). In fact he reminded me that we'd met once before, way back in 1994, when I made an emergency stop at Windy Corner to have the completely worn out rear pads replaced on the BMW Funduro that I'd just ridden in the very first Cambrian Rally. Andy was given the job.

Since Windy Corner started doing KTM trail rideouts a couple of years ago he's been getting 'time off for good behaviour' most Wednesdays to lead the unsuspecting groups of dirty virgins a merry dance around and along the green lanes of Leicestershire and beyond.

Now 37, Andy started trail riding on a humble Honda XL185 but soon moved up to a KDX200 on which he used to compete with some success in enduros. He also used to own a GSX-R1100M which he swapped for a Husky 610 Supermoto before it was stolen, prompting him to buy a secondhand TTR 250 instead.

Nowadays he rides a KTM 250EXC after owning the ubiquitous 200, having sold that to fellow TRF member Rob Sewell (below). He also has a KTM 640 Supermoto with which to embarrass sports bike riders on the tarmac. Unfortunately 'my' little Hyosung sprung a leak in the rear tyre just as I'd persuaded him to swap with me so I could have a go on his quarter litre Katoom. I'm sure you can imagine how disappointed he was not to have to ride the Hyo...

The Ex Schoolboy MXer

Our morning run leader Andy Spencer started riding in schoolboy motocross at the tender age of 12, having been immersed in bikes as a babe in arms thanks to a dad who competed in trials.

Andy started trail riding on a Suzuki TS185 which he also rode in enduros, before moving on to a PE250, a fearsome Yamaha IT465 and finally a Husky WRK260: 'a cracking bike'. But then got involved with jetskis and importing exotic mountain bike parts and retired from enduros, only to take up the equally hazardous sport of mountain bike competition. Now 40, Andy said, 'I used to be very, very fit' in a way which emphasised the spectre of

advancing middle age (I know the feeling!). He used to pedal 100 miles a week apparently, but then broke an ankle 'in circumstances too embarrassing to explain' and that put paid to the pushbiking - and his fitness.

So after a five year break from motorcycles Andy got the urge to try trail riding again and paid for a Windy Corner rideout 'to see if I would still enjoy it'. The answer was affirmative so he bought the KTM 400EGS on which he led us around Warwickshire and is now the West Midlands TRF's Run Co-ordinator.

Another Kenilworth resident, Mr Spencer is a man of many skills; he was an IT course advisor for a while and he also has a vehicle contract hire and leasing business amongst several other entrepreneurial activities.

## Prince, Andrew

The eldest and most regal-sounding of the three Andrews, Andy Prince wasn't prepared to admit to being anything older than '40-something' but his grey beard was a fair indication that he wasn't in the first flush of youth.

He's actually been riding bikes since 1964 when, as an enterprising 11 year old, he used to ride 'an old British road bike' the four miles to school in Derby up the shale trackbed of one of Dr Beeching's newly deceased railway lines with his mate on the back. 'My mate's dad was a warden and he gave us permission, so it was all legal and above board'. Blimey, those were the days, eh?

He graduated to scooters (shock, horror) in the form of a trio of Lambrettas, the last of which, a rare and collectable GT200, he has just sold to the publisher of Scootering Magazine. Andy started



serious off-roading on a Triumph Tiger Cub in his 20s when he also owned a classic Honda CB77 305 roadster twin. (I owned the learner-legal CB72 250 myself, for a year). Nowadays he owns enough land to enjoy dirt biking at home without anyone being able to complain and he started riding there on a YZ80 before moving on to an XT250-powered KTM 500(!). He only started 'proper' trail riding a couple of years ago, which is what prompted the purchase of the WR400 he currently owns.

Andy runs his own business exporting medical and dental equipment and by my calculations he's about 47, but he's clearly still young at heart because he's got a Yamaha R1 for the road in addition to the Y2K WR400. Mr Prince was good enough to let me have a spin on his WR and it was the first one I've ridden which really did start with just one kick - thanks to a modification to the carb. So the nightmare memory of that first TBM 'chocolate teapot' test-WR has finally been laid to rest.

Andy was also the subject of much mirth amongst his fellow club members while marshalling for a horse trial. He managed to provoke his Yamaha into rearing up like an untamed gee gee, looped out and broke a couple of ribs in the process. As I said, clearly still young at heart...

## The Harley-riding Heating Engineer

Rob Sewell is another ex-schoolboy motocrosser turned trail rider. But he is actually still racing motocross in the AMCA experts on a KX250 at the ripe old age of 37. A heating engineer by trade, he seems to be the boy with the most toys,



at least as far as bikes are concerned. In addition to the ex-Andy Clues KTM200 which he rode with us, he also has a Mk2 CRM250, an XT600 and a Harley Davidson Softail Custom. Rob looked one of the most comfortable in the tricky conditions and blasted up some of the slipperiest trails feet up while others paddled and slithered at half the speed before dropping their bikes in a heap.



## The Mystery Man on the XR

I can't tell you much about the bloke with the XR250 because he was rather elusive about what he did for a living and indeed what his real name was - and he disappeared before the post-ride debrief. Maybe the Inland Revenue were after him, or perhaps some aggrieved woman. Who can tell? All I know is that he was good enough to provide me with plenty of entertainment on the slimy trails by falling off his XR250 in a whole variety of different ways, some of which I was able to capture on film for posterity. I thank you, sir, whoever you are...

## **Lesson Learned**

If you're trying to ride slick trails with utterly unsuitable tyres, a Hyosung beats a BMW Funduro every time. So much lighter to pick up...

## Thanks

Huge thanks to Simon and Joanne Edler for impeccable hospitality and to the rest of the West Midlands crew for an illuminating day out which has changed my ideas about Warwickshire for ever.

The West Midlands TRF meet on the first and third Thursdays in the month at the Wilmcote Men's Club, near Stratford on Avon. The lads above also meet on the second Wednesday of



the month at the Red Lion in Claverdon.

They will be having a charity auction for a scanner appeal next month which, Simon assures me, will include a pair of my very own underpants, inadvertently left on the Edler bathroom floor. Freshly laundered, naturally. Now there's a real collector's item for you, who'll start the bidding? Anyone ...?

TRAILBIKE MAGAZINE

Motorcycle Insurance?

Whatever you ride Whatever your record Whatever you do...

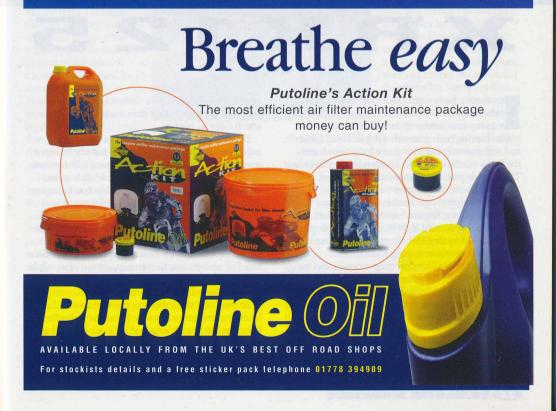
# CALL US!!! (020) 7272 7661/7281 9090 Or buy online at www.mitch.co.uk

Mitchell & Partners
The Key to better bike insurance

13-15 Archway Road **Highgate - London N19 3TX** 

No form filling for most policies

TO ENSURE A HIGH QUALITY OF SERVICE YOUR CALL MAY BE MONITORED





## XRX125

t's exactly three years since I last had a decent ride on a four-stroke 125 (a Honda XLR), but this was my first time ever on a Korean-made 125cc trailie. Having been relieved of my editorial CRM and still awaiting the arrival of a long-term tester, the lucky machine pressed into service for the Doing The Rounds piece this month was a Hyosung XRX125. A what...? You may well ask.

You're probably not familiar with the name Hyosung, but the Korean-based company was originally set up by Suzuki in 1986 as an assembly plant, in the same way that Honda established many of the Taiwanese manufacturers (eg Kymco).

Along with squillions of cheap scooters, Hyosung actually make the little Suzuki LT50 and LT80 children's quads with which you may be familiar - if you have kids. However they are also now a manufacturer in their own right and since 1994 have been making Suzuki-based machines under their own name once the originals have gone out of production in Japan. The XRX125 is one of these hybrids. The engine is based on the tough little DR125 unit which we used to get over here except that it is actually the

more high-tech four-valve version which was only ever sold in Japan, rather than the basic two-valver which came to Blighty.

The rest of the bike is a sort of 'bitsa' with an intriguing mix of high quality and frankly low-rent components. The frame is a traditional tubular steel jobbie but with an early 'Full-Floater' style monoshock rear end, complete with box-section swinging arm but only a humble rod-operated drum rear brake. The front forks on the other hand look as if they might have come straight off a brand new DR-Z400 while the levers are definitely '80s roadster style. The foot controls however appear to have been knocked up by some Korean peasant out of a couple of old bits of tin plate, and the horn sounds like the pathetic bleat of a newly born lamb.

So much for the componentry. Fortunately, Hyosung importers Bavanar (who also bring in the Italian-made Suzuki-engined Beta Alp) have Ron Lumley working for them. Apart from being a keen off road enthusiast, Ron used to be an engineer for the works Audi and Rothmans rally teams, where his job was to make the high-tech cars work even

better with a selection of his own hand-crafted parts. So he is a dab hand at fabricating all manner of superior bits and pieces. As soon as he saw the first Hyosung XRX125 he could see that the low and wide foot controls left something to be desired and set about knocking up a much better set himself. The working drawings have been with Hyosung in Korea for some time and (fingers crossed), the improved parts are due to be put into production soon.

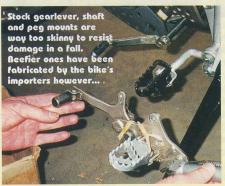
For my day out with the West Midlands TRF however. I was stuck with the Hyosung XRX exactly as she left the factory in Korea, complete with the rather road oriented Shinko Trail Master tyres. I actually thought it looked quite smart as I lined up the bright vellow thumper in front of Kenilworth Castle for a few pics. It doesn't look nearly as 'third world' as a lot of the oriental machines made outside Japan, and

does come with some trail-friendly accessories like the (plastic) bash plate and steel hand holds, which is more than you get with an XR400.

However, the first minor problem had already reared its head as I stood up on the pegs to ride into the bumpy car park. There was a worrying whirring sound emanating from the right hand side of the bike which I thought at first might be the starter motor sticking on. We soon traced it to the kickstart, which had been knocked back by my leg and caught on the frame - it was just the ratchet rattling. I moved it back to its normal resting position and thought no more about it until we got to the first green lane and I had to get back up on the pegs again. Instant whirring rattle once more.

By the time I got to the end of that first lane it was obvious that the kickstart was going to have to come off. But this was no problem, because the XRX also comes with a perfectly good magic button. What should have been a useful 'belt and braces' addition





for those flat-battery-moments, turned out to be an ill-conceived afterthought; somehow you can't imagine Japanese engineers designing it like that. The stylish but pointless bit of silver bodywork just above the kickstart actually makes the problem worse because it makes the kickstart stick out further than it would do otherwise. Turns out that Ron Lumley had already spotted this potential problem too and asked the factory to fit an

alternative and slightly shorter kicker (cheers Ron).

With the kickstart removed, the little Korean thumper made a perfectly usable off roader and if I'd had better tyres, or the trails had been a bit drier, I would have had no problems at all. The Trail Masters actually have quite deep grooves and provided plenty of grip on the few stony trails that we did. On the really sloppy stuff I did struggle though particularly when the trails headed uphill. In fact the first real challenge of the day was appropriately called Hercules Lane. My task was perhaps slightly less taxing than the 12 labours performed by the mythical son of Zeus, but I did have to get off and push the poor little thing through the slop a few times and I did do an awful lot of paddling. When I finally made it to the top of the lane the West Midlands lads gave me a round of applause for my efforts, which was much appreciated.

I must admit that I was rather intimidated by the sight of the green climb up into the Burton Dasset

**25** TRAILBIKE MAGAZINE



Country Park, but in the event the Hyosung went straight up with only a few helping dabs. I did manage to collect the string from some poor child's kite along the way however, which terminally wrapped itself around the rear brake lever. The irate father looked as if he might stick one on me for a moment, until he realised that there were six other burly blokes to back me up.

On the many miles of roads between the trails the Hyosung did remarkably well, considering that the engine was probably still a bit tight with only 500km on the bore. Once I got it going, it would happily cruise along at 50-55mph and I even saw a heady 105kmh (65mph) on the speedo on one long downhill straight. Hyosung's claimed top speed of 94kmh (58mph) sounds about right although their fuel consumption estimate of 48km per litre (135mpg) sounds a bit optimistic for all but the most limpwristed beginner...

Just as on the trail, it was only really on the uphill sections of road that I really got left behind, but at least the XRX managed to stay above about 40mph on all but the steepest tarmac climbs and was actually pretty smooth and comfortable to ride. In fact, to be perfectly honest, it was far more comfortable and relaxing to ride on the road than any of the enduro bikes I tried that day - because it was happy to cruise along on a steady throttle opening, even when that setting was WFO (Wide Flat Out).

The Hyo's brakes were perfectly adequate for those sorts of speeds, although far from exceptional particularly the front disc which didn't have much feel. When I did need to really use it, it required a

Hyosung actually works better than you might imagine... Far Right: engine is lively enough but kickstart and bodywork make unhappy bedfellows.

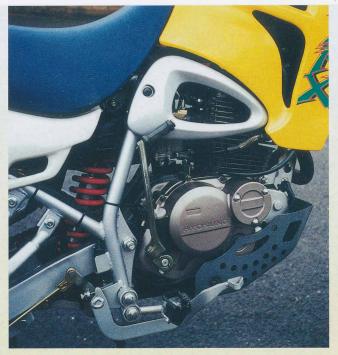
good heave with all four fingers, so it's probably just as well that the lever wasn't a dinky little two-finger jobbie. The brakes did

work though, as I discovered when I left my braking rather too late for a tight bend on the road and managed to lock the front wheel big time, closely followed by the rear, just as I thought I'd got everything back under control, (much to the amusement of my riding companions spectating from behind).

Inevitably, I had to step off the Hyosung once or twice during the course of the day (off road only, mind) as the front wheel skidded out from under me and I wasn't able to get a saving foot down in time.

I only had one incident that could really be called a crash, but it did show up the vulnerability of the standard gearchange. Although I can't have been doing more than about 5mph when I dropped the bike, the gearchange was bent out of position by the tumble. I could see that if I'd been going much faster the gears spindle might well have been terminally damaged because it sticks out such a ludicrously long way. This is something which needs addressing.





Towards the end of the afternoon, as I paddled and footed my way along yet another waterlogged muddy trail, I became convinced that the rear tyre had gone flat. The rear wheel was jumping around all over the place and I thought that the Hyosung's humble 13 horses had finally wrenched the valve out of the inner tube as the tyre slipped on the security bolt-less rim. Since I needed all the grip I could get at the time I wasn't too bothered, yet once back on tarmac the wobbles mysteriously disappeared. However, a few miles further on, as we came into Ufton on the road, the rear tyre suddenly collapsed in no uncertain terms, so perhaps it had been slowly deflating after all. But since we were only about ten miles from home, of which at least half were on trails, I resolved to wobble on regardless.

The last really tricky bit of trail had some very deep ruts in it and just as I got right into the deepest of them I realised that there was an alternative and much easier route over to my right. With my riding companions far ahead, I had to get out of trouble all by myself but it was no problem - I just heaved the front wheel out of the rut, then with the help of the rear handrails, yanked the back wheel out as well, thankful for the Hyosung's practical touches.

Hyosung actually claim that the bike weighs a far from lightweight 125kg, which is 6kg more than Honda claim for their XLR125 although that is only specified at 11.4bhp compared to the Hyosung's claimed 13.6ps for their higher spec four-valver.

It certainly couldn't be described as lightweight but nor was it unduly lardy either.

With good rubber, I'm sure the Hyosung would be even better, as the willing little Suzuki motor never missed a beat all day. However, doubts remain about the suitability of this bike for serious off-roading bearing in mind the current design of the foot controls, exposed gearshaft and weird kickstart position. Trail-styled commuter bikes like this obviously have to accommodate varying roles, nevertheless bikes like the DT125, KTM LC2 and ves, even the XLR125 seem a bit more sure of their dual purpose abilities.

At £2,240 on the road, the Hyosung undercuts the XLR by £400 which when all's said and done is quite a saving for anyone, let alone a 17yr old. Besides the XLR is in any case about to be discontinued in favour of the much less trailfriendly and more expensive mini-Varadero XL125V. As an economical learner legal trail bike-cum-com-

muter, the XRX has its place then, but just like with a Korean car - you don't buy one for its beauty.

It took two sessions with the jet wash to get all the mud off and when I'd finished, the XRX tank stickers were both lying on the ground - still in one piece beside the bike. Just like the Japanese, the Koreans haven't yet discovered how to make proper graphics.

PS For the future, there's a good chance that Hyosung might produce their own version of the now discontinued Suzuki DR350 which, if they avoid fitting the poor controls of the XRX, could make a wonderfully cheap middleweight trailie. You read it here first...

## **HYOSUNG XRX125**

Importer:

Engine:

Dry Weight:

Bavanar, Croydon,

Surrey 020 8665 9994

Price: £2,240 (on the road)

Air-cooled, 4-valve, single cylinder,

125cc (Suzuki-designed) four-stroke

Kick and electric start

Starting:

Bore & Stroke: 57x48.8mm

Power: 13.6ps (claimed)

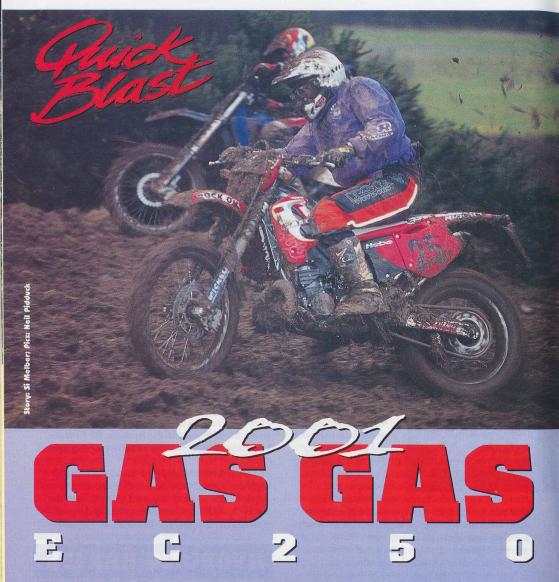
Wheelbase: 1425mm

Fuel Capacity:

2.75 x 21 front, 4.10 x 18 rear Tyre Size:

125kg (claimed)

**28) TRAILBIKE MAGAZINE** 



as gas owners are a funny bunch. They seem to be polarised into two distinct groups of people: those who have owned and ridden a Gasser and would never consider owning anything else simply because the bike works so well for them; and then in the opposite camp, those people who having owned one, would never ever buy another.

Where do I fit in? Well never having owned a Gas Gas I don't fit into either camp, but having recently ridden an enduro on the very latest 2001 250cc machine, I'm much more inclined to become part of the former group than the latter.

It's true that TBM has never (officially) tested an EC250 before. That's not to say we haven't ridden one (we have), but we've not had the opportunity to ride one in an event before now. We've ridden the 200 (and loved it), ridden the 300 (and enjoyed it) and I've even sneaked a couple of minutes on the all new 125. But the 250 is the bike everyone wants to know about.

Okay so what's it like? Well if you already own a Gas Gas (or have done in the past) then it's much the same as the previous offerings - only improved slightly for this year. If you've never had the pleasure of throwing a leg over one of the

Spanish marque's bikes then this is what you can expect...

The Gas Gas is designed and built as an enduro bike from

the outset. Its not a thinly disguised MX bike with altered suspension settings - in fact it's not like that at all. It has an excellent chassis - that is to say, stable and forgiving yet easy enough to turn into corners. It's not the quickest steering bike on the planet, but neither is it the slowest either and in general it's not prone to headshake. It has superb suspension units (WP and Ohlins - front and rear respectively) which are plush and forgiving (some might say soft, even), and these work well on their standard settings for all but the fastest of experts. Its motor is smooth and tractable with excellent pick-up and a reasonable spread of power. It's by no means the most powerful of the 250s and certainly there are times when it could do with a bigger hit in

the midrange - powering up hills for example but it's not slow and it does have a nice linear feel to the power curve.

It has arguably the best 'feeling' clutch of any bike we've ever tested (one finger operation is all that's needed), and as of last year when Gas Gas switched to Nissin brakes, it now comes with a fine set of strong anchors.

What more do you need to know? Oh yes for 2001 there's a newly designed seat cover (which should last longer than last year's), a non-leaky tank (a big improvement), and a nice new set of back-lit digital instruments. Up close these aren't really a match for the neat clocks fitted to KTMs, but they do the job fine. Oh and it comes with a flip-up enduro sidestand and wide pegs.





For those that ride the trail, it's worth knowing that each Gasser comes fitted with a set of indicators, a dipping headlamp and a brake light switch and a (pathetic) horn so it shouldn't be too hard to register either.

My first opportunity to ride one came at the recent Maiden Newton Hare & Hounds

in Dorset: I rode the bike to the start - warmed it up, fluffed a plug on the line and then discovered to my horror that Gas Gas's require a special narrow-headed plug-spanner. Fortunately I managed to get my ordinary plug spanner to partially fit, quickly stuck in the new plug and she started first time... Phew.

Jumping on a new bike may be part and parcel of the road tester's job but it does make for a funfilled few laps when you're not only learning the track, but having to learn what the bike's like as well. And here the Gas Gas really excelled, it's probably one of the easiest bikes I've ridden to simply get on and nail for three hours. Despite it's ease of use, it's no KDX though and if you're a sportsman-level rider looking to improve, you

TRAILBIKE MAGAZINE



may well find the 250 Gasser has more urge than you need. Having said that, any competent clubman could get to grips with the Gas Gas immediately and really make it work for them.

The 250 has a tractable (but not overly generous) bottom end followed by a mellow midrange and finally a good top-end rip. There's instant 'zip' available anywhere in the revband to loft the front end in at least four of its six gears, though once the initial hit is over, the Gasser doesn't follow it up with intimidating amounts of power. That makes it pretty easy to ride in my book. It'll alunch off the line nice and quickly and thereafter it'll accelerate instantly wherever you need it popping the front up over roots etc - but there's no need to worry, there's little chance of you looping out unexpectedly.

What really makes it work so well is a chassis that lets you exploit the motor. I rode the bike

more or less straight out of the crate (complete with indicators etc) and never felt I needed to adjust a single thing. The carburetion is clean and crisp, the suspension settings spot on, and the whole thing gels nicely. If I have a complaint it's that the gearchange wasn't the sweetest of movements and sometimes required a second push of the boot to select the next ratio.

What more is there to say? If it's any measure of the Gas Gas's performance I never fell off the bike all day - which must say something about its forgiving chassis. Certainly there are times when it could do with a little bit more punch - it has noticeably less midrange than my own WR250 for instance, but it's not a complaint - more an observation.

We've said this about Gassers in the past (in particular the wonderful 200): they're not the most powerful enduro bikes out there, but they're arguably among the nicest and easiest to ride - certainly for any length of time.

So the 250 Gasser definitely does it for me. Nothing broke on mine (except the headlight which took a direct hit off a stone) and the bike finished the day slightly fresher than I did. I fuelled up after an hour and a half, but despite a fast course (plenty of riding on the main jet), the bike didn't need reserve. I liked it - a lot.

It's easy to see where the 250 fits into the Gas Gas range, it's got more fire in its belly than the torquier 300, and more urgency than the mellow 200, Matter of fact now I've raced one I understand exactly why some owners love 'em so much.

As for me? Let's just say it left me suitably impressed...

## GAS GAS EC250

Price: £

**Engine:** Liquid-cooled, 2-stroke single

Bore & Stroke: 66.4 x 72mm
Wheelbase: 1475mm
Seat Height: 940mm
Ground Clear: 340mm
Fuel Cap: 9.5L



More than 2 years of development and perfecting with the help of David Vuillemin have been necessary to create a new generation of MX helmets. The SHARK MXR shows a well achieved design, smart, light, highly ventilated and very comfortable.

2 shell sizes allow adoption of any head size and shape. The lining is fully removable, adjustable and washable. Comfort padding with open cell foam, as well as air channels in the impact foam, enable excellent air circulation.

- multi-axial fibre and epoxy resin shell
- 2 shell sizes
- multi element shock absorber, allowing better air circulation
- multi point ventilation
- · soft peak for better safety
- lining and cheek padding removable, adjustable and washable, made of technical foam with open cells
- Face guard
- Racing double D chin strap

Available in 9 varieties Inc. KTM colours / David Vuillemin

Prices from £149

Available at all Bel Ray
Stockist and other selected dealers





WWW.BELRAY.COM

Full range of high quality motorcycle lubricants. Americas number one oil As used by Jeff Emig. circ '98 Ricky Carmichael circ '99 The list is endless.



DC Quad X - Ring super strong - Low friction racing chains - as used by Joel S m e tts, D a v i d Vuillemin, Corona Alstare team.



TRADE ENQUIRES WELCOME **01794 830360** 

Yamaha's quarter-litre enduro thumper is currently in a field of one. Forget your XR250R or KLX because the new WR-F blasts them all into the weeds. TBM got the exclusive first test on Yamaha's newest enduro weapon and tested it out on the track, on the dyno and in a race to see how it really performs - even we were surprised at the results...

hey've done it at last. Yamaha has finally produced the four-stroke WR of which they can be seriously proud. Three years after the very first WR400F stalled and refused to start ever again, Yamaha have launched the WR250F and let me tell you it's a little belter...

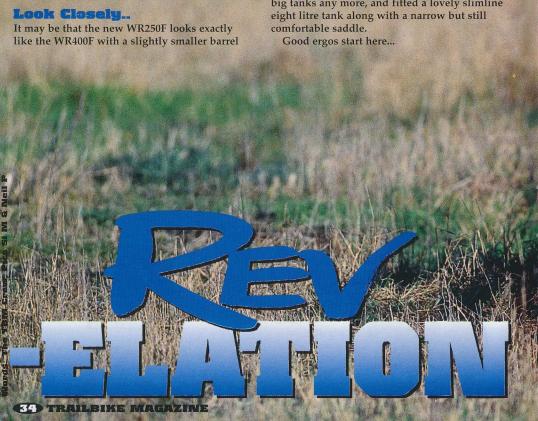
It steers, stops, handles and grips as well, if not better, than any other thumper we've ridden, and it goes like - well, frankly it goes like a 400 at times. This is the first 250cc four-stroke I've ever ridden which actually feels fast. And I don't mean fast for a 250 thumper, I mean fast by any standards...

And how does it start? Pretty good actually. Of course there's no electric starter (big minus), but for an engine which requires the sole of your boot to get it running, she's not too bad (more about which later).

and head, but don't be fooled. In the finest Japanese tradition it's actually a virtually new bike. This is a good thing. For starters it's smaller than the 400 in nearly every measurable dimension - its shorter, narrower, lower and more compact everywhere you look (albeit only by a fraction), and crucially it's lighter too. How much lighter? Well we'll come to that in a moment.

Yamaha's press blurb says that the WR-F (and YZ-F), use a chassis based on the fine handling YZ125, but the last time I looked, the YZ125 didn't store its oil in the frame and I guess what they're trying to say is that they've taken some of the 125's best bits and made the 250F fit.

What that means is a tried and trusted steel chassis with really excellent suspension, superb new brakes and good manners. They've realised that enduro bikes don't need to be saddled with big tanks any more, and fitted a lovely slimline eight litre tank along with a narrow but still comfortable saddle.



## VAMARA WRZSOF







A narrow rear fender, wide pegs, slim engine but full-sized frame, means that the WR-F is compact but not cramped like some 250 'Fours' can feel. This is a bike with an excellent riding position (standard bars excepted of course), and there's room to move about on it - vital for good cornering technique.

When it comes to fixtures and fittings the Yamaha isn't found wanting either - an o-ring chain and a stainless steel silencer are all standard equipment on the WR model (though not everyone liked the size or shape of the muffler) as are dinky little alloy engine guards, and a floating front disc. Unfortunately however, so are flimsy graphics, a clumsy sidestand and horrible bendy steel bars - oh well, some things never change.

Overall however we were pretty pleased with

These days the four-banger WRs start a lot easier than earlier offerings. Red object on carb is the Hot-Starter

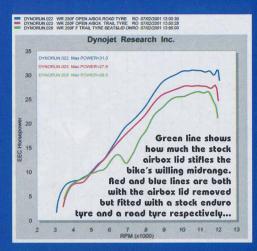
www.powerful is the new 250cc Yamaha? Well we put it on the dyno to find out. First of all though we have a little point to clarify. We've always dynoed bikes using the tyres they come fitted with. There's good reason for this: virtually all the bikes we test come with an 18" rear wheel and finding suitable street rubber in those dimensions is virtually impossible nowadays. Alternatively we'd have to have a wheel which fitted every make and model of test bike - again an impossibility. We figured that the power lost through the tyre was small as a percentage of the whole, but an experiment with the WR250F showed this wasn't actually the case - the difference on the WR was a full three horsepower (or ten percent).

However, supermotos aside, we figure that you're unlikely to be fitting your dirt bike with smooth rubber and since the knobbles are just as likely to deflect on contact with the ground as they do on contact with the dyno drum, we figure our readings more accurately reflect the amount of power available to drive you forward. If you want to be academic about it then yes you can find some extra power simply by fitting a road tyre, but don't assume that all this power will be available once you get back on the dirt and switch to off-road rubber - because it won't.

Onto the WR250F then and the dyno proved one thing at least - if you leave the existing airbox lid

(and snorkel) in place you'll end up costing yourself 1.5hp at the top end and a whopping 5hp at 7000rpm (the lowest [green] line). Remove that lid straight away.

With the lid removed, the bike actually carburetes much better with a lovely linear power curve with no peaks or troughs from 4500rpm all the way up to 12000rpm where we chopped the throttle - giving a maximum power of 28hp (the middle [red] line). [If you want to rev it all the way to its 13,500rpm rev-limit you can, but power starts dropping away dramatically after 12000rpm.]



some sort of perspective. The last time we tested a new (and very tight) KLX300R it gave 23hp on knobbly tyres - no match for the WR250F. The standard DR350 enduro model we tested a few years ago gave a smidge under 25hp - again on knobbly tyres and again less than the 250F. And finally we come to the XR400R. Last time we dynoed one of those it produced 28hp on standard tyres with the baffle in place. In other words the Yamaha WR250F (which is equally well silenced), matched the power output of the XR400R - incredible!

Of course it can't match the XR for torque arguably a more important consideration, although it does come with a useful 15.2ft-lbs (a tiny bit less than the KLX300), but if you really want to impress your mates - fit a road wheel to the back and watch the dyno register 31hp (the upper [blue] line).







the spec of the new bike - details like the twotone seat and quick-adjust clutch perch not to mention excellent suspension and brakes, all go to show that Yamaha are moving in the right direction. Eight out of ten then for effort...

## Let's Go Crazy...

Five-valve single-cylinder engines are still relatively rare in the dirt bike world, and when those valves are struck from titanium and operated by a double overhead cam assembly, well you can be sure you've got a one-way ticket to rev-city. By now virtually every one of you will have heard that the 250Fs (both YZ & WR versions) have a wallet-jangling 13,500rpm redline, and you could be forgiven for thinking that in order to extract maximum power from a 250cc thumpette, you've got to be revving it to valve-float velocities.



here is no doubt this is one of the most exciting new bikes of the year. Small bore fourstrokes are always a lot of fun with their easy to ride nature and gentle power delivery. Of course gentle also means slow and this has been true of 250cc four-strokes - up till now. A few years ago the Kawasaki KLX250 (and then the KLX300) gave us a glimpse of what might be possible. But it's taken till now for someone to make a 250cc four-banger really competitive.

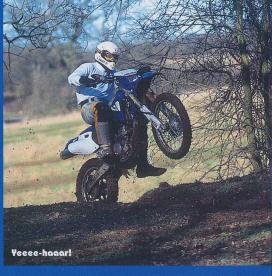
So along comes Yamaha's new generation 250 four-stroke in the wake of their highly successful WR400F, surrounded by possibly even more hype than its big brother. Australia's ten-times ISDE Gold medallist Geoff Ballard who has been involved in the bike's development, claimed that this bike was now capable of winning enduros outright, while in the US, the YZ-F version won the opening round of their 125cc Supercross series.

But back here on planet earth where mere mortals paddle around muddy fields, how did it work for the motley TBM crew? Initial impressions of the littlest WR-F were exciting as I moved it around for the static photos. The bike looked great, was very slim and small with a flat seat that we have all come to love on modern bikes and it felt light as I lifted it onto the stand. I thought the controls felt a little heavy compared to say a DR-Z, but nothing to really worry about.

So into the mud and slop that would be a typical February day out on dirt bikes in the UK. The smallest enduro bike from Yamaha is very easy to manage as it should be, but it excels over and above all the other small bore thumpers in almost every area.

On the test track on which I first rode the bike which was a section from an old enduro course consisting of flat grass-track style corners, rutted turns and some woods - the bike was superb. All the corners had deep, sharp edged braking and acceleration bumps and the Yam ate them for breakfast. While it certainly took more getting used to than I expected, the confidence and speed with which you could attack the entrance to a bumpy rutted corner was inspiring. Here the huge front floating disc brake helped as there was never any doubt that this bike could stop on a dime. Why does the WR250F have a bigger front disc than an XR650? (you tell me Mr Honda).

Now to the motor which is obviously what this



bike is all about. Boy, does it rev - just when you think it's getting along pretty nicely for a 250cc four-stroke, hold onto that throttle a bit longer and don't lean back. This baby is fast. Okay, it's not going to blow away your mate's KTM 300, but it does surprise for such a little four-stroke. It will willingly loft the front wheel under power and what's more this power isn't at the expense of bottom end, mid range or the smooth power delivery that makes four-strokes attractive. It has all the gentle, loving finesse that you would hope a 250 thumper should have, but when you let it rev - it fair flies.

So is it beyond criticism? Hardly - there are three things that just aren't good enough as far as we're concerned. Firstly, the handlebars are lowquality steel items and have no place on a bike like this. But - this is easily fixed. Next is the engine breather which is the same as on the WRF400. Yamaha uses a system where pressure built up in the crankcase vents from the head through a tube that runs down the front of the frame and hangs under the bike. This seems to me to be the perfect place for mud, dust and water to find its way into the engine - be aware.

Sadly, the last problem is one the owner can't fix. Yes, you guessed it - I'm on about starting four-strokes again. While Clive and Si M were more sympathetic about the Yamaha's starting abilities, I am not so kind. I think it is a huge disadvantage to give away over two-strokes and one that is only cured by the fitment of a leccy boot. I had trouble starting the bike on several occasions and I know Clive was absolutely fuming when it took him five minutes to start it during the race. Yamaha, fit an electric starter please. Si Pavey



In fact this isn't the case. Yes of course the 'F' makes its power high up in the rev range, but peak power comes in at around 10,000rpm and lasts right through to 12000rpm. You can hold it on to 13000rpm plus, but by then it's all over bar the shouting. Moreover peak torque is reached at just below 9000rpm, and the bike's making good usable power from about 5000rpm onwards.

If you're driving it through the meat of that power in every gear and still wanting more then you're one crazy horsepower freak. This is a serious motor with lovely linear power characteristics and very usable performance, and though you have to rev it to get the best out of it, it's certainly not short of go.

To be honest I'll admit that until I rode it, I

thought the WR-F was going to be all revs and virtually no torque - a thumper with the power characteristics of a 125cc stroker. That simply isn't the story here. The WR-F has reasonable midrange and though bottom-end grunt isn't its strongest suit, it's still got plenty of drive from low down.

What that means is that for the first time you can have serious fun on a lightweight 250cc four-stroke. Not fun as in a nice enjoyable day's ride - they all offer that - but fun as in wheel-spinning, power-sliding, wheelie-pulling fun. They may have put the stickers on the side saying 250cc, but obviously someone forgot to tell this bike that it's only a 250 thumper!

And that means you could race a WR250F and be seriously competitive - not just in the small thumper class - but against all capacities (two or four-stroke). Or, if you prefer slicing the trail, then you're not going to be disappointed on board one of these babies. I guess it's still going to feel pretty tame on the road, but off tarmac, there won't be much to touch it I reckon.

## C'mon Let's Ride...

From the moment you sit on the saddle of the 250F you know this thing is going to be a blast. I guess one of the most important parts of that equation is that as a 250cc fourstroke, it doesn't intimidate you the way that a 400 thumper or 250cc two-stroke can. You know that you can grab it by the scruff of its neck

and really make the bike work for you. And you should, because lazy riders won't enjoy the 250F as much as those who're prepared to work a little bit harder for their pleasure.

It's not that the 250F is hard work - it really isn't - it's just that it responds best to a fistful of throttle and an eager rider. It's no use shortshifting the thing and expecting it to lug up hills in third gear. It simply won't have the guts, or at least not at any sort of speed. But powering up hills in second gear, it's the sort of bike on which you can change up a gear once the motor's revving. The same goes for cornering. This bike corners in second gear - that's where it's fastest. Choose third and you'll simply find yourself losing most of your momentum.



Clive got the onerous task of racing the new WR250F at the first round of the South of England Hare & **Hounds Championship at** Maiden Newton in Dorset. This is how he got on...

o there I was sitting on the line with the kickstart poised and the hot four-stroke engine ready just past Top Dead Centre waiting for the signal to kick and go. So far I'd ridden the Yam to the line and that was it!

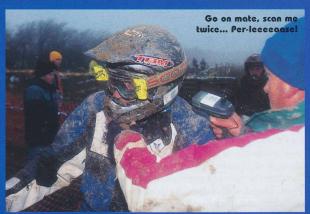
Like its big brother the WR400F three years ago, this was the most eagerly awaited and over-hyped new bike of the 2001 crop. Unlike its big brother though, TBM already liked the bike - a lot. I'd had to sit in the van for the three hour trip down to the fog-cloaked Dorset track listening to a constant stream of superlatives, ideas, views and advice from Messrs Simon and Si who had ridden the bike the previous day.

So that not only meant that I had the disadvantage of some serious pre-conceptions about the WR250F but also, more embarrassingly, the disadvantage of starting with the 20kgs of mud that they'd left caked on the little blue machine - just for me!

The starter's flag was poised, ready for the mass start in the expert class, and all I could think about was whether the hot four-banger would fire up or whether I'd be left sitting on the line kicking with the rest of the kickstart equipped four-strokes! Amazingly the next thing I knew I was steaming off with 40 other riders heading for a hole in the hedge the width of two bikes! The little beauty had started first kick,

I was beginning to like the WR2 already.

They'd said rev it and so having hopped off my little 125 KTM the weekend before I said yeah, no problem and just sort of carried on in the same vain'. Wrong! It took me well over two laps of the slippery off-cambered and relatively technical course (well done to the SCEC for staging such a blinding Hare & Hounds in the most God-awful conditions imaginable), before I worked out where I was going wrong. I was getting increasingly frustrated by my lack of progress compared to the rest of the field who seemed to be getting grip and driving past me with ease, especially eventual winner Ady Smith who looked like he was riding on dry ground, the speed he was going!



**40** TRAILBIKE MAGAZINE



Moreover I found a particular problem with our test bike relating to this. If you shift into third too early on the way out of a corner, the engine will suddenly splutter and begin to die. It feels like an over-fuelling problem, but in fairness to the bike I think this is partly a result of the thing being so damn good. Because it doesn't feel like a 250cc four-stroke you tend to take liberties with it in the way that you could with a 400 for instance. Yes it's got heaps more power than the average 250 four-banger, but it's still a 250 thumpette after all.

Okay, onto starting it. From cold the WR-F lights up almost immediately. Believe it or not we had a little problem with ours the first time we tried to start it. It fired up first kick - ran for about half a second - then absolutely refused to start for the next ten minutes no matter what we tried. This is unusual. Basically, once you've got the technique, there's no reason why this thing

won't fire up first or second kick absolutely every time - hot or cold. We must've started the thing at least 60 times and about 95 percent of the time it fired up immediately. Once or twice it took a fair few kicks and I guess that's true of any four-stroke. Let's just say that it's an excellent starter but not an infallible one.

Of course you've got to run through the proper starting procedure. There's only a manual decompressor and as the WR-F has a high 12.5:1 compression ratio you can't just boot the thing through. So you go through the starting regime: press down the kick-starter till it stops, pull in the decompressor, ease it over compression and then give it a full swing. If it's hot then you do the same but this time with the 'Hot-Start' button on the carb pulled out. Once its fired, you push the button back in again and away you go.

## On the Move...

Once the engine's warmed up, which only takes a few seconds, the little Yam is eager to please. There's heaps of acceleration available - though with a 52 tooth rear sprocket and a five-speed gearbox, I'd be surprised if the bike was geared for more than about 65mph when stock. Trail riders might like to experiment with a 48 or 49 tooth rear sprocket to give a more useful top end, although off road the bike never feels slow.

Fortunately stirring the five-ratio transmission is a piece of cake, the clutch can be left out if required or used if you prefer. One of the nicest things about the way the Yamaha rides is the fact that it finds plenty of grip - even in incredibly slippery conditions. We all talk about thumpers being able to hook up, but the case with most 400s is that a surfeit of horsepower overcomes the available grip. The 250F on the other hand has enough power to break traction when you need it (to unstick the rear in the middle of a corner for instance), yet if you roll off the throttle slightly, it'll re-establish the grip and then push forward again.

And it does this without the thumper's annoying habit of locking up the rear wheel whenever you shut the throttle on slippery ground. There's certainly engine braking available, but nowhere near as much as you get on the WR400F for instance. But then again the



But what I hadn't appreciated was that when the boys had said rev it they really meant REV IT! When I eventually stopped messing about, started applying myself and cranked that loud handle open until my elbow was in the mud then the little Yam really started to come into its own. A few dry lines were forming around the snotty track and all of a sudden I was overtaking rather than being overtaken especially in the more technical areas. Here I could catch the rider in front then as long as there wasn't one of the multitude of slippery hill climbs to follow, I could usually sneak past.

There is no substitute for cubes though and despite the amazing 30-odd horses available at the rear wheel, when it came to these slick climbs the more powerful two-strokes could easily pull away from me as I concentrated on simply getting over the obstacle. The Yam has got some go at low revs but not enough to chug up a climb in a tall gear. It does all really happen when that engine is singing and unfortunately in those conditions that translates to wheelspin when you don't want it to.

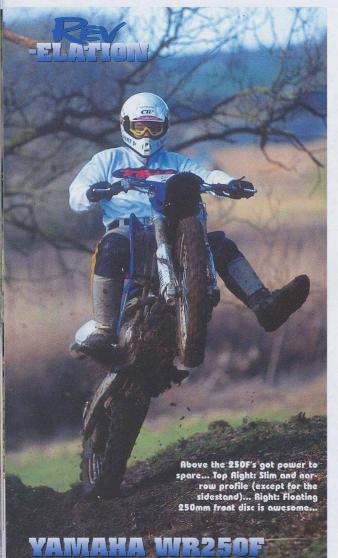
There is more to a bike than the engine of course and so praise again for the rest of the package. The handling was very good in the inclement conditions and the suspension receives a whopping eight-out-of-ten. Amazing

for a Japanese bike straight out of the crate! It was plush, supple and progressive, I wonder what could be done with some adjustment? Brakes were superb and the YZ125 derived clutch felt light yet seemed to take the abuse with no problems.

As the day wore on, the engine seemed to develop a bit of a reluctance to rev smoothly though from mid to high revs, we put it down to a dirty filter. I also had five very frustrating minutes stuck in a deep rut trying to start the Yam and watching fellow TBM teamster Si Pavey disappear into the distance. But all my foul-mouthed swearing seemed to help and it was soon running again. It was the only starting problem encountered in the day's riding but yet again it was on the penultimate lap of a hard race when I wanted it least. With an electric leg this bike would be very hard to criticise.

When tracks start to dry out and grip becomes more readily available in a few months time this bike is going to absolutely decimate the 250 four-stroke field and be a serious contender for overall honours in the four-stroke class in general. Of course in the right hands it will be beating all of us whatever we're on.

The four-stroke KDX200 has finally arrived - and this time it's blue... **Clive Garnham** 







250F doesn't feel much like the 400. Putting aside the obvious power differences for a moment, the 250F feels altogether more nimble and far more agile than the 400. It's also more rewarding when you get it right.

You don't need to be a good rider to get the best out of a 250F - in fact I reckon there'll be more than a few 400F riders trading down to one of these - but you do need to get used to one or two quirks of the bike. As I mentioned before, you don't want to change up a gear too early, nor do you want to be lazy about your gear selection. It will grunt its way out of trouble, but not in the

same way that a 400 does for instance.

On the other hand the 250F will let you get away with things that other (larger) four-bangers won't. For example you can change line in a corner easily, the 250F is light and flickable enough to head for any line you want. Nor does it tend to run wide as soon as you shut the throttle like some thumpers can. And of course it's much lighter than the average four-stroke which helps you every minute that you're riding it. Sadly the TBM weighbridge was unavailable at the time of this test, but Yamaha are claiming a weight of 102kg, there's eight kilos of fuel to be added on,

Is it fair to test a 250cc thumper against a 250cc two-stroke? We reckon it is: few riders race 125cc enduro bikes these days and with the majority of the new 250F's sales expected to come from existing two-stroke customers, how would the new thumper stack up against the established class leader...?

# WR250Z W WR250F

he Yamaha WR250Z is the last of the line for Japanese two-stroke enduro bikes (KDX excepted). It is Yamaha's most recent and serious off-road weapon, multi-times British championship winner and a benchmark that we still like to use here at TBM.

Si M has ridden and raced his own WR-Z last year and has just replaced it with another one for riding, racing and testing during 2001. Last year the WR-Z proved itself useful in testing all year, reminding us just how well a good off-road bike could and should work. So with these thoughts and all the hype about the WR250F being a two-stroke beater, we thought it would be appropriate to throw both WRs into the ring together.

As often happens at this time of year when new models are released, we also had the worst conditions for testing, and the day we had these two bikes together was also a day of mud, strong winds, rain and fog. Conditions in which scientific testing goes out the window and it's back to seat-of-the-pants impressions.

We had the intention of setting both bikes against the stopwatch around a full lap of the six mile enduro course, but due to the messy conditions, it simply wasn't possible - lap times were too erratic. However several things did become clear during back to back testing.

There is no doubt that the 250 two-stroke is still the king of enduros in these kind of conditions. It was able to blast through the deepest mud, keeping the rear tyre clean and decimating the bigger hills on the course - the extra power available making a huge difference in the power-sapping gloop. The two-stroke engine revs cleanly with minimal vibration, providing torque when desired or alternatively a snappy acceleration rush if circumstances allow. The four-stroke 250 on the other hand, though awesome on the dyno, could never hope to match this flexibility



and let's say that we usually find Japanese air is about three or four kilos lighter than the British stuff. So let's say about 112-113kg ready to go. That's about a kilo or two heavier than the average 250cc two-stroke which would seem about right to us. Excellent by thumper standards.

## Other Stuff (Details etc)

All the TBM staffers were unanimous in their praise of the 250F's suspension. Simon Pavey went so far as to say that it was one of the best suspended standard bike he'd ridden - praise indeed. I think it's fair to say that it's set up just on the softer side of things, so if you've got 15st of belly in front of you, you may well find yourself adjusting the clickers. Naturally there's a full range of adjustments available and most riders should be able to find a suitable set-up without too many problems.

A few key details of the bike are worth mentioning. We like the quick adjust clutch perch which is a one-handed job that can be carried out on the move if necessary. The front brake lever assembly is also different to previous Yamaha offerings, with the lever adjustment now working independently of the pin which activates the master-cylinder piston - a much simpler and better

TRAILBIKE MAGAZINE

design in our opinion.

The airbox is well sealed, but you'd be well advised to lose the removable airbox lid once the bike is run in and ready for action.

We didn't like the fact that the radiator louvres couldn't be removed without using a T-bar. These often get clogged with grass and mud and should be removable with a gloved hand in our opinion.

The WR-F still has the overly complex front brake hose routing of other Yamahas, but this can easily be modified by the owner.

The sidestand works very well and can be used to support the bike when starting (stood up on the pegs). The trouble is that it gets in the way of your boot when exiting corners and in extremis, it's possible to get your foot caught behind it.

The useless steel bars come fitted with decent grips for a change, but unless you can remove them, they're only going to last as long as you keep the bars - not very long I suspect.

Because the bike wasn't registered we didn't get chance to ride it on the trail, but judging from our experiences on the track, the 250F is going to make a nice trailbike for those riders that prefer finesse over thundering torque.

## YAMAHA WR250F

Approx £4400-4500 Price: Engine: Liquid-cooled, DOHC, 5-valve single with dry-sump lubrication

Displacement: 249cc Bore & Stroke: 77x53.6mm Comp Ratio: 12.5:1

Carburettor: Keihin FCR37mm Transmission: 5-speed, O-ring chain Frame: Steel, semi-double cradle F Suspension: Adjustable 41mm USD forks -

300mm travel

Adjustable shock with linkage R Suspension:

315mm travel

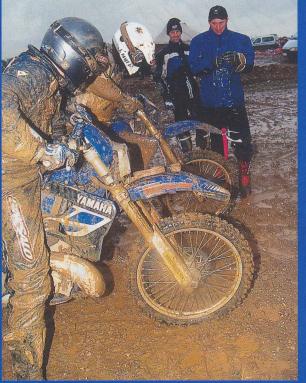
Min Ground Clear: 380mm F Brake: 250mm disc R Brake: 240mm disc F Tyre: 90/90-21 R Tyre: 120/90-18 Wheelbase: 1475mm Seat Height: 998mm

**Fuel Capacity:** Dry Weight (claimed): 102kg

Thanks to Richard Bott, Yamaha UK, Steve Dixon, Gary & Josie Warr plus everyone at the SCEC. And finally PDO for the dyno runs. To dyno your dirt bike call PDQ on 01628 667644.

Our stopwatch showed that a good 250cc twostroke will still beat the thumper in certain conditions - but not bu much...

## Two By Four WR250F



and responsiveness, let alone the sheer quantity

more aggressive power delivery and riding style

does use up energy - and after three hours on the

track, the four-stroke rider could well find them-

selves back in the hunt. Even after a few minutes

In the winding woods section of the course,

istics. Amazingly the WR250F could be flicked

both bikes exhibited remarkably similar character-

from corner to corner with ease, demonstrating its

light weight and low centre of gravity compared

with other four-bangers. The chassis works well

being dictated to, the suspension smoothing it all

out before any of the shocks and jolts could make

it to the rider's arms or legs. However the WR-Z

was just as flickable if not slightly better thanks to

the ability of the engine to pick the bike upright

allowing the rider to choose lines rather than

on tap from the two-stroke mill. However, the

needed to harness the two-stroke's extra kick

you start breathing heavily on the WR-Z.

out of a corner ready for the next, though its front forks felt harsher and less precise than those fitted to the 'F'.

Controls on the newer bike were understandably better - apart from the thumper's push-pull throttle which felt heavy by comparison. The new bike's bigger brakes were clearly superior to the older model's though and the seating position on both bikes was fine, though the F could certainly do with a nice new set of alloy bars.

I know many riders that have bought four-strokes in the past few years in the hope they were getting a lightweight, well suspended dirt bike, but with a better kind of power delivery than they had been used to with their two-strokes. Sadly they have ended up riding four-strokes that are heavier and wider than the brochures would have you believe. For once, the new bike is essentially as good as it claims.

For certain it still can't match the Z's killer engine - a powerplant which lets you run rampant over virtually any sort of terrain, with the front wheel just skimming the surface - but in all other respects, brakes, suspension, ease of use etc, the 250F has it licked. And in the dry...? Well that might be another

story altogether... Clive Garnham & Si Pavey

## Against the stopwatch...

Given the nature of the conditions, the fact the best lines kept changing and that the mini-test we used wasn't typical of anything in particular, we're reluctant to draw any specific conclusions from our timings.

For the record however the two-stroke consistently beat the four-stroke by between three and five seconds over a two-minute special (2.05m compared to 2.08m). A few things come out of this however - firstly that the 250F was incredibly close in terms of speed and time to a bike as good as the 250Z (try that with an XR250). And secondly that the F was consistently easier to ride. Were it not for the fact that the two-stroke could always pull one gear higher out of every corner (necessitating fewer gear changes), we're sure the results would've been closer still.

Anyone who's ever bought a bike from the classified pages of TBM or any other magazine, will know that the bike they turn up to see, rarely resembles the description in the advert. This is not because most owners are pathological liars, it's just that if the seller put the whole truth in the ad - no-one would bother coming to see it.

So here at TBM we thought it was about time we brought you the unexpurgated truth about buying secondhand machinery. And after literally minutes of painstaking work, we've come up with the definitive bluffer's guide to buying and selling a used trail bike. Here then is a small selection of some of the euphemisms in everyday usage in the classified section...

Never raced or rallied: Thrashed to within an inch of its life, then tarted up with new plastics and sold at a premium...

Trail use only: Ridden occasionally, then slung in the garage covered in mud and water. Still on its original tyres and oil filter...

Trophy winner: A champion's bike, stripped of all its go faster goodies then sold to an unsuspecting idiot...

Green lane use only: So badly set-up, that to race it would put you in hospital...

48) TRAILBIKE MAGAZINE

Husaberk SOLE

Never raced or rallied

service histor

Mint Condition

Ready to race: New graphics (and a knocking big-end)... Only used once in past 12

months: I got nicked for speeding and lost my licence...

Been stored past five

years: It's taken that long to get over how bad it was when I last rode it...

Mechanically sound: I've abused this thing horribly over the years, but somehow the engine refuses to die...

**UK bike:** I paid over the odds for it, and now I want you to do the same...

Average condition: Stolen, and only partly recovered...

Above average condition: Stolen and rebuilt using whatever came to hand...

**Excellent condition:** 

A well used wreck...

**Mint condition:** A well used wreck with new graphics...

Loads of spares: Keeps breaking down... **Lots of receipts:** Keeps breaking down and I have to pay for someone else to fix it... **Recent rebuild:** The engine's a grenade...

Workshop manual included:

I'm on first-name terms with the local spares department...

Dealer maintained: I can't tell a spanner from a screwdriver...



**Ideal for novices:** For sale to someone who won't realise what a complete crock they're buying...

Great first-time bike: No one with any experience would want to own one...

**Delivery possible:** I'll do anything to shift it...

Part exchange welcome:

I'm desperate...

May part-ex for van etc: I'm so desperate I'll consider absolutely anything...

Aftermarket headlight fitted: The original got broken and I'm too tight to fork out for the proper bits...

Low mileage machine: Speedo cables only last five minutes...

House purchase forces reluctant **sale:** Where I live, a good dirt bike fetches more than a house...

First to see will buy: I did, and now I'm stuck with it...

## Re-advertised due to time-wasters:

Re-advertised due to knowledgeable buvers turning up and realising they've wasted their

Garage space needed: The mother-in law wants it out of her leaky old shed so she can pot up her geraniums...

New baby forces sale: I've been trying to shift this thing for nine months...

New Renthals fitted: I crashed so hard the old bars snapped...

New tyres fitted: I consider tyres an investment rather than a running cost...

Must be seen: Once you're here you're not going home without it...

**Very fast:** Faster than its rightful owner... Just serviced: ...Sometime last year.

Not for the faint hearted:

It's got a sticking throttle...

Serious offers only: If I advertised the real price, no-one would bother ringing me up... New graphics:

Owned by ex-motocrosser...

## Paris-Dakar Rallye Jan 1-21<sup>st</sup> 2001

n recent years no bike manufacturer

has put more time, effort or money

than KTM. For years they have been

that they would win just by sheer

weight of numbers. This year however, the

Italian Fabrizio Meoni taking victory, and the

sweep of the top five positions. John Deacon,

riding a works BMW, was the first non-KTM

rider home in sixth spot, an irony not lost on the

Austrian manufacturer notching up a clean

onslaught of orange finally paid off, with

denied victory when it seemed certain

into winning the Paris-Dakar Rallye

man himself as he owns a KTM dealership back in Plymouth. JD also picked up the honours for the best twin-cylinder too. The only other British (bike) entrant in the 2001 event was Mike Hughes - the tough Yorkshire-man finishing his first Dakar in 64th spot riding an XR400R.

The traditional new year's day start saw riders leaving the French capital in sleeting rain and near freezing temperatures for the long haul south through France. The first special at La Chatre, 300km from Paris, was just a taster served-up for the benefit of the enthusiastic French fans. The press bus arrived at the stage several hours before the first bike was due,

but even at such an ungodly hour on new year's day the route to the special was already lined with excited locals, all stood outside their houses hoping to catch a glimpse of their heroes. BMW had sensibly supplied their riders with heated jackets and gloves, though South African KTM rider Alfie Cox retorted: 'that stuff is for wimps!'

Only six km long, the first special was never going to prove a great deal, but with BMW-mounted Joan Roma putting in an equal time to multiple world enduro champion Giovanni Sala, on a twisty course that certainly favoured the lighter KTMs, it showed that the young Spaniard was feeling confidant on the big twin. After another 600km liaison section to Narbonne, the old guy who'd entered the Dakar on a 125cc two-stroke KTM was already questioning his choice of mount.



A short liaison the following day brought the competitors to the 35km special at Chateau Latours where things started to go badly wrong for John Deacon. JD had only just left the start line when his bike cut out and died as he accelerated up the hill. Deaks got off and wheeled it back along the narrow course a few metres to find a place to pull it apart and see what was wrong. It took the Cornishman 35 mins to find some broken wires under the tank, relegating

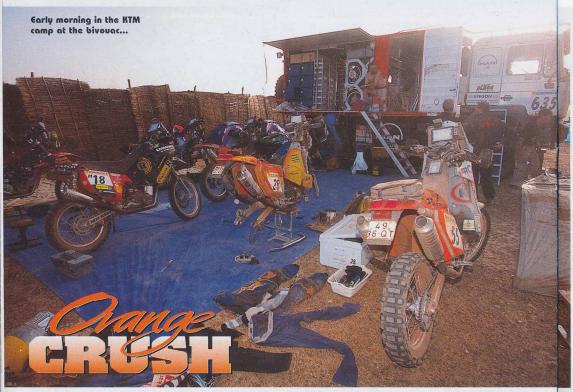


him to the back of the field. But worse was to come for Deacon when he picked up a 30 min penalty (from the stewards) for turning around in the test. All this meant that he was last (133rd) and over an hour off the lead, before the rally had even got into Africa.

The final European special on the beach at Castellon in Spain was cancelled for bikes, after the Spanish motorcycle federation demanded a whopping £27,000 for the running of the six km special. Most riders turned up though and rode the course (untimed) for the benefit of the spectators, before heading off to Almeria to catch a ferry to Morocco.

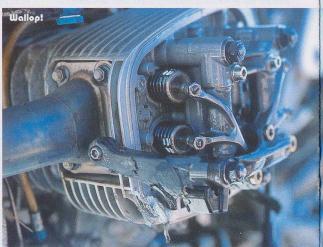
Neil Pidduck reports on KTM's clean sweep of the top five places at this year's Paris-Dakar Rallye...

Main story & Pics: Neil Pidduck Deacon interview & Pics: Jim Jo



Special Stage Four, the first in Africa, was still a relatively short stage by Dakar standards (just 140km), but gave further problems for a number of the competitors. Arcarons lost more than 11 minutes after breaking his rear wheel on rocks, while the BMW team suffered yet more setbacks. Both Frenchman Cyril Despres and US journalist Jimmy Lewis melted their rear mousses - a problem the German team thought they'd overcome after extensive testing in Death Valley, USA. Deacon dropped time too, but his 13th fastest was still impressive bearing in mind his lowly starting position. Deaks said, 'I must have overtaken 90 riders out there today - it was crazy.' But that evening John found out to his cost that he'd been a bit too enthusiastic with the throttle - picking up a £700 (TSOimposed) fine - for speeding through a village.

The following day the problem of dust reared its head, making it virtually impossible to overtake without taking big risks. Chilean rider Carlos De Gavardo (KTM) moved up into second place after becoming the first South American rider ever to win a Dakar special stage.



Meanwhile the un-related 'Mayers' (Jurgen and the support truck.

Andrea) were both having problems: last year's fifth placed rider (and top KTM pilot), Jurgen broke his collarbone, whilst a few km away, BMW's lady-rider Andrea had an engine problem with her F700, forcing a long wait for

Jimmy Lewis walloped his wrists in a big crash on the 333km long special, hampering his chances of a repeat of last year's result. And Roma was happy to win the next day's stage on a dusty and rocky track, not expecting his big Beemer to be so good on such tight and technical going.

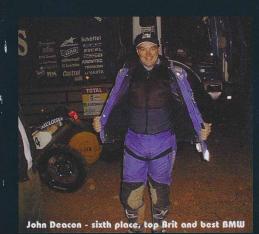
The end of the first week saw the riders reaching Smara in southern Morocco after the longest special so far, 420km. Meoni's waiting game was beginning to show dividends, the popular Italian rider moved into second place overall and closed the gap on leader Sainct who was aiming for his third straight win. Sainct and the lead group had all dropped time when they followed Roma who was lost. Meanwhile KTM's Kari Tiainen had mechanical problems and lost seven hours waiting for his support truck. Alfie Cox broke his front wheel on a rock, waited a while, and then decided it was guicker to make repairs himself. Tie-wrapping and twisting the wrenched-out spokes together and then wobbling-on slowly, the cheeky South African ended up losing an hour and a half on the leaders, relegating him to ninth overall.

Just 12km from the end of the stage, Italian enduro star Giovanni Sala stopped after breaking his bike's swinging-arm - having led the special from the start. Tenth overall and second BMW, Cyril Despres had his rear tyre trashed by the Beemer's brake shield which got bent by a rock - and arrived at the finish on the rim. This relegated Despres to 15th, whilst Deacon moved up to 16th, just eight minutes adrift. Despres was none too pleased that Deacon (lying further down the field at the time) had refused to give his fellow BMW rider his own rear wheel to help the new boy out of his predicament. But as circumstances were to prove, in the final analysis Deacon had made the correct decision.

The next day a massive 620km special began with the riders passing through the 2,500km earth 'wall' that separates Morocco from Mauritania - an area littered with land-mines. In the previous night's briefing the route south through Mauritania was described as 'a desert motorway' and looked set to be a day where the BMWs could stretch their legs and show their pace. Roma did win the stage, but only by two minutes from Sainct. Meoni had a tumble, slightly injuring his shoulder, whilst over in the BMW team Deacon had leapfrogged Despres, finally moved into the top ten and started closing the gap on Lewis, who was still suffering with his badly swollen wrists.

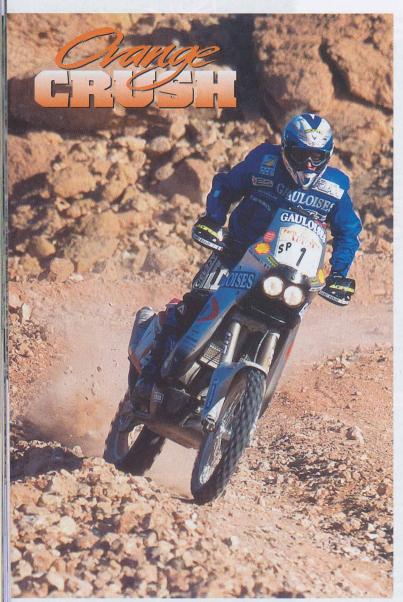
El Ghallaouiya bivouac was to be home for two nights as the competitors had to complete

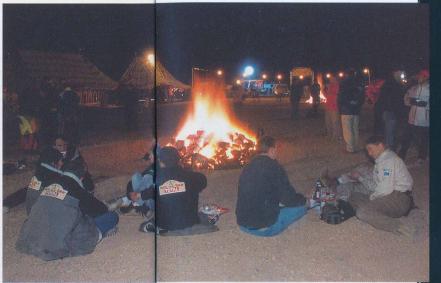
Jim Jones interviewed John Deacon in the middle of the Paris-Dakar Rallye. He asked him for his thoughts on his bike, his team and this year's event...



t was four o'clock in the morning, pitch black and no sign of daybreak when I caught up with John Deacon during this year's Paris-Dakar Rally. The airfield at Ouarzazate (say Wah-zazat) in Southern Morocco was a hive of activity; indeed the frantic work hadn't stopped all night. The vast bivouac included six identical Russian jet transporters sheltering hundreds of small tents pitched beneath their wings. Nearby there was a selection of other aircraft, Skyvans, Cessnas and Bombardiers, all involved in supporting the rally. Some way off the helicopters were parked, nine of them in a cluster, like giant insects guarding their nest.

There was an amazing selection of hundreds of vehicles ranging from 4x4s to huge six-wheel drive trucks, all illuminated and the scene of extensive work. There were cars still with axles off and engines in pieces, while the bikes were all ready for the day's run.







a 500km loop the following day in a navigation triangle - negotiating three GPS points in the desert. Spaniard privateer Esteve Pujol picked up his second special stage win of the Dakar as the top trio spent the day shadowing each other. Cox was on fine form, verbally too, as the KTM rider took 17 minutes off Sainct and Roma in just 330km. Alfie said afterwards: 'They were riding like grannies - 170km in, I broke my chain and lost over ten minutes fixing it. Then 150km from the end I'd caught everyone up again!' Meantime

Roma hit a big rock just 50 metres from the end of the special, ripping the cam-box cover off his BMW and depositing most of its oil on the piste.

Over halfway in distance already, the next stage was billed as 'a traditionally difficult day before the rest day' at Atar. For some it certainly was a hard day and overall it was undoubtedly the most crucial day of the rally for the fortunes of both KTM and BMW.

Just six km after the start of the 435km special, Juan Roma crashed his BMW, when he failed to spot a hole because of thick dust. The bike landed on his leg and the young Spaniard was unable to continue. BMW team manager Bertie Hauser commented afterwards: 'You could see that he was in a lot of pain, but the pain was more in his heart than in his leg'.

Next to run into problems was long time leader and reigning champion Richard Sainct. 80km into the special Sainct dumped his KTM heavily, damaging his shoulder and wrecking his road-book and instruments. The Frenchman continued on with Tiainen for company before his bike seized on the going. Deacon was riding alongside at the time and said 'His bike made an awful noise and Richard indicated, with a slash across his throat, that his race was over'.

A jubilant Alfie Cox who relished the 'real Dakar stage' won the special, whilst for Meoni too, it was a happy day as the veteran now stood in pole position - 20 minutes ahead of Arcarons who had been promoted to second by the day's events. For KTM though it was an even better situation because, with Roma gone, there were KTMs filling the top five positions, with the nearest BMW being Jimmy Lewis nearly two hours behind the leader. But Lewis was far from a safe bet to take over the mantle of lead BMW - sounding totally done-in by Atar, saying: 'I couldn't seem to do anything right today. By the time I got to CP1 [Check Point One] I just wanted to cry'.

From here on in, and with ten days of the rally still to go, the KTM boys were simply holding station - despite KTM team manager Hans Trunkenpolz insisting that there were no

We, (my wife Dot was with me on her trusty TT-R), had seen John through the previous day's special stage. Standing next to a sand-dune 60km out in the desert is a sublimely different experience from watching in a Welsh forest! We were at our extreme fuel range and hopefully our GPS would get us back to petrol at Tazarine. It's not easy to follow an event like the Paris-Dakar, it moves so fast, so we had picked this place in Morocco as one point to watch.

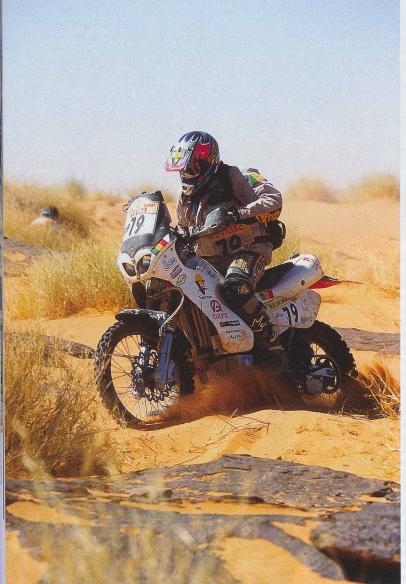
We covered our faces as the competitors passed on a wide front amid a cloud of dust that even threatened to block out the 35-degree sun. Up to this point John's Dakar hadn't gone too smoothly. His engine had cut out as he started a special stage and he'd lost 35 minutes before the broken wire was traced. The real disappointment had come later the same day when he'd been given a 30 minute penalty for going against the course direction in a timed stage. In reality he'd been left with little choice, the bike had failed at a narrow uphill part of the course, 200m from



the start. Pushing backwards out of the way was the best option. Philosophically, he felt that the organisers had been obliged to impose the penalty in case other teams protested. However when BMW canvassed competitors' opinion they were unanimous in saying they thought it was a bit harsh and that his lost time was sufficient. On the run in to Ouarzazate he had crossed swords with officialdom again when he was fined for speeding by the organisers!

I assumed, allowing for the circumstances, that having struggled out of his tent just before dawn he wouldn't be very chirpy. But his surprise at seeing us and the beaming smile on his face showed how well he is able to cope with the difficulties that the world's longest desert rally can throw at serious competitors. The BMW 'camp' was a hive of activity as I plied

TRAILBIKE MAGAZINE



Believe it or not this is on XR400R...





'team orders'. Cyril Despres was still sounding very upbeat for a man languishing eight hours behind the leaders. 'It's not over yet' said Despres, 'there's still a long way to Dakar'. Lewis on the other hand was slipping further into the doldrums, spending a lot of time resting in his tent claiming, 'I'm just in survival mode - my wrists are still very weak.'

55 TRAILBIKE MAGAZINE

After Nouakchott the rally headed inland again for more serious stages in Mauritania. On the run to Tidjikja, Meoni was worried about fuel but simply shadowed Arcarons and De Gavardo to maintain the standing at the top of the field. Tough Swede (and privateer rider) P Lundmark, who had already won a special stage, crashed heavily - smashing his face into a rock. Badly

dazed and unable to see out of one eye, the mad Swede carried on to the end of the stage and was relieved when Team KTM offered him a bed for the night. The amiable saw-mill worker from north of the Arctic circle was used to kipping on the ground next to his bike, so the roof-tent of a six-wheel drive MAN truck must've seemed like the lap of luxury.

American desert racer Johnny Campbell, on his very first Dakar was continuing his steady progress, regularly putting his XR650R in the top ten. Billed as a privateer, the multiple Baja winner and team US Honda rider had conveniently brought along two large Unimog support trucks daubed with Acerbis logos to help him out. It was clear that the big XR didn't have the pace of the faster works bikes, but Campbell's shrewd riding and impressive results ensured he got noticed by the major teams.

Meanwhile tough Brit Mike Hughes was still going steadily but now sported a matching set of blisters on both hands. Big Dutch privateer Bas Burger was riding with 15 litres of fuel in his backpack after his rear tanks split and the tasty, ex-Sonauto Yam TDM850 engined Super Ten was still going strong, though sounding and looking rougher each day.

There was a bit of an uproar from many of

him with questions and followed him about; he seemed pleased to be able to talk in normal English for a change.

First question was, 'How do the KTM and BMW set-ups compare?' He stood still, hands on hips and thought for a moment. My thoughts were 'here comes the publicity line', but not a bit of it - his answer was direct and considered. 'They are both totally committed, but obviously BMW have greater resources and it shows in their way of doing things. The set up here has one large all wheel drive supply truck, one four wheel drive 'fast' support truck, two cars in the rally itself (behind the bikes), two assistance 4x4s and 36 people. All are here to get me and the rest of the team to the finish.'

I couldn't resist putting him on the line: 'So you think BMW are a better team to ride for?' But John was diplomatic as ever: 'there is little to choose between the two, I consider myself fortunate to have ridden for both.' [It must be remembered that he did most of the major rallies as an unsupported rider and served his 'apprenticeship' the hard way.]

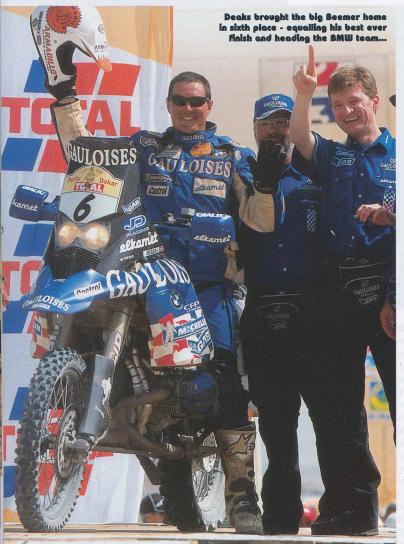


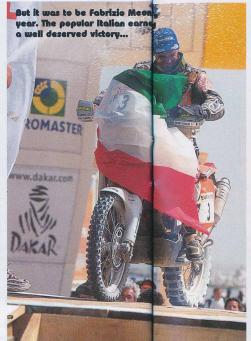
The next question was even more loaded: 'Which is the best bike then?' I asked. Judging from his wry smile I thought he wasn't going to commit himself. 'They are different and hard to compare. The KTM is a focused motorcycle that is dedicated to rallies; they are the only manufacturer to produce a race ready bike. The BMW is clearly a road-based machine, which is why they would like to win here, to promote sales of road bikes. If asked to choose I would prefer the BMW and the team set-up.'

'Do you find 900ccs a bit of a handful?' I asked expectantly.

'You have to be careful with the speed'

TRAILBIKE MAGAZINE





in five Dakars by a comprehensive 25 minutes. Cox rode with the main group who were once again playing cat and mouse, commenting afterwards 'Sunday has always been a day of rest - and today was no exception. If we'd have ridden any slower we'd have fallen over!' John Deacon had a big crash, the bike falling on top of him, smashing the fairing, and ripping off the

oil cooler. But the following day was better for Deaks as he was second fastest on the stage with Tiainen taking the second of his hat-trick of con-

As the rally moved out of the Sahara and into the Sahel region things at the top were still stagdeteriorating fast.

During the final few days, both Meoni and Arcarons confessed to having some doubt that

secutive stage wins.

nant and dust was the main talking point once again. Both Sala and Despres took stage wins and John Deacon finally crept past team-mate Jimmy Lewis in the overall standings - though relations between the two team-mates were

the rally was all but over. Meoni saying: 'a few years ago I broke down on the beach...', whilst Arcarons had a fright with a stray dog - sweeping past it at nearly 100mph. 'The Dakar is never over until you have crossed the final finish line' he admitted afterwards.

But neither should have worried, because in the end the placings stayed the same. The KTM team which had so often suffered from poor team management costing them the event, got their act together this time and as Meoni admitted afterwards: 'This is the realisation of ten years of hard work."

For others though fortunes did turn at the final hurdle. Swede Lundmark crashed out with a broken wrist and collarbone on the penultimate stage, while Jimmy Lewis crashed heavily on the beach, breaking his collarbone in a final attempt to retake sixth

place from Deacon - though he still managed to finish seventh overall.

For the Brits there were mixed emotions. Mike Hughes brought his XR home at his first attempt whilst Deacon placed the highest of the big Beemers - equalling his best ever finish of sixth - but admitted he'd hoped to 'have finished higher'.

Deacon may have wished for better, but he has plenty to be proud of. He carried the flag for BMW and he's clearly still the best desert racer the UK has to offer. The problem is with such a startling lack of British entries in this year's event, who's going to replace him when he finally decides to hang up his riding boots...?

## RESULTS

- 1) Fabrizio Meoni
- 2) Jordi Arcarons
- 3) Carlos De Gavardo
- 41 Esteve Puiol
- 5) Alfie Cox
- 6) John Deacon
- 7) Jimmy Lewis
- 8) Johnny Campbell

replied John, 'it builds up rapidly and can catch you out - but the bike is a delight to ride even if it is sometimes tricky on rocks'. As an



afterthought he added with a chuckle, '90bhp weighing 190kg with 54 litres of fuel on board keeps your mind focused on the job.'

I found myself pleased that we have an English rider who can compete with the best in the world. 'You won a stage in 1998' I said, 'do you think you can win more stages and possibly the rally, perhaps next year?' His reply wasn't boastful in any way, it was a statement of fact: 'I can win more stages if everything goes right, my riding, the bike and the navigation, and I intend to win this rally and be the first Brit to do so. But you don't necessarily have to win a stage to win the event, consistency is important.'

I know that most riders find the navigation difficult, so I asked him how he managed? 'I got the navigation bit sorted a long time ago and rarely have any problems' he said. 'There is no point in being the fastest rider if you get lost.' Point taken, only the previous day Giovanni Sala riding a works KTM had made a navigation error and in trying to rejoin the route had been forced to cross miles of deep watercourses. The resulting loss of time dropped him out of the reckoning.

By this time John was within a few minutes of starting and the BMW mechanics fired the bike up and checked the 'nav' system. As he swung his leg over I asked my last question, 'where do you see your future?

'I've already signed another contract with BMW' he said - an answer that was totally unambiguous.

The sun was just up as we followed him down to the time clock and wished him good luck. Before he reached the start of the day's special stage he had almost 100 miles of 'liaison' to ride, mostly on roads, and it was freezing cold. Like all the competitors he still had more than 4000 miles to cover before he saw the Lac Rose at Dakar, where hopefully we would be there to greet him.

As he disappeared down the road, Dot and myself adjourned to the bivouac and joined the queue for breakfast, as Morocco is a Moslem country there was no chance of bacon and eggs. We settled for eggs on toast, a la carte of course.

Postscript. As suspected John hadn't settled for the situation he found himself in at Ouarzazate. Within a few days he had posted a second place and moved back to sixth overall, the seeded position he started in. What a fighter...

Jim & Dot Jones

**53 TRAILBIKE MAGAZINE** 

ers staved put.

the privateers at Tidjikja as the second 'marathon

loop' stage of the rally unfolded. In the rules the

riders understood that they could miss-out a cer-

tain number of CPs during the rally but still get a

penalties to be incurred, but hell, all that the little

guys who'd spent thousands of pounds of their

own money really wanted, was to get to Dakar.

riders to even attempt part of the Tidjikja loop

was not 'in the spirit of the Dakar'. But in the

The organisers felt that the unwillingness of some

searing heat of midday, TSO relented and the rid-

Out on the course Tiainen won his first special

finish. Understandably there were heavy time



With less than a week to go to the main event, TBM runs into trouble! Read it and weep...

t's a strange quirk of publishing fate that by the time you read this the Gilles Lalay Classic will actually be over and done with and we'll know what happened. Nevertheless as I write this we don't know what will happen and because the 'GLC' takes place after this issue has already been put to bed, we thought it might be appropriate to show you what our Lalay bike looked like before it got to grips with the world's toughest one-day enduro course.

Although not fully finished (some custom-made graphics courtesy of Danger UK (01263 731885) are vet to go on, and a few other changes are still to be made), the opportunity for a shakedown ride arose

in the middle of Feb. at an enduro we were attending in Dorset. The bike's builder Vic (from On Time Racing) travelled all the way down from

Part 2

Yorkshire to put the newly refurbished CRM250CR through its paces. We watched in anticipation..

It was a foggy day which greeted us as we rolled the bike out of the back of Vic's truck (as you can tell from the photos), but it was the first opportunity we'd had to see the constituent pieces all bolted back together again. As we peered through the gloom the bike looked gorgeous with its newly painted frame, fresh red plastics, works alloy tank, gripper seat, Talon wheels and triple headlights. But would it perform as well as it looked? Well what do you think ...?

## Training Regime...

A week previously Clive and I had ventured out of a snowy London and headed to the lush green hills of mid Wales where we'd met up with former Lalay finisher Rob Sartin. Rob had been putting the finishing touches to his own TM250 Lalay bike for this year which featured among other things, four small, but extremely powerful halogen headlamps (powered by a double-wound lighting coil). Rob's bike was set up extremely low at the back (to allow easy paddling) and featured a 19" front wheel and extrawide tyre - which Rob is convinced makes the bike more sure-footed on grassy special tests (you read it here first folks).

Although our Lalay bike was not yet finished (Clive was riding his KTM 125) the idea was to lay out a mini lap in the privately owned forest and try to recreate a feeling of the sort of terrain likely to be on offer in France. To say it was steep in parts was an understatement - twice Clive looped the little Katosh in the opening few laps. For former champion Rob however, it was business as usual as he went on pounding out the laps right into darkness.

Despite just a normal headlight, Clive was beginning to get some idea of the enormity of the task before him - now all he needed was a well set-up and reliable Lalay bike...

## Back to Dorset...

The CRM-CR fired up on the line and Vic headed off for the first of the four and three-quarters laps the bike would complete that day. For certain there was a lot of mud about, and clogged up radiators were

undoubtedly a problem - there were a number of bikes suffering seizures that day. But nevertheless we weren't expecting the sight that greeted us on the fifth lap. There parked by the side of the track was the forlorn looking Lalay CRM-CR with steam pouring out of the rads. Oh bugger!

An optimist might say that this was fortuitous to have happened before the event - me... I reckon we're jinxed! A strip-down revealed a light top-end seizure, the barrel could be cleaned up but a new piston, rings, gaskets and little end bearing were all needed.

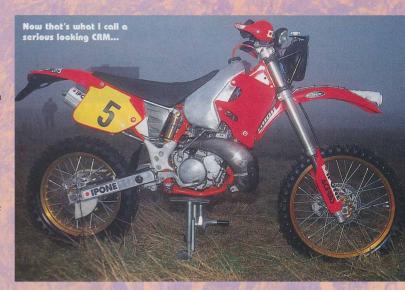
The main problem however was not the rebuilding work, but knowing what had caused the seizure in the first place. the CRM-CR uses Honda CR rads which are bigger than the standard CRM fare and should've been able to

cope with the extra heat build-up, we've checked the water pump impeller and found nothing amiss, so the question remains what caused our bike to boil?

## Like Lambs to the Slaughter

Chances are this is one question which won't get answered - not before the race anyway. The bike was built up once more, just three days before we were due to depart for France (so far our mousses haven't turned up), and as I type this there's currently no spark whatsoever. We're investigating it!

Nevertheless the TBM challenge continues. We've entered the race and we're going to be there and see it through - like the idiots that we are! If our bike seizes in the morning (and on past form you would-





n't bet against it...) or if it fails to start altogether then so be it. At least we'll have tried, and in the great tradition of historic British failures - Eddy the Eagle, England's cricket team, the Millennium Dome etc, then we can hold our heads high and say; 'Bloody hell, what happened there then ...?'

Next time you read about this, we'll know one way or the other...

How will the TBM CRM250CR fare? Will the boys get it going again. Will it qualify, or will they bring the bike back in a cardboard box? Whatever happens, TBM will be reporting on the whole of the race, the other British riders involved, and attempting to think up some decent excuses in time for next month's issue. Don't miss it ...!

## Get your hands on one of our limited edition Ride it like a test bike!' T-shirts

Just 200 limited edition T-shirts up for grabs...



NameAddress		Size: L or XL Colour: Kelp Steel Blue Charcoal
Post Code		Second Choice of Colour
a ost dodd	Please allow at least 28 days for delivery	

## Don't be so Wet!



A stunning new range of clothing from RSR, a British company run by active riders:

- EXEAT waterproof & breathable outer shell
- Schoeller Keprotec panels
- Plenty of vents & pockets

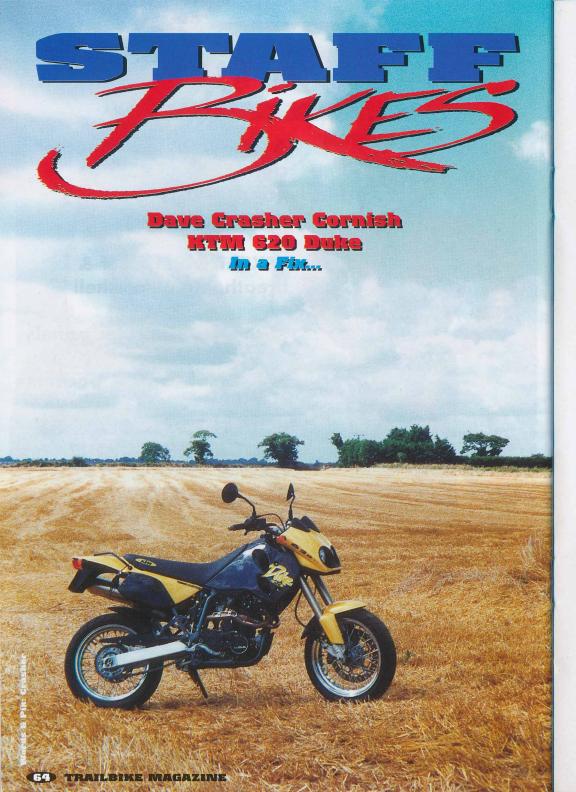
PLUS THE PANTS FEATURE THE UNIQUE **GATOR SYSTEM THAT COVERS YOUR BOOTS** PREVENTING WATER **RUNNING DOWN INTO** THEM

WET & DRY FROM



Jacket sizes Medium - XXL, £149 Pants sizes 32" - 42", £129 Orange, Red, Blue, Black or Camo! Call 01748 850710

TRADE **ENQUIRIES** WELCOME



f you read the last sorry instalment of 'The Dukes of Hazard' (Staff Bikes, October 2000, TBM62) you will be aware of how me and my Austrian pride and joy had an unscheduled parting of the ways on a gravel-strewn hairpin near Norwich last autumn. Somehow, I just know you're not going to believe this next bit, but this time it really wasn't my fault. Because some idiot trucker had apparently shed a load of road chippings right across the racing line! As you can imagine this put a premature end to the evening's entertainment.

Following a post-crash inspection of the once pristine Duke, I was more than a little shocked to find out that it had suffered over £1500 worth of damage (when you add in labour). Apart from a bent gear-lever and broken clutch-lever there was a tweak in the pricey Pro-Taper bars, footrest damage, side-panel damage and worst of all, the beautifully polished alloy swing-arm had a dent in it. Add that lot together and it quickly totals up to more than a grand plus labour and VAT! Needless to say I'm currently in negotiations with the local Highways Authority for some form of compensation.

In the meantime I wanted to get the bike fixed up again so at least I could enjoy the odd blast before the onset of the next ice age. So tucked up in the spacious, centrally heated TBM workshops surrounded by wall to wall Snap On tools (!), it didn't take too long to tear off the scuffed-up parts and begin to put right the damage. First of all the flexible handlebar mounts were slackened off and re-aligned, as were the forks in the triple clamps - although the bars were still slightly bent I could live with that for now. Next the bent and scratched alloy gear-lever was straightened in the vice and cleaned up using an 800-grit abrasive wheel. Afterwards an old Honda road-bike rubber was forced on and it looked as good as new.

Then I found an old Ducati clutch lever and after drilling out the pivot, a bush was made up and that was another £20 saved. The rest of the day was spent polishing out the scratches from the footrest, passenger footrest, left engine case etc and after a quick coat of paint the damage had all but disappeared. Over 100 quid for a genuine KTM panel seemed a bit steep, so for less than £30, a pair of Acerbis LC4 enduro bike panels were ordered. On this series-three Duke the battery is mounted on the right-hand side behind the panel so I could only use the left side Acerbis panel and of course it also needs painting to match the rest of the bike. But I'm still quids in and I've now got a spare R/H panel to sell on.

Acerbis also supplied a pair of indicators that worked out at the same price as one genuine KTM part, and the best bit is that Acerbis actually sup-

ply the KTM factory - so they are identical to the OE items. So by shopping around and using copious amounts of elbow grease I managed to get the Duke back on the road for far less than the quoted £1500.

The first outing for the re-furbished bike was a 160 mile round trip to watch a certain TBM stalwart suffer yet another humiliating DNF at an enduro in Suffolk. Out on the open road the LC4 motor feels happiest at around 5500-6000rpm with revs to spare to get past lumbering Sunday drivers. But this equates to about 80mph and it's actually the wind-blast that keeps your speed below these velocities - not the motor. Mind you with a fuel range of only around 80 miles (approx 40mpg) at least you can get off and have a rest at regular intervals.

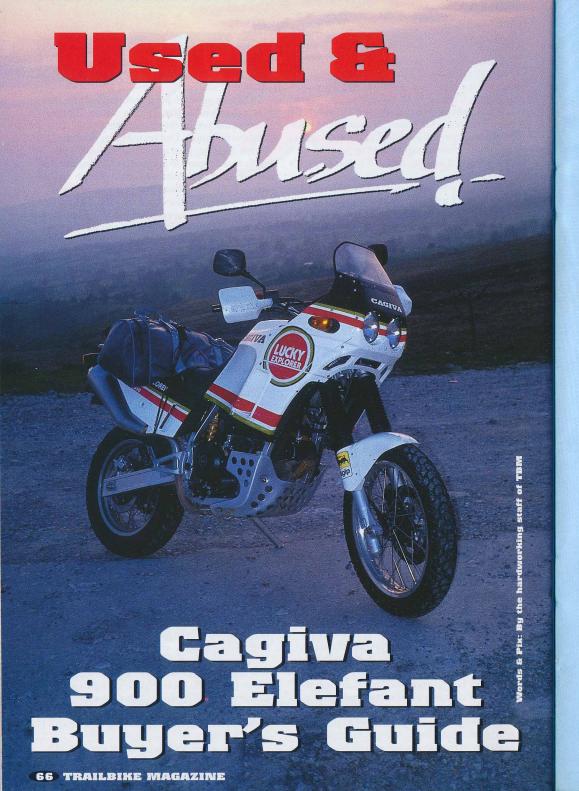


But get the bike on a tight and twisting country lane and the Duke really comes into its own. Thanks to its light weight and quick-revving but grunty motor, these roads are its territory. Okay I know that when the road opens up a sports bike will leave the Duke for dead but on 'real roads' the boot is quite firmly on the other foot.

Back home in an effort to eke every last advantage from the KTM's fine handling chassis, a new pair of sticky Pirelli Dragons were levered onto the fat alloy rims. But not just any run of the mill Dragons. Oh no, I managed to get hold of a pair of even stickier 'Corsa' compound tyres as used by the super-sport 600 race teams. After a few cautious miles scrubbing-in, it became obvious that the bike was not only quicker-steering but also more stable at higher speeds using the new hoops. But the really impressive thing about the Pirelli Corsas is the amazing amount of grip offered even at extreme angles of lean.

Sure I'll probably only get around 1500 miles from the super soft rubber but the feeling of absolute security that these tyres give is worth every penny. On such a relatively lightweight and low powered bike it does take a while for the boots to get up to temperature but once hot, these babies grip with the tenacity of Blez to a bacon buttie.

Roll on spring and the next track day is all I can say... Dave Crasher Cornish



## Continuing our guide to buying secondhand, this month we take a closer look at Cagiva's mammoth Elefant 900...

he story of Cagiva's mighty Elefant trailbike started nearly 20 years ago in the early 1980s. Back then the Paris-Dakar Rallye had just begun to catch the imagination of the bike factories and the (European) public at large. Not surprisingly this spawned a whole generation of rally-replicas loosely modelled on Dakar-styled big-trailies.

Around this time the Italian Castiglioni brothers (owners of the Cagiva brand) purchased the remnants of the ailing Ducati factory. This gave Cagiva access to a range of medium and large capacity four-stroke powerplants able to power a new generation of bikes.

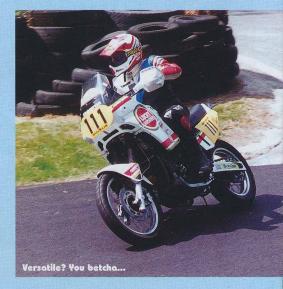
The first production model Elefant (a 650cc) rolled out of the Varese factory gates in 1985, and although not cheap, the bike boasted a high specification, including the first Ducati engine to place the carbs in the centre of the 90-degree vee. By 1988 the Ele had grown to 750cc, sported a larger twin headlamp fairing and inevitably gained a few kilos along the way. These early Eles all came fitted with 21" front wheels which is the easiest way of distinguishing them from the later 19" front wheel models of the second generation bikes (which we'll be dealing with here).

Then in 1990 everything changed. At the hands of Edi Orioli a Cagiva powered by a 900cc version of the Ducati lump took victory in the Paris-Dakar Rallye. Quick to take commercial advantage of the bike's success, Cagiva decided to offer a road-going 900cc replica, which was eventually followed up by a new 750 version. These later variants (1991-on) used a redesigned chassis (larger than the earlier versions), together with a 19" front wheel and restyled bodywork, and it's these versions which we're concentrating on.

## **Model History**

The original 900 Elefant was initially built in limited numbers to homologate the bike for the Dakar Rallye production class, and the specification was much higher than later (cheaper) versions. The 900ie was, as its moniker suggests, fuel injected which in 1991 was almost unheard of on a street-bike. This Marelli system utilised a number of components from the Fiat/Alfa/Lancia stable and unusually for an Italian bike, proved to be both extremely smooth and just as importantly, reliable as well.

An Ohlins shock (as well as a 17" rim) graced the rear end of the new machine and featured

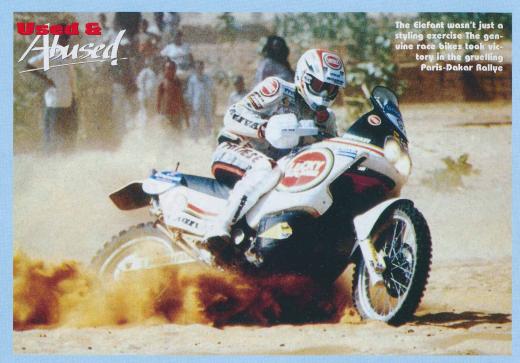


(among other things) a remote hydraulic pre-load adjuster. While at the front, a set of 41mm Marzocchi forks held up a 19" Akront rim . But despite weighing in at a fairly hefty 185kg, the original 900ie only sported a single Nissin brake caliper at each end.

The reason behind the rather strange wheel sizes (for a dirtbike) were that the factory saw the new 'Ele' as a little bit too fast for conventional trailbike rubber, and as the Dakar regs allowed rim sizes to be changed for the rally, this wasn't a problem for homologation purposes. However the race bikes did have to retain the original hubs, hence the single 296mm front disc on the production model.

Pirelli came up trumps with the required rubber in the correct sizes, but despite the smaller diameter wheels, the Cagiva 900ie still had a towering seat height of 900mm. A semi-perimeter frame featured a removable aluminium lower cradle, and the beefy looking swingarm pivoted through the Ducati engine's crankcase. Full instrumentation was mounted in a foam dashboard behind the fairing's twin lights, and a set of braced alloy bars came as standard equipment as did a pair of linked oil-coolers, rubber-mounted in the fairing sides.

All of this was topped off with a works-replica Lucky Explorer paint-job. The first batch of bikes also came with a certificate of authenticity, a



numbered plaque and key ring - all for £7759 which was the bike's real stumbling block.

The 'Lucky' bikes ran for two years (1991-92) before being replaced by the 900ie GT in 1993. Thus began the steady watering down of the original Dakar machine. The most obvious change was to the paint-work: gone was the brash 'Lucky' racing colours to be replaced by a rather insipid metallic brown/beige combo which may have been okay for a touring bike, but looked out of place on such an ostentatious rally-replica. A pair of larger 45mm Marzocchi forks now graced the front end, but the single front disc was still retained.

The following year's model (the E900) dropped the expensive fuel injection and in its place went a brace of cheaper 38mm Mikuni CV carbs borrowed from the Ducati street-bike range. A pair of USD Showa forks replaced the original 'Zocchis and this finally allowed a pair of 270mm Brembo discs and calipers to be fitted. This showed that Cagiva saw the Elefant as more and more of a road-based machine than the original design. This variant was also the first to feature a catalytic converter which together with milder cams and smaller valves robbed the bike of around 8-10bhp. The transmission also spawned an extra ratio and now sported six gears instead of the original five-speeder.

The beautiful Ohlins shock also went - replaced

Cagiva DO Elefant uuer's Guide



by a cheaper Sachs unit - while the twin oil coolers were swapped for a larger single unit. At least the awful brown paint wasn't the only option; an elegant blue paintscheme with large E900 logos emblazoned on the fairing in bright yellow was considered a step in the right direction.

Although the 1995 models arrived late in the year, they came in a rather more tasteful dark metallic blue. Other mods were a change to a Boge rear suspension unit and much more comfortable and lower (835mm) seat. Further cost cutting was in evidence with the cheaper steel handlebars with non adjustable brake/clutch levers and the omission of an oil temperature gauge. The retail price had by now dropped to £6550 for the 900E and the Elefant remained basically unchanged until production ceased in late 1997 - when, if you looked hard enough, new ones could be picked up for as little as £5000.

## **Riding Impressions**

If you're not used to riding a big trailie, the Elefant's physical dimensions may at first seem a little daunting. Big by any standards it certainly has plenty of presence on the road. Sure it's a heavy bike for an off-roader and with all of that expensive plastic to damage, it may put you off getting it dirty. But the Ele works much better on the dirt than it has a right to, and compared to some other big trailies, all of the Cagivas are extremely capable and fun to ride.

Much of that can be put down to the bike's lusty Ducati engine. The 904cc air- and oil-cooled, sohc, two-valve desmodromic 90-degree veetwin, may not be the most modern of power-

plants but it has shed-loads of torque and character to match. The injected 900 puts out a genuine 70+ rear wheel horsepower which gives the rider all of the real world performance he (or she) could ever want - though the later bikes offered a little less.

Handling-wise the Ele is good but arguably not the best of the big trailies, though it's easy to live with and pleasantly stable. Later twin front-disc models do give more stopping power for serious thrashers and these versions also have the six speed trannie which although not strictly necessary, makes for a more relaxed high speed ride.

As a touring proposition the big Ele is fairly practical. There's plenty of room for two (or one and lots of luggage), and while the seat is perhaps not the most comfortable of perches, the 24L tank helps give the bike a genuine 200 mile range (40-60mpg). Back in 1996 I thrashed a 900E down to the Italian Alps, did the famous Stella Alpina Rally and thrashed all the way back in a weekend without the slightest hint of monkey butt.

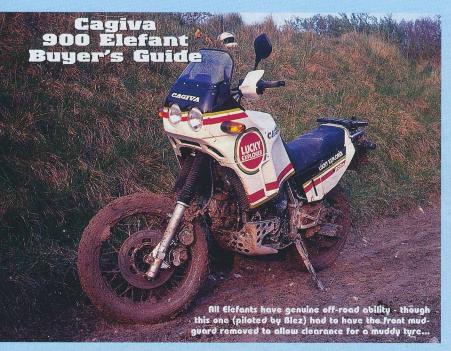
## Living With One

Like anything remotely exotic, the Elefant requires plenty of TLC to keep it running reliably. A well maintained bike can be almost bomb-proof but (and here's the rub), any neglect will see your Italian beauty transformed into an unreliable wreck before your very eyes. The following points are all vital for a long and happy relationship.

As the oldest 900s are now getting on for ten years old, the chances of finding one with a fully stamped-up service book seem a little unlikely. Nevertheless a full service history is worth its weight in gold. Failing that, you should try to ascertain the bike's history - in particular its servicing record. Were the oil changes carried out regularly and more importantly when were the cambelts last changed? The cams are belt driven and these belts must be changed every 10,000 miles (or two years). Likewise the unique Desmo valvegear uses levers to open and close the valves and valve clearances should be checked regularly. Although this can be carried out by a competent owner, any adjustment required is a main-dealer job thanks to the special tools and shims needed.

TRAILBIKE MAGAZINE 69

**63) TRAILBIKE MAGAZINE** 





Later Eles featured USD forks, twin front discs, a re-sculpted (lower) seat and a cat-equipped silencer. They also came in more subtle colours...

The 900 lump is fitted with a multi-plate dry clutch, and on idle, this can sound like a pair of skeletons scrapping in a dustbin. Regular cleaning out with an air-line and occasionally stripping to lube the release bearing while checking for wear or damage is vital for long trouble-free life.

Later bikes are undoubtedly better screwed together than earlier offerings: fit, finish and electrics are all of a much higher standard on post '95 machines. Oh and don't forget that earlier Eles aren't suited to unleaded fuel...

## What To Look Out For...

Dodgy paint, peeling decals, iffy wiring and perished rubber hoses are all to be expected on high mileage Elefants. Don't let that put you off though, as long as the bike has been treated to regular servicing, they can run up surprisingly high mileages. But the following items can (and do) fail: regulator/rectifier units (check for a good earth connection to avoid problems); valve guides wear on early 900s; cylinder head studs break, dry-clutches give up the ghost if abused; discs can be soft and wear quickly (especially if hard pads are used); and suspension linkages suffer from neglect.

Other items to watch out for include corroding alloy on the oil-cooler fittings, continental dip headlamps (sometimes fitted from new), silencer (and cat) baffles breaking-up, and oil/neutral lights with a mind of their own. If the bike is an

official UK model and has the continental dip headlamp, kmh speedo and suffers from carb icing during winter, these will all be rectified free of charge by the current importers - Three Cross Motorcycles - regardless of age.

## **Modifications and Upgrades**

Perhaps the Ele's weakest feature is the single front disc on earlier models. The simple answer is to replace the hose for a steel braided item, fit a set of ceramic-backed softer pads, and bleed the system using a high grade fluid. Be warned though, Brembo brakes really don't like fully synthetic fluid.

Another popular mod is to fit an automatic chain oiler. This combined with a heavy duty O-ring chain and hardened steel sprockets should see these items last for 15,000 miles or so.

Getting rid of that huge silencer and/or catalytic converter not only un-corks the Ducati motor but sheds up to eight kilos in the process. Most aftermarket cans for this model are stamped 'not for road use' so be careful if you live in a particularly sensitive area. Additional performance can be had from fitting a K&N filter and a re-jet kit to the carbs. The injection models can be re-chipped and this makes the motor much smoother and responsive with the addition of a couple of hp at the top end.

A whole host of Ducati tuning parts are available including a demon 944cc high-compression

big bore kit, cams, flat-slide carbs etc, but to be honest a good air filter matched to a decent pipe is good enough for most riders.

Use a good synthetic oil and genuine filters at 4000-mile intervals and I recommend taping over parts of the oil cooler in the winter months to get the motor up to operating temperature quickly. Michelin T66 radials work great once heated up and last around 6000 miles, but off-road tyre choice is almost non-existent for the 19" front & 17" rear combo. The five speed 900 also benefits from running a larger (by one tooth) 15T front sprocket. This gives a much more relaxed cruising speed whilst losing very little in real-world acceleration.

## **Buying One**

Expect to pay upwards of £1500 for the cheapest 900 Eles - the early 900GT models tend to be the least desirable of the bunch. £3000-£3500 will score you just about any Elefant, but the real jewel in the crown is the original Lucky Explorer 900ie model. Don't pay over the odds for any Elefant unless it really is a mint low mileage bike preferably from a specialist dealer with some kind of warranty. Demand for Eles is not all that high, and cash talks.

All Elefants require specialist dealer servicing so make sure the bike you're thinking of buying has been well cared for in this department. Don't forget that in order to get the best from the bike

you will have to pay for this servicing on a regular basis - but this doesn't necessarily have to cost the earth. Ask around and you will find small, enthusiastic and knowledgeable dealers who can make Cagiva ownership much cheaper than you may think. On top of that the home mechanic can still carry out most of the routine tasks without too much trouble, and shopping wisely for consumables (genuine Ducati spares are often cheaper than buying Cagiva parts), will help to keep costs down.

## Conclusion

If you fancy something a little different with a certain Italian flair then a Cagiva Elefant can be an extremely versatile and rewarding bike to own. Commuting, touring, back road scratching, green-laning, trailbike rallies and even the odd track day are all possible. My own 'Lucky' 900ie was certainly used and abused, but thanks to an ongoing maintenance schedule, never once left me stranded.

So if you dare to be different, a well cared for Ele can put a smile back on your face and needn't cost a fortune either...

## GENUINE DUCATI SPARES

(Full retail price including VAT)

Fuel filter for injection models	£10.70
Oil filter	£5.40
Cam belts (each)	£14.60
Brake pads (set)	£25.47
Rocker cover gasket	£1.60
Complete set of clutch plates	£85.20
Clutch basket	£70.80
Starter motor	£287.00
Starter motor sprag-clutch	£65.90
Starter motor brushes	£16.50
Regulator/rectifier	£85.00

## **HANDY CONTACTS:**

Italsport: 0161 797 6124 Servicing/tuning and

all things Cagiva

Superchips: 01280 816781 Performance ECU

chips and dyno runs

PDQ: 01628 667644 K&N filters, Dynojet kits and

dyno runs

Pro Racing: 01327 301322 Suspension

rebuilds/upgrades

Venhill: 01306 885111 Cables/brake lines etc Goodridge: 01392 369090 Oil cooler hoses/

fittings/brake lines etc

www.bigtrailbike.com: Big trailbike club!

Many thanks to Roy 'Elefant-man' Armstrong of Italsport for helping out with this feature.



Suppliers of new and used trail and enduro motorcycles

(Notts Trail Bikes), Oakwood Road, Oaktree Business Park, Mansfield, Notts

## New fleet of demonstrator bikes available to test inc:



**NEW!! Super Moto** Centre! Full range available to test...

all built to your specifications!



Honda XR400 Honda XR650 Suzuki DRZ400 Kawasaki KLX300 GasGas EC300 Husq' TE410/610 Vor 503 Beta 200ALP Yamaha WR426



come visit our

over 50 used bikes in stock including:

Yamaha WR400 WR250 TTR250 TTR250 Raid TT200WR Serrow

Suzuki DR250 DR250RS DR250 Djebel DR350 RMX250

Honda CRM250 MK1, 2 & 3, AR ■ XR250ES XR250 Baja XR400 XLR250 XLR125

Kawasaki KDX200SR ■ KDX250SR ■ KDX200R KLX250R KLX250 KLX250ES

## Official UK Dealer:







尚Husqvarna





If you don't see what your looking for CALL US! We probably have it in stock!

Tel: 01623 42877

Tyres · Spares · Accessories · Oils · Helmets · Clothing · Advice







## **FULL OR PART PREPARED NEW & S/H BIKES**

## TENÉRÉ TRANSALP AFRICA TWIN



## ANVENTURE R

**ENGINE REPAIRS/REBUILDING • PARTS NEW & S/HAND** 

TAILOR MADE SHIPPING CRATES • ACERBIS/IMS TANKS/PLASTICS

WORLDWIDE SHIPPING ARRANGED • OVERLAND PREPARATION

WHEEL BUILDING-EXCEL-TALON • H/DUTY LUGGAGE SYSTEMS

CUSTOM WIRIING-LIGHTING-GPS • RALLY/RAID PREPARATION

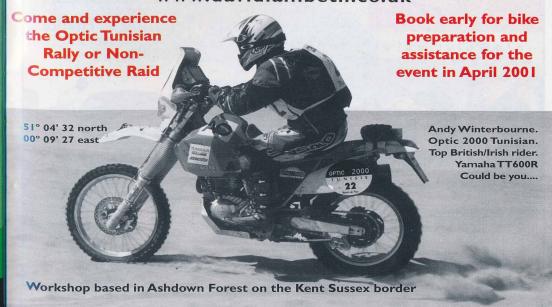
ICO TRIPS-MD ROADBOOK KITS • WATER STORAGE SYSTEMS

Fully prepared XT600Es, Ténérés & KTMs for Sale or long-term hire for overland & expedition. Manufacturer or Agent? - New Products always sought

## DAVID LAMBETH OVERLAN

## ADVENTURENEERING

TEL 01892 668280 MOBILE 07850 921570 FAX 01892 611883 info@davidlambeth.co.uk www.davidlambeth.co.uk



## Japanese Grey Import Spares

Used spares for imported trail bikes

Call 01603 614205

Mobile 07730 30972

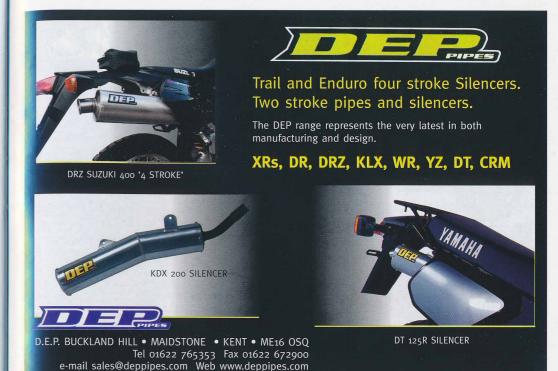
Fax 01603 614045

Email ciapen@aol.com

World Motors Limited, Meadowview House, 191 Queens Road Norwich, NR1 3BP



GIVI Concessionaires ltd.
Unit 4 • Royal Oak Court
Royal Oak Way • Royal Oak Industrial Estate
Daventry • Northants NN11 5PQ
Tel: (01327) 706220 • Fax: (01327) 706239



Andy W. does it again - Rydale Rally - Win, Dyfi Rally - Win Yam TT600R



## TÉNÉRÉ





Engine repairs/rebuilding • Parts New and S/H

Big bore kits-Cams-Tuning • Acerbis/IMS tanks-Plastics

Supermoto conversions • Overland preparation

Wheel building-Excel-Talon • H/Duty luggage systems

Custom wiring-Lighting-GPS • Rally/Raid preparation

ICO trips-MD roadbook kits • Water storage systems

Fully prepared XT600E's and Teneres for Sale or long term hire for overland and expedition

A NEW OTR XT600E £3195 -TT600R £3995(inc. prep £4495)

■ NEW YAMAHAYFM600 Grizzly - Savage monster 4X4TT600 engined Quad £5295

## DAVID LAMBETH ENGINEERING

Tel 01892 668280 Fax 01892 611883 Mobile 0850 921 570 Always wanted and for Sale - Teneres / TT's / XT600E's / XRs

Everything for the Trail Enduro & Off-Road Rider KTM. CRM & DRZ Specialists



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



an when Tested i October TRM If you want to to

ail & Enduro DRZ

ank, Rad Cover & Carbon Sidepanel Decal Kit (as above) • DEP Power-up Tail pipe (road legal) • Seat Covers
 Alloy Engine Gaurds
 Alloy Frame Guards
 Extra Wide Footrests Front & Rear Disc Guards • Rear Fender Decal Kit • Front Fender Decal Kit • • Full stocks of Oil & Air Filters, Pads, Parts, Sprockets, Levers & Cables • Phone or Email for new colour DRZ Parts/Accessories Lists Full Range of AXO, SCOTT, MSR Goretex, Boots, Clothing, Jackets, Helmets at show Prices

KTM 200 EXC here to be

SUZUKI

Please phone for a copy of our FREE CRM or KTM or DRZ400 Spares & Accessories Price List

We are the Only Specialists in the WORLD

Phone or Fax 0115 973 2466 www.leisuretrail.co.uk • e-mail: sales@leisuretrail.co.uk







Rally of Discovery C/O Philip Gun Watergrasshill Co Cork, Ireland

**Clare Navigation Rally** 

3 Days Staying in 3☆ Hotel 2 days adventure 3 nights in the Famous Lisdoonvarna Batchelor Festival can you handle this for £175.00 stg

Rally of Discovery 2001 Crete

8 Days in October ex Dublin Airport the infamous Rally of Discovery moves to Crete. Price includes flights 1/2 board in hotel and insurance all for £495 stg 30 spaces available.

Phone: ++ 353 21 4889 462 Fax ++ 353 21 4889 516 email: philgunn@iol.ie WEB: www.offroadireland.com



16,16, LEARNERS 16,16,16

£2149 £1999



FINANCE AVAILABLE FROM £25 DEPOSIT LOADS & LOADS OF KIDDIES CLOTHING

MOTO X MOTORS 29/31 ASHTON RD, OLDHAM, LANCASHIRE SALES 0161 652 7393 OR PARTS 0161 624 2313

## GADGE

**EUROPE'S LEADING SUPPLIER** 



### Suzuki DRZ400 Bash Plate £49.94

XR 250 & 400 BASH PLATE £49.94 KTM 400/520 EXC BASH PLATE £49.94 KTM 125-200&250-380 SKID PLATE £37 WR 250 99-00 SKID PLATE £37



### Suzuki DR7400 Frame Guard £33.00

YZF 400/426 98-01 £33 WR 250 96-01 #33 WR 200 91-01 £33 XR 600 91-01 £33 KLX 300 96-01 £33

SUZUKI DRZ 400 NOW AVAIL-ABLE FRAME GUARDS AND **BASH PLATE** 







WWW.GADGETRACINGPRODUCTS.COM E-mail info@gadget-racing.demon.co.uk

MAIL ORDER Phone 01858 880345 Fax 01858 880835





Enduro, Trail, MX, Road And Kids

Huge Range of Parts. Accessories and Clothing

Plus Mail Order for KTM Parts & Accessories Year 2001 Bikes Available 30 Preston Road (A23). Brighton

11973 607635 FAX 01973 7

## Get Results

To advertise here call Keith Jones

(01225) 426600 today.



## BOGBUSTE

WWW.BOGBUSTERS.FREESERVE.CO.UK PHONE 9AM TO 8PM PAUL 01270760517 OR BRIAN 01207 272228 BIKES AND CLOTHING 07074 888787

FF ROAD CLOSED CIRCUIT DAYS, TRAIL RIDE GUIDED TOURS, STAG/ HEN DAYS CORPORATE DAYS, BIKES AND ALL THE KIT AVAILABLE, ITIS A DIRTY BUSINESS.

### BIKES FOR SALE ALL AT TRADE

	HONDA DEGREE	£1300	
MITO	HONDA CRM250-2	£1350	5
3	SEROW 2 X 2	£1400	FOI LO
	HONDA DEGREE X 4	£1250	
	YAMAHA TTRRAID	£1650	
	SEROW MK2	£1250	
100	HONDA TLM 200	£450	1
	CRM 250 MK2 X 3	£1250	
O	KDX200 SR	£1250	
	CRM MK2	£1600	
	SEROW 2 X 3	£1350	
-	KDX 200SR X5	£1150	ı

NEW CONTAINER ARRIVING LATE FEBRUARY NEW OUTLET IN SOUTH CHESHIRE OPENS IN MARCH. GREY TRAIL BIKE SPARES FULL ENGINES ETC. TRF AND RIDES LIST DISCOUNTS AVAILABLE ALL CLOTHING BOOTS HELMETS GLOVES ETC OR JUST ADVICE AND INFORMATION.

WHO YOU GONNA CALL **BOGBUSTERS** 

OR E-MITHER US AT

pauldbates@supanet.com or brianeland@bogbusters.freeserve.co.uk



HONDA XR650RNEW £4399
HONDA XR600RNEW £3999
SUZUKI DRZ400SNEW £3899
YAMAHA TT600ENEW £3499
YAMAHA TT600R 99/00/01FROM £3499
YAMAHA WR400FNEW £4099
YAMAHA WR426 INC FACTORY ROAD KITNEW £4399
YAMAHA XT600ENEW £3199
YAMAHA TT250R NEW £3499
KAWASAKI KLX300RNEW £3499
GAS GAS ENDURO EC 200/250/300 UK BikesNEW £3550
GAS GAS, MONTESA, BULTACO, BETA TRIALS FROM£2508
BETA ALP 200 UK BIKENEW \$2866
KTM 640SM, HUSKY SM610NEW ENICE
ALSO KLX650, DOMINATOR, TRANSALP, DT125R @ NICE PRICES
SUPERMOTO WHEELS + BRAKES SUPPLIED

PHONE FOR LATEST DETAILS: NEW BIKES . DIRECT IMPORTS

• PRICES INCLUDE VAT • 1999/2000 MODELS • E&O.E

MERLIN MOTORCYCLES FREE CATALOGUE Phone/fax: 01403 257626



Broadoak road, Canterbury, Kent CT2 7QG Tel: Richard on 01227 766267

www.robinsonsfoundry.co.uk Email: sales@robinsonsfoundry.co.uk



To find your nearest groups send a 9x5 SAE to Colin Patient, 14 Ryecroft Close, Woodley, Reading, RG5 3BP

### TRAIL RIDERS FELLOWSHIP

The national campaigning group for trail riders. Members ride road-legal motorcycles in small groups to explore those green lanes with vehicular rights, for recreation (not competition) and to enjoy the countrside. Please see www.trf.org.uk

### TRAIL RIDERS FELLOWSHIP

Wanted - volunteers to lobby Government and MPs, and to liaise with Councils and other bodies. research lanes, lead rides etc. Training available.

## **MOTO AVENTURES**

Come trail riding with us for the adventure of a lifetime. We organise everything to make your tour with us totally hasslefree

7,10 & 12 days tours from £1,110 Tailor-made tours possible for groups of 6+

- Top quality clothing and protection; XR400/650 (latest models); great food and accommodation, fuel; guide etc.



For further information please contact SU on: Tel. (00376) 325099 Fax. (00376) 835472 Email. motoaventures@andorra.ad Web. www.motoaventures.com

## NO MORE WET FEET!

Keep warm and dry with ...

## **Gortex Socks Boot Liners**



Extremely resistant to abrasion Gore-Tex®

Generally accepted as the best waterproof and breathable fabric, a Gore-Tex® lining

gives the ultimate in comfort. allowing perspiration to escape freely.



ONLY £20 A PAIR

ALL ITEMS PLUS POST & PACKAGE

TEL: 0870 4430365 FAX: 01283 535616

STATION STREET/CROSS STREET **BURTON UPON TRENT DE14 1BT** 

MAIL ORDER DEPT 0870 4430364 OR ONLINE AT www.springfields.co.uk



## **Grand Prix Motorcycles Ltd**

177-187 QUEEN STREET, NEWTON ABBOT DEVON TQ12 2BW Tel: 01626 335000 Fax: 01626 333320

www.grandprixmotorcycles.com e-mail: sales@grandprixmotorcycles.com

. Grand Prix Motorcycles is owned and run by keen off roaders. . Sponsors of the South Western Enduro championships we know our customers and talk the same language

 All major brands are catered for parts and accessories dispatched mail order - Ask for Mike.

. Agents for Beta Motor Alp 125/200 always in stock, plus

demonstrators. Other makes, Trail/Trial Enduro supplied including parallel imports

at keen prices. Call Pete for details.

· All major credit cards accepted. Just phone





Aprilia Pegaso 650 (00) STOCK ALWAYS CHANGING CALL FOR CURRENT DETAILS











ACERSIS



### B J C TRAIL TOURS

Edmonds Garage, Coped Hall, Wootton Bassett, Swindon, Wilts SN4 8ES Tel: (01793) 849661 • Mobile: (07808) 291661 http://bjcmotorcycles.co.uk

### TRAIL BIKE HIRE

Come and trail ride the green lanes of Wiltshire and Berkshire,

> DR 350 - Suzuki XL 250 - Honda XT 225 - Yamaha

### DERBYSHIRE DIRT' BIKES THE DIRTY WEEKEND 2 DAYS GUIDED TRAIL RIDING IN THE BEAUTIFUL **PEAK DISTRICT**

xcellent B&B, All this for £245, includ ing hike hire Bring your own Bike Reduced Rates.

PHONE/FAX 01246 860179 www.trail-biking.co.uk

147 Station New Road, Old Tupton Chesterfield S42 6DG

NEW XR'S FROM STOCK 250, 400 + 650 **SELECTION OF USED BIKES INCLUDING** XR, XLR, CRM, TTR, SERROW

AXO CLOTHING, ACERBIS, SIDI P/X WFI COME

Zaversham

(01795) 532365/534835 Fax (01795) 538883 PAUL@THEBIKESHOPFAVERSHAM.DEMON.CO.UK

39A The Mall, Faversham, Kent ME13 8JN Hours of Business Monday - Saturday: 9.00am - 6.00pm

## TRAILSPORT

Tyres & Accessories by Mail Order

Bridgestone Trail & Enduro Tyres ED02 Excellent Trail Tyre 4.60 - 18 £34.95 ED04 Enduro Rear Tyre 4.10 - 18 £38.50 ED03 Enduro Front Tyre 3.00 - 21 £33.50 ED661 Enduro Front Tyre 90/90 - 21 £34.95 Barum Trail, Enduro, Mx & Trials Tyres C11 Awesome off-road tyre120/90-18 £36.50
TR1 Hardwearing Trials tyre 4.00-18 £32.00

Trail / Enduro 'O' Ring Chain/Sprocket Kits luality 520 chain & Steel Front and Rear sprocke RMX250, DR350, KDX200, XR250 - £64.50 XR400, XT600, KLR650 - £65.95 All prices include VAT

Please phone for a copy of our free illustrated price list Tel 01949 850530 (anytime

Biker friendly **B&B** in the heart of Beautiful Wales

Price for B&B £25

**Contact Mrs Davis** on 01597 829200

ROADER

FULL WORKSHOP M.O.T. SALES & SPARES **CLOTHING IN STOCK** 

JOHN ALLAWAY MOTORCYCLES

FARNHAM, SURREY, GU10 40S TEL: 01252-725335 FAX: 01252-711617

SINISALO HEBO ALPINESTAR

43 THE STREET, WRECCLESHAM.

ASK YOUR STOCKIST FOR DETAILS OR CALL 01305 760707 FOR YOUR NEAREST AGENT

PROFESSIONALLY - PROVEN - PROTECTIVE - PRODUCTS

KTM 675cc BORE

KIT ALSO WR/YZ445/455cc

## ALLENS PERFORMANCE R & D IMPORTER OF KEIHIN & MIKUNI CARBURETTORS AKTIVE REEDS

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

VHITE BROS '00 Catalogue Issue 22 Now in £11.75 inc vat BORE STAINLESS FRONT PIPES - SUPER TRAP EXHAUSTS

WER UP KITS XR250, XR400, XR600, XR650, DR350, KLX250 IIS HUSABERG KLX650, KTM CARBURETTORS FROM 22mm - 45mm FILTERS: WHITE BROS., K&N. RAM AIR

DRZ400 erformance parts now in stock

OTION-PRO M/X TOOLS

NOW AVAILABLE VZ400 & XR400, WR400, XR650 **BIG BORE PIPES** PRO-MEG SILENCERS

KTM. HUSOVARNA

**HUSABERG & XTZ** PERFORMANCE PARTS **BIG BORE KITS** HIGH LIFT BILLET CAMS TITANIUM COLLETTS SPRING KITS, CARILLO RODS, **CRANK PINS & PISTONS**  WELSH BIKE TOURS 01978 842507



Nhy not try somewhere di ferent this weekend? exploring the Welsh hills & valleys, on guided tours of green lanes and trails. in the Vale of Llangollen

## ALL MOOSE YEAR 2000 GEAR AT FANTASTIC PRICES AVAILABLE AT STONELEIGH STAND CO7 & C08



prices even better than 2000

More

Parts & More

TALKDIRTY IN

CHATROOM

ww.dirtbikeauction.co.uk

fel: 0208 **7**63 8920

Nobile 07796652408

ole range in stock. 'Phone for best

Beta

BETA ALP 2001 BETA ALP Avaiable from stock. 2yr warranty. Ideal beginner/low seat height £2990 plus O.T.R finance Available

HUSABERG - UK"s newest dealer 2001 models due any time

> 2000 川加西 Gear at reduced prices

PHONE FOR BEST DEALS Telephone 01443 218700/218732/203085 open 7 Days www.cyclelogical.net Your on-line Off-Road Solution

**BUY & SELL HONDA U.K PARTS SUPPLIER** your Dirtbike, **NEW & USED** 

> **BIKES SALES** RING FOR ACCESSORIES CATALOGUE

TERRY RUDD M/C

FEN ROAD, HOLBEACH, SPALDING LINCS, PE12 8QD TEL: 01406 4224340 • FAX: 01406 424860 www.trmracing.co.uk E-mail: sales@trmracing



SHOPLID

KTM UK NO1 DEALER 2001 MODELS IN STOCK

**NEW KTM 400 SX RACING** POA NEW KTM 400 LC4 £4495 NEW KTM 300 EXC PO.A. **NEW KTM 200 EX AUTOLUBE** £4295 NEW KTM 250 EXC £4395 NEW KTM 125 EXE TRAIL £2995

**NEW KTM 65 SX, SENIOR, JUNIORS** MINI ADVENTURES IN STOCK

S/H MACHINES

00 KTM 640 ADVENTURES £4250 98 KTM 380 SX £1995 98 HUSABERG FE 501 £2495 99 KTM 125 EXC £1995 91 KTM 600 ENDURO £1195

HUGE STOCK SPARES

**CLOTHING, ACCESSORIES** TRADE OR RETAIL SUPPLIED

147 SWAN STREET, SIBLE HEDINGHAM HALSTEAD, ESSEX, CO9 3PT

TEL. 01787 460671 FAX. 01787 462570 J.A.M. SPORT LTD

CATERING FOR THE TRIAL/ TRAIL/ ENDURO OFF

MOBILE: 0860-240500

Shock Repairs

All Shocks and Forks

**Serviced or Repaired** 

Import Bikes

**Enduro, Motox, Road** 

Prices from £35.00 + VAT

24 hour turnaround

**K&S Racing** 

OTORCYCLES



For all your off-road armour needs

Harnesses - Body Belts - Limb Protectors For further information & Stockist

Tel: 00 44 (0)1933 410818 Fax:00 44 (0)1933 315976

XR650/400/250 plus CCM range in Stock Demo XR650 and CCM Supermoto.

Power-up, Lowering Kits, Supermoto wheels, exhausts etc.

YEOVIL 01935 474998 GLOUCESTER 01452 525903

**FULL RANGE MOTO-X,** 

**ENDURO & ROAD** 

**USED BY FAST EDDY SERIES WINNER** 

ADEY SMITH

WORLD 125 CHAMP GRANT LANGSTON

GAS ELF HONDA TEAM

WORLD LONG JUMP RECORD HOLDER

JASON RENNIE

E:mail: info@tprobodyarmour.co.uk

Website: www.tprobodyarmour.co.uk

# ENDURO • MOTO-X • TRAIL

CCM 604E/99 like new Gas Gas EC 300/99 vgc £2,500 Gas Gas EC 250/00 like new £2,900 Gas Gas EC 250/99 many extras £2,400 KTM EXC 250/99 good cond £2,575 KTM EXC 200/99 vgc £2,650 Honda SLR 650/97 vgc £1,775

CONTACT DAVID (ANYTIME) TEL: (01895) 253963 MOBILE: 07956 393322

HH

Experience the adventure of riding through the

We have new SUZUKI DRZ 400E and lots of new kit check out our website: www.dirtrax.com Want to tour Morocco? We can help

e-mail alanavr@cs.com

or Tel/Fax Alan on 0034 956794899 For more info

## **ENDURO** touring

off-road tours and long term rental for enthusiasts Bikes

Western US and Canada (tour British Columbia, Yukon, Alaska ustralla: Cape York, Darwin

Bikes & 4WD Stock Ro

Poor Knights Island, Rotorua eenstown, Franz Josef Glacier Bikes

For brochure and prices Phone/Fax 0116 239 5773

Guided trail riding in and around the Yorkshire Dales



### For a Dirty Great Day Out

Gift Vouchers Available or more information contact Rol Tel: 01423 360275 mobile: 07714 454883

e-mail: robrevelv@hotmail.com N.B. All riders must hold a full, valid motorcycle lic

**EUROPE'S LEADING SUPPLIER** SUARDS & SKID PLATES FOR ENDLIRO AND MOTOCROSS



### Suzuki DRZ400 Bash Plate £49.94

XR 250 & 400 BASH PLATE £49.94 KTM 400/520 EXC BASH PLATE £49.94 KTM 125-2008-250-380 SKID PLATE £37 WR 250 99-00 SKID PLATE £37



### Suzuki DRZ400 Frame Guard £33.00

YZF 400/426 98-01 £33 WR 250 96-01 £33 WR 200 91-01 £33 XR 600 91-01 £33 KLX 300 96-01 £33



SUZUKI DRZ 400 NOW AVAIL-ABLE FRAME GUARDS AND BASH PLATE







Full range and Secure Online Shop at WWW.GADGETRACINGPRODUCTS.COM E-mail info@gadget-racing.demon.co.uk MAIL ORDER Phone 01858 880345 Fax 01858 880835

### 2001 ARIA / FOR SYS / O'NEIL

In Stock Now DOMA SMITH

Earthal' 0 13

FOR HONDA XR ONLY

LOWER DISC KITS

WITH PADS

RICE £89 INCLUDING P&P

TO FIT XR250/400/600

NEXT DAY DELIVERY

NGING ARM BEARING KIT

DX 200/220/250 & KLX 250/300 Includes 4 Bearing and 2 Sleeves

0114 2510836 FAX: 0114 2489715

£25 INCLUDES P&P

NEXT DAY DELIVERY

MOBILE: 07971 635228

INCLUDES FRONT AND REAR DISCS

TO DIADORA

(V,F.)

WANTED

MOTO X, ENDURO

TRAIL, TRIALS

TWINSHOCK &

MODERN

GOOD, BAD, UGLY

ANYTHING CONSIDERED

01782 410609

07970 547199

Mersey Bank House, Greenbank Road, Sale, Cheshire M33 5PL Tel/Fax: 0161 976 1114 Email: one11mx@yahoo.co.uk

## NOW BREAKING

Yamaha, Kawasaki, Honda & Suzuki DTR125 KMX125 MTX125 DR125 XT350 KMX200 XR250 XT600E KDX125 SLR650 DR 600 XT660 KLE500 XL600 XTZ 750 DR350

We buy dead or alive bikes will travel

VARIOUS OTHER MAKES & MODELS ALSO IN STOCK BIKES FOR SALE

€ KMX 125.....£500.00

F KMX 200..... ..£850.00 L DTR 125..... ..£850.00 I KMX 200..... £800.00

FOR MORE INFORTATION PLEASE PHONE OR FAX US ON

01422 881821 (MOBILE) 07833 564988

PADDY'S PARTS!!! FAST PARCEL SERVICE NEXT DAY DELIVERY AVAILABLE.

Paddock stands from £22.00 Bike ramps from £18.00 Bike Lifts £199.00 all prices plus carriage

TRAILERS AND BIKE RACKS ALSO AVAILABLE

Credit cards accepted

Tel 01989 769191 Fax 01989 769191 Web.http://members.aol.com /cmf 769191/ mail: cmf769191@hotn

### WORLDWIDE SHIPPING

SPECIALIST MOTORCYCLE SHIPPING SERVICE WORLDWIDE DESTINATIONS BIKES PROFESSIONALLY CRATED YOUR OVERLAND ADVENTURE

STARTS HERE! CALL - JAMIE@RJJFREIGHT LTD 01394 695566 Tel 01394 673031 Fax

EMAIL-Jamie@rjjfreight.co.uk

## TRELLEBORG V



-913 Super Enduro

## **MASTER**

Trelleborgs best selling tyre. Aggressive tread design provides top performance across a wide range of Terrain: Grass - Sand Mud - Water - Stones.

Last longer than any other tyre for off road use.

Combine with MAXI **GRIP** front for a perfect setup

Phone for brochure and full price list

Tel: 01865 390481 Mobile: 07710 662296

## RALLEYE RACING

**Full range of Enduro and Overland** equipment:- GPS Systems & mounts. Roadbook holders, Rally computers, luggage and accessories.

Year 2000 Catalogue now available.

**New products, New prices** 

Phone, Fax or e-mail for your free copy.





London, SE1 5JX

330 St James Rd.

WWW.BRACKEN.CO.UK TEL: 020 7232 1814 FAX: 020 7231 9438





**VISIT OUR WEB SITE ON** 





Hit the dust! Explore the desert and mountains of southern Morocco on XR250/400s with our experienced resident British guide. Itineraries from 1 to 7 days.

For info: Tel/Fax: 0191 4960869 (24 hours) Email: wilderness.wheels@virgin.net Or visit our website at wildernesswheels.com

BIKE SPORT NEWCASTLE





USED TRIALS

## Steve Plain Motorcycles

ALFER: KRAMIT: YAMAHA GAS GAS: MONTESA

**USED ENDURO BIKES** 00 ALFER £2750, 00 ALFER £2995, 99 KTM125 £2000 STOP PRESS

GAS GAS 250 ENDURO PREPARED (PHONE FOR SPEC AND PRICE) GAS GAS 125 ENDURO ARRIVING SOON (PLEASE PHONE FOR TEST RIDE)

**USED MOTORCROSS** 99 KX 250 £1850

99 GAS GAS 250 £1750 98 MONTESA 250 £1750 STAINLESS STEEL FOUR 00 BULTACO SHERICO£2150 STROKE SILENCERS £220

BRAKE DISCS FROM £35 **DIADORA BOOTS** SMALL SAMPLE: YAMAHA REAR 98.00 SINISALO CLOTHING KTM FRONT 92-00, HONDA FRONT 88-95 SUZUKI FRONT/REAR 89/98 CHAIN/SPR KITS MICHELIN TYRES

SPECIAL OFFER

MICHELIN T61 TRAIL TYRES, 300X21 £33.00, 400X18 £35.00 UNIT 1, WERNGOCH WORKSHOPS,

LLANDRINDOD WELLS, POWYS LD1 5SL

All Spares and Accessories - Mail Order Available Phone/Fax - 01597 825817

VISA





**Nevada Motorcycle Adventures** Rated 95%! Highest of 10 Companies selected by MCN **MOTOR CYCLE NEWS Holiday** Buying Guide 12/28/00

We've hand-picked 10 of the best, and rated them. THIS, is a holiday of a lifetime, featuring some of the most spectacular views and riding you're likely to find anywhere in the world. The terrain ranges from dry lakebeds in the valleys to the snow-capped peaks of 10,000-foot mountains. Suzuki DRZ400's or 350's included. Details: 775-359-4380

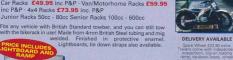
info@nevadamotorcycle.com 001 775 359 4380 info@nevadamotorcycle.com / www.nevadamotorcycle.com





CLIP-ON ADJUSTABLE BIKE BACKS Car Racks £49.95 inc P&P · Van/Motorhome Racks £59.95 inc P&P - 4x4 Backs £73.95 inc P&F

Junior Backs 50cc - 80cc Senior Backs 100cc - 600cc



TRAILERS

**DAVE COOPER** 

RALLY OR RAID

In Morocco, May 2001

Bring your family or partner

FOR ALL RALLY INFO GOTO

www.desertrat.co.uk

2nd HAND RALLY BIKES

**AVAILABLE** 

www.desertrat.co.uk

Desert Rat

PT TB, UNIT 7, ERITH BUSINESS CENTRE, HIGH ST. ERITH KENT DA8 1RT TEL 01322 359393 (DAY OR EVE) & 07860 702112 (MOBILE)



## **NORWEST TRAILS** TEL/FAX: 01599 577314

BIKE SALES, PARTS & ACCESSORIES

NEW UPGRADED ACCOMODATION

TEST YOUR OFF ROAD RIDING SKILLS TO THE LIMIT ON OUR EXCLUSIVE SCOTTISH **HIGHLANDS MOUNTAIN TRAILS** PACKAGE INCLUDES:

- 2 FULL DAYS GUIDED TRAILS
  - . 3 NIGHTS B&B INC ALL MEALS
  - BIKE HIRE

PHONE FOR MORE DETAILS - 01599 577314



15-17 ALMA ROAD, SIDCUP, KENT DA14 4HN 020 8300 8668 Call Steve or Mark ENDURO, GREEN LANE, MOTO-X AND SUPERMOTARD FITMENTS ALL AVAILABLE. www.sidcupmotorcycletyres.co.uk FOR ADVICE AND INFORMATION GIVE US A CALL

**BARUM TYRES NOW IN STOCK** 

MICHELIN BRIDGESTORE TIRELLE

DUNLOP (HENG SHI



01225 782037 mail: andv.rowett@virgin.net why not visit our website at: www.trailtours.co.uk or just call in at: Wiltshire Trail Tours Ltd. Old Tannery, The Midlands, Holt, Wiltshire BA14 6RW



£3150

£1595

## **BLACK COUNTRY** MOTORCYCLES

XT600 NEW EURO 2k £359 SLR650 '97' 5,800mls £2095 XR250 Baja' '95' 18,500kms £1895 XT600 Italian '87' 38,000kms £1495 XL250 Degree x3 from £1375 XL600R Italian x2 '83' Gilera H@K 50cc New UK £1899 Rieju 50cc Super Motard NEW£1995

HALESOWEN WEST MIDLANDS (0121) 559 6223

### **BIKE NUMBER** PLATES

PERSPEX or ALUMINIUM (MADE TO ANY SIZE) £9.50ea. inc. P+P slogans £1 coloured border £1 honeycomb (perspex only) £2 3d text £2

> Tel: 01995 606172 Fax:01995 602513

igns & Graphics Park Hill Road Garstang, Nr. Preston, VISA Lancs. PR3 1YB

www.motorcycleplates.co.uk mail info@boardmansigns.co.uk

f1495

£1995

f.1495

£1795

£1995

## RAND NEW ENDURO & TRAILBIKES 96N YAMAHA ..WR250 85B YAMAHA...XT600 £1495 £1295

2001 YAMAHA ....WR125Z ......£P.O.A. 2001 YAMAHA ....WR250F due mid feb £P.O.A. 92J APRILIA ....RX125 2000 KAWASAKI ..KDX220 £2995 2000 SUZUKI DRZ 400 Trial Rice FPO A Y2K YAMAHA Y7F 426 HONDA 2001 HONDA XRAOO £3750 93 APRILIA RX125 ...£4550 YAMAHA ....YZ125 2001 YAMAHA WR400 £4100 Many other models available please call 2001 YAMAHA WR250 FPO A (all come with VAT invoice finance Available flat rate 6%)

MICHELIN MOOSES NOW AVAILABLE 21" &18" £85 CLOTHING & ACESSORIES & TYRES ALL COMPETITIVE PRICES

01206 791155/793605 or 24hrs 07771 986592 www.ghmotorcycles.com

## GET DIRTY THIS WEEKEND!!

Aprilia	RX125	£1795	Yamaha	XT500	£895
Honda	CRM	£1795	Yamaha	XT600	£1495
Honda	XL600	£1695	Yamaha	XT600	£1995
Honda	XR600	£1695	Yamaha	TT600	£1495
Honda	XR600	£1995	Yamaha	TT600	£1795
Honda	XR600	£2295	Yamaha	600	£1995
Honda	XR600	£2395	25 n	nore machines	arriving
Suzuki	DR600	£1695		this weel	
Yamaha	TT350	£1695		Call for deta	ails
Yamaha	XT350	£1595	ALL M	ACHINES ARE	SERIIICEI
Yamaha	XT350	£1495		T'D & READY	
Yamaha	TT350	£1595		LIVERY NO PI	

NES ARE SERVICED, **READY TO GO! DELIVERY NO PROBLEM** 

TEL: 01202 826045 / 01202 820009 FAX: 01202 820009

UNIT 1, VICTORY CLOSE, WOOLSBRIDGE INDUSTRIAL ESTATE. THREE LEGGED CROSS, WIMBORNE, DORSET BH21 6SX



REEPOST



£1500 £1915 403 Yamaha Serow XT 225cc 1991 7123km Green/White £1750 418 Yamaha Serow XT 225cc 1991 14738km Rlue/White £1750 387 Yamaha DT125 2000 New Blue EURO Bargain 2000 New Orange Motorcycles listed above UK registered with new or long MOT, fully serviced and

7 4 8 8000

Hovering on the edge of a mid-life crisis and having bought himself a dirt bike, 39 year old Welsh farmer 'Hugh the Miller' thought it was time to get his wife involved in off-roading...

oy, have I got a surprise for my wife. No, it's not the new kitchen or that exotic holiday she keeps going on about, this is even better, it's a new bike! It's my wife Sarah's birthday, and since I've become the owner of a voluptuous Kawasaki KLX, she's been giving me grief about being left at home with the kids on a weekend - and I seem to spend all my evenings in the shed with "that bike", in fact I almost had to sleep in the shed the other night... That evening, when I got in the house, all the lights were out,

with scented candles flickering in the darkness, Sarah was adorned in all her best frillies with a bottle of chilled wine in one hand, and two

glasses in the other. As I carried a candle upstairs, the petrol and oil that I had failed to wash off, ignited and burnt all the hairs off my arms, luckily she had a bottle of wine to put me out, although I didn't see the need to pour the rest of it over my head!

Anyway, I've managed to acquire a little KTM LC2, I've squeezed it through the doors and it's now sitting in the kitchen. When she gets up in the morning to make my tea, she's going to be absolutely gob-smacked! There have been several hints made about a new kitchen, but I know she'd

Two weeks later and Sarah has just passed part-one of her bike test with flying colours. To say that she was surprised when she gazed upon her

much rather have this!

new bike standing on the middle of the kitchen is an under-statement. She was so happy, she actually cried, however there was a slight smell as I'd forgotten to turn the petrol off, so we couldn't light the gas hob due to the fumes, but the smell gradually lessened

over the next few days. I've now got her all geared up in

my old clobber,

and we're off

on a gentle trail ride. I explain a few simple rules - keep the clutch covered and look where you want to go. She loves the electric start and the smooth power, but the tyres are a little over-awed on anything other than tarmac or a dry track, and we haven't seen one of those in our part of Mid Wales for over two years! As soon as you get on anything wet, the tread fills up and they start to resemble mud doughnuts.

We start by riding around some legal forestry tracks, then along a moorland sheep walk, her confidence is growing by the minute. I think she's beginning to discover the pleasures to be found astride a trail bike. We come to a ditch which she negotiates successfully, with a few squeals and quite a lot of revving from the KTM, she hasn't got used to keeping the clutch covered. I have a feeling of deja vu with my mate Frank and a certain bog on Trannon Moor, sure enough, as we skirt around a pool of water, I look back at Sarah and see her gazing forlornly into this pool of stagnant peaty water, with a look of inevitability on her face. The front wheel hits a clump of rushes and deflects her straight into the pool. For one moment I thought she was going to save it, but like a falling tree, she teetered, then fell, with her

feet trying to get purchase in the muddy bottom of the pool. There was a mighty splash, the KTM ran for a little while then

(a) (b) (b) (b) (b)

spluttered and died, Sarah was trapped with her left leg under the bike, and up to her chest in cold water. She shouted for help, but I couldn't park the KLX as the ground was too soft to support the side-stand, so I had to hunt around for a stone to rest it on. I eventually got to her, and heaved the bike out, then returned to give Sarah a hand.

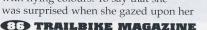
I have to say, I never knew she had those kinds of words in her vocabulary, but I don't think they were really aimed at me, it must have been the frustration of falling off!

We ran the battery flat trying to start the bike, so we eventually took the seat off only to find the air box half full of water. We wrung the air filter out, and drained the air box, pulled out the plug, dried it. Our only problem is there's no kick-start on the LC2, Sarah for some reason made me push the bike for half a mile to get a steep enough hill to try and bump start it. I ran the bike

TRAILBIKE MAGAZINE (87)

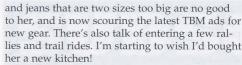






to the bottom of this hill which was very long and steep, twice, failing to start and on each occasion having to push it back to the top again, while Sarah sat on a large stone emptying the water out of her boots, watching me with a very threatening look on her face. Luckily on the third time it did start and we rode home safely.





After getting a near miraculous result in the Powys enduro, I've been under pressure from some quarters to sell my bike. Non biking friends have said 'retire when you are at the top', my wife on the other hand said 'now you've proved you can do it, you should have cleared it out of your system, and my kitchen doors are hanging off'. I've had to explain that you can't judge anything by one result, consistency is what counts, and anyway I've just bought some new hinges from Do It All for those doors. So, I've entered the Dyfi two day enduro. The abused enduro tyre that completed the Powys comes off the bike to preserve what's left of the tread

for the Dyfi. An old MX one goes on for practice, as it's almost two months away.

The week before the Dyfi the enduro tyre goes back on, the MX tyre comes off exactly the same as when it was fitted, l just haven't had time to ride the KLX since the Powys - those b\*\*\*\* hinges, you need a degree in engineering and three pairs of hands to fit them.

This is the first time I've ever done a two day event, and the way I cope with the extra day is going to be interesting, as I'm usually exhausted after one. Although, I do have a secret weapon. Two nights before the Dyfi I help mark out the special test with some of the organisers [and Graham Jones, top championship side-car rider]. So, armed with loads of tape, hundreds of wooden poles and a 10Lb hammer, I spend four hours walking around a bleak, wet, windy hillside taping the test. Surely this will give me an advantage on the day, this is my cunning plan!

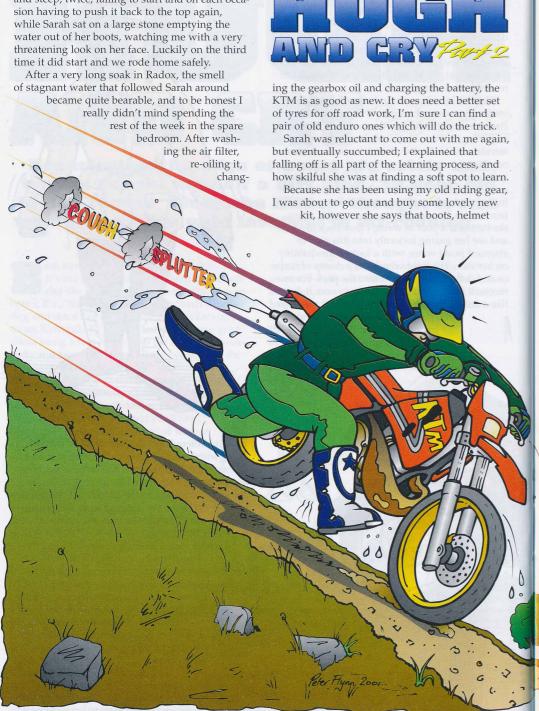
It's a lovely sunny dry day, one of the few we've had this year. My start time is towards the end of the entry. I line up with Chris James, he was runner-up to me on the Powys. He had a better test time, but dropped a minute on the going. This time, I know every inch of the test.

Miraculously the KLX fires up first kick, and we head off up a long muddy single track. Chris races ahead, and I just can't keep up with him. Within 20 minutes we arrive at the petrol check, I think this is a bit early, but I fill up anyway, only to be told that we are on a very tight check, so

I bolt down a track, then into a very overgrown forest ride. Branches are lashing and whipping me like a 16 stone rubber clad dominatrix (I'm guessing!). It's at this point I notice that my goggles are missing. I lifted them over the peak of my helmet when fuelling, and in my haste to keep up, I forgot to put them back on. The rest of the morning passes with no worries about staying on time, but how to explain to my wife how I had lost the brand new pair of Smith goggles with roll-offs she'd bought me for my birthday.

Just before the test, there's a river crossing then up a narrow roadway cut into the rock, with slippery rock steps. Bikes are littered like flotsam on the beach. I'm picking my way around them and the KLX is climbing like Dougie Lampkins' Montesa, that is until I attempt to squeeze past a beached side-car. My rear brake lever gets hooked on the outfit's mudguard. One minute I'm a happy biker, less than a second later I'm a brightly coloured un-aerodynamic flying object. Now, this is my real claim to fame, as I disengage my bike and lean it against the bank, Paul Edmondson uses my rear wheel, front wheel and left foot as traction as he flies by, what an honour! I was a little disappointed that he didn't thank me as he left rubber all over my best Axos.

I got to the test, now my plan really starts to fall into place. I feel that the test goes well, which you have to do twice. I remembered all the corners that we'd put in, it felt really quick on the dry going until some tight little chicanes towards



the end of the test where I lost my rhythm and struggled to keep momentum. I finished the day second in my class, with Chris James 18 seconds in the lead.

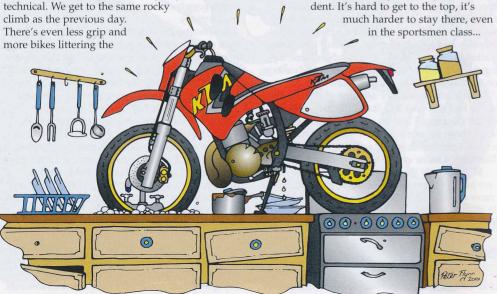
Sunday is more or less a repeat of Saturday. We're just lining up to start and I notice Chris has a rear puncture. Should I tell him or keep stum and ride on to win? My conscience gets the better of me as it's my worst nightmare to get a puncture, that's why I use a mousse in the rear tyre. It's on the list to get one for the front. Despite his flat, Chris takes off as though his tail's on fire. I catch up to him at the first check. He's already loosened the wheel and got the tyre off the rim. As his minute arrives, he pushes through and completes the tube change the other side of the check. He stays on time. At the next fuel check, I notice David Knight who is on his second lap and is two minutes behind me. I'm riding down a gravely track, cut across every 100 yards or so with deep ditches. You can ride these ditches and launch into orbit out of them, passing lesser riders on the ground - at least you can when you're David Knight, that's one shiny sumpguard on that Yam, and you get a good view of it when it's flying over you.

It's rained overnight and the going is more technical. We get to the same rocky

(10) TRAILBIKE MAGAZINE

track. Somehow I manage to claw, bite, kick and scratch my way through this bottle-neck, in the process passing three side-cars. Just as I'm thinking to myself what a great bike the KLX is, it stalls. I give it a boot, I give it two boots, I lose count of the number of boots I give it, my helmet's full of sweat, my goggles steam up, but I can't take them off as I don't want to lose another pair! The side-cars that I'd just passed go by, then the KLX starts as if by magic, only now I'm behind three side-cars up another slippery narrow steep climb. The outfits are struggling, helping each other out, I see a slight opening and go for it, I keep the throttle pinned, it's hero or zero. I ricochet off one side-car into the passenger of another one, I get pushed against a bank, it's now out of my control, the throttle is still wide open, it's wall of death time on this bank, and I pass the last side-car. I glance back at the side-car crews and they appear to be waving and cheering me on, but I'm not a bar-steward and I definitely wasn't trucking.

We get to the test on time, I've got to go eight seconds faster per test than Chris to take the lead, no problem. Chris goes first and he's throwing his YZ125 around the test like a man possessed. I take off after him but the test is guite different after overnight rain, it's much harder to take tight lines and I'm a little too enthusiastic with the throttle, exiting a tight corner the back spins away depositing me in a heap. I scramble to the bike which luckily is still running, but I know I've blown it. Chris James wins our class, deservedly after fixing a puncture on the going. I felt confident after winning the Powys, too confi-



# **MOST MAJOR CREDIT CARDS ACCEPTED** ...and see the wide open spaces from the comfort of your living room. every month... Or you can subscribe in the normal way by sending a cheque for £28 (£38 for Eire & overseas) made payable to TBM and send it to: TBM Subs. Subs Marketing Ltd, 14 Rathbone Place, London W1T 1HT Yes please I wish to take you up on your very generous offer! I already subscribe Y / N Address Post Code ...... Bike owned .....



air filter with plastic frame



MX 400/500 plus

fferent 5th speed ratio







## BIKES

Husky WR250 W-reg excellent condition, £2800. Tel 01489 787 580 (Hants)

Yamaha TT600R W-reg, excellent cond, new Michelins, road use only, reliable, easy starting, fully legal trail bike, £2850. Tel 01707 392 664 (Herts)

Honda TL125 150cc 1977 big bore, good cond, needs very slight cosmetic surgery otherwise OK, £625 ono. Tel 01823 323 868 (Somerset)

Moto Morini Camel 501 unregistered import with documents, late e/start monoshock model, as new condition with only 500m, probably best in UK, £1500. Tel 01865 731 040 (Oxon)

Honda CRM250AR P-reg, T&T, well maintained, trail use, bashplate, hand/frameguards, full DEP pipe, headlight protector, reluctant sale, £3200 ono. Tel 01608 730 026 (Oxon)

KTM 640LC4 T-reg, 1400m, very light off road use, KTM bashplate, alloy frameguards, CRD can and original, £3895 ono. Tel 07775 895 925 (Berks) Suzuki DR350S 1994 original condition enduro gearing new chain sprockets, wheel bearings, kick-start model, MoT, good starter, good cond, Tel 01993 702 617 (Oxon)

Honda XR400 Y2K 2500km, X ring chain, Renthals, sumpguard, gearing and carb sorted, serviced, trail use only, PX DR350 + cash, £3200. Tel 07790 619 230 (Cornwall)

Kawasaki KDX200 enduro H-reg, MoT, tax, new tyres, Renthals, very low mileage, immaculate condition, never used off road, £1750. Tel 01757 630 538 (N Yorks)

KTM 125EXC, 2000 model, ready to race. Tel 0777 9149104 (W London)

Honda XR250RY 2000 red, 1700km, £2500. Tel 07909 670 029 (Clwyd)

Suzuki RM250 1998 immaculate cond, enduro/motocross spec, full DEP system, Wiseco

piston plus much more, may swap for 125, £1750. Tel 01793 824 791 (Wilts)

Honda XR400RX 1998 excellent cond, hardly used, CRD bashplate fitted, Renthal bars included, £2000 ono. Tel 07775 651 020 (Middx) Suzuki DR350S J-reg, 23,000m, mostly road use, T&T, Renthals, brushguards, MT21s (one brand new), Laser enduro pipe, clean condition, £1150 ono. Tel 0208 693 2478 (London)

Yamaha WR400 T- reg, little use, well maintained, taxed and with spares kit, £2550 ono. Tel 0117 961

3626 (Avon)

Honda XL250RF C-reg, top end rebuilt but bottom end knocking, stripped for inspection hence £295, was great green laner. Tel 0191 236 5966 (T

Honda XR600 M-reg, vgc, MoT, green lane use only, standard spec, new tyres and c&s, £1650. Tel 01432 341 791 (Hereford)

KDX200 1998 Werx decals, barkbusters, FMF tail pipe, unused spares kit from new, very little use, immac cond, £1750 ono. Tel 0802 955 031 (Herts) Suzuki DR350SE S-reg, e/start, 7900m, fsh, tax, new Gripsters, Goodridge, vgc, commuter use only, excellent bike £2199 ono. Tel 01543 304 693 (Staffs)

Honda XRV750 Africa Twin, S-reg, 16,000m, includes Scottoiler, heated grips, centrestand, Datatag and extras, full Givi system optional, £4000 ono. Tel 01282 844 668 (Lancs)

Honda NX650W Dominator 1999, purple/yellow, 2000m, only £3100 ono. Tel 01624 835 728 (IoM) Honda XRV650 Africa twin 1990, good standard condition, 12,000m, r/w/b, new tyres, oil/filter and battery, MoT, £2490. Tel 0794 154 2215 (Lincs) Honda XR250RT N-reg, 9000km, green lane use, MoT, great condition, recent c&s & tyres, £1900 ono. Tel 01628 486 725 (Bucks)

Cagiva Elefant 650 unregistered, Italian import, good condition with sound engine, new Avon gripsters, need space hence £850. Tel 01865 731 040 (Oxon)

Honda XR250 '99 model, 4500km, Renthals, Scottoiler, Honda bag, excellent cond, green lane use only, £2350. Tel 01594 810 753 (Glos) Suzuki DR250 Djebel N-reg, white anodised blue, new tyres, lots of extras, digital clock, must see, £2000 ono. Tel 01235 819 899

KTM 125LC2 full power, T-reg, very little use, less than 4000km, immaculate cond, super little bike, suit novice/learner, £1875 ono. Tel 01372 469 017 (Surrey)

KTM 400SXC V-reg, new tyres, c&s, green lane use only, well maintained, £2850. Tel 01278 652 579 (Somerset)

Honda XR250RV 1998, superb cond, low mileage, light trail use by mature owner, many extras, may take p/x WR200, £2250. Tel 01535 669 323 (W Yorks)

Suzuki DR400 X-reg, 400m, perfect cond, house forces sale, £3500 ono. Tel 07715 000 952 (Lincs) Husqvarna WXC (TE) 410, R-reg, vgc, 2900m, easy green lane use, very well looked after, new

TRAILBIKE MAGAZINE (93)

brake pads front and rear, Acerbis handguards, £1995 ono. Tel 0239 279 9279 (Hants) CCM 604 1997 good cond, easy starter, MX trim, save by converting to road spec, £2000 ono. Tel 01225 824 788 (Somerset)

Honda CRM250R MkII K-reg, MoT, top end rebuilt, new c&s, Big One tail pipe, handguards, £1650. Tel 01489 787 415 (Hants)

KTM 660 Rally e/start, mousses, set spare wheels, lots of spares, 16 days of rallying only, excellent cond. Tel 0208 764 5536 (London) CCM 604E sport, 4500m, road use only, road tyres, mudguard plus originals, Datatag, one previous owner, no offers, £3500. Tel 0208 893 2671 (Middx)

Honda CRM250AR P-reg, white/black, full DEP system, Mugen seat, Acerbis twin h/light, guards, Renthals, excellent cond, hardly used, £2850. Tel 01773 829 587 (Derbys)
Honda XR400 Y2K 6500km, Renthals, frame guards, T&T, green lane and work only, very clean, Datataged. Tel 01983 563 979 (IoW)
KTM LC4 640E 1999, 5000m, tax, £3300. Tel 01258 837 166 (Dorset)

Suzuki PE175Z, A-reg, monoshock, finished winter project, fully rebuilt, new Wiseco piston, bearing, chain & sprockets etc, just MoT'd, very tidy, £650. Tel 01380 727 251 (Wilts)

Suzuki DR385 enduro, P-reg, 9000m, T&T, new wheel bearings, tyres, hand & frame guards, white/yellow, excellent cond, £1975 ono. Tel 01793 700 154 (Swindon)

Yamaha DTR125, blue, S-reg, 1500m, excellent cond, garaged from new. Tel 01330 825 951 (Aberdeen)

Honda XLR250 Baja, J-reg, twin h/lamp model, vgc, T&T, new tyres, £1500 ovno, may p/x for XR400. Tel 01908 230 829 (Bucks)

Honda XL185 V-reg, complete bike but engine disassembled, re-bored to accept XR200 piston (included with gaskets in sale), buyer collects, offers. Tel 0208 524 8873 (London)

Honda CRM125 H-reg, excellent original cond, T&T, 14,000km, £1350. Tel 01202 734 741 (Dorset) Honda XR400R, R-reg, frameguards, handguards, Sunday green lane use only, maintained regardless, very clean/tidy machine, find one better! £2395 may p/x. Tel 01484 402 302 (W Yorks) KTM 125LC2 14months old, new tyres, Ohlins rear shock (cost £400), 10,000km, best learner legal trail bike, £2050 ono. Tel 01452 790 319

Gas Gas EC250 V-reg, blue, excellent cond, fastid-

iously maintained, plus extras, £2500. Tel 01327 260 576 (N'thants)

Honda CRM250R MkII, full DEP system, race reeds, sumpguard, h/guards, great tyres, spare cables & pads, good cond, £1800. Tel 01273 601 304 (E Sussex)

Yamaha WR250, 1998, registered, taxed, Acerbis handguards, £2350 ovno, tel 01252 711405 (Surrey)

Honda CRM250R MkIII, 11,000km, Renthals, new brake seals and pads, rear rack, T63 tyres, T&T, vgc, £1995. Tel 01740 652 455 (Durham) Yamaha DT200WR 1991 blue/white, FMF exhaust, barkbusters, new rings, Acerbis h/light, T&T, £1450; also Honda CR500R 1989, new o'ring chain and sprockets, £850. Tel 01208 831 716 (Cornwall)

Yamaha DT200WR vgc, green lane use only, very mature owner, 937m, delivery possible. Tel 01353 666 406 (Cambs)

BMW R80GS 1981 long MoT, new Supertrapp, new rear shock, full service, two owners, full history available, £2000. Tel 01793 763 573 (Wilts) Honda XR400 1999, vgc, £2200 ono. Tel 0208 599 4023 (Essex)

Yamaha YZ250 1993 road registered, recent chain, sprockets, tyres, piston and rings, Werx seat and graphics, £1050. Tel 01629 813 078 (Derbys) KTM EXC '96 clean condition, excellent enduro machine, with manual, £1200, keen to exchange for Tenere or DR350. Tel 07773 554 298 (N'hants) Honda XR650 enduro 2000, 2200km, Renthals, £3495. Tel 01771 637 462 (Grampian) Suzuki DR385, e/start, enduro, MoT, too many new parts to list, many upgrades, much history, DR-Z forces sale, £1250. Tel 01737 769 139 (Surrey)

Armstrong MT500 1987 T&T, Dell'Orto carb fitted, new cam belt, good tyres, includes racks, panniers and manual, £1000 ovno. Tel 0161 746 8186 (Mcr)

Honda Africa Twin XRV750RX T-reg, fsh, exc cond, centrestand, Datatagged/alarmed, plus extras, £4000 or consider late Honda XR400 in p/x. Tel 0208 384 6501 (Middx) Yamaha TT600 G-reg, total rebuild, T&T, easy

Yamaha TT600 G-reg, total rebuild, T&T, easy starter, £1400. Tel 01885 410 757 (Worcs) Suzuki DR350 1995, 8000m, good cond, Datatagged, Acerbis tank, Scottoiler, MoT, unmarked original tank, new spares, sensible mods, £1950. Tel 01628 631 481 (Berks) Honda XR400 P-reg, hand guards, sumpguard, vgc, trail use only, £2200. Tel 01270 763 461

(Cheshire)

Yamaha XT350 1992, T&T, new chain, sprockets, brakes, fully serviced, totally original, stainless exhaust, house repairs forces sale, £1395. Tel 01462 630 227 (Herts)

Suzuki DR650SE 1996, white/purple, 13,000m, Renthals, bashplate, MT21s, good cond, IMS, 22ltr tank included, £2100. Tel 01638 603 998 (Suffolk) Yamaha XT600E L-reg, 12,000m, excellent cond, chain-oiler, lady owner £1500 ovno; also Honda XR350 Y-reg, good cond, excellent reliable first bike, T&T, £1495 ovno. Tel 01653 696 380 (N Yorks)

KTM Duke series-4 620cc 4900km, pipe conversion, new Bridgestones, immaculate condition throughout, e/start, dark met/purple/black, lots of fun, £3750. Tel 01768 881 728 (Cumbria) Yamaha WR400 1999 White Bros pipe, green lane use, Renthals, Acerbis hand guards, excellent cond, £2750 ono, no dreamers. Tel 01282 839 235 (Lancs)

Honda CRM250AR, R-reg, 4200km, DEP exhaust, sumpguard, unused original exhaust, many other extras, excellent cond, £2800. Tel 01407 749 144 (Anglesey)

Husky TE350 1995 new 1996 same owner, professional engine rebuild, blueprinted, Dynoed 39hp 860km ago, immaculate cond, MoT, £1850 ono. Also PW50 ridden up the drive twice a year since 1995, immaculate, includes all kit for 4 - 7 yrs, Astar boots, cts, lid, £650. Tel 0374 741 445 (W Yorks)

KTM 620EGS 1998, low mileage, new plastics, spare tyres, hardly used, move forces sale. Tel 0161 976 1622, 7-9pm only

KTM 600LC4, MoT, good cond, 13,000km, spares including large tank and carrier, no time to use, injury forces sale, £1200. Tel 01590 642 564 (Hants)

Kawasaki KLR650, '98 green/purple, 4500m, vgc, road and light trail use only, £2495 ovno. Tel 07765 890 898 (Norfolk)

Honda CRM250R MkII, '92, T&T, Renthals handguards, new tyres and pads, full service, £1800. Tel 07799 404 940 (Lancs)

Honda XL600R C-reg, MoT, excellent original cond, £1000 ono, must be worth it. Tel 0117 977 9898 (Bristol)

Ossa 350, 1979 trials, vgc, registered with log book, collectable or twin shock competition use, FTSWB, £695. Tel 01538 703 244 (Staffs) Yamaha WR200 R-reg, one owner only, 1000m, very light use, totally immaculate cond, all origi-

nal, £1995. Tel 0114 274 8022 (S Yorks)

Honda XR600R T-reg, Acerbis handguards, lights, Supertrapp, Dynojet, 8500km, tidy just serviced, very fast, £2400 ono. Tel 0207 607 3351 (Islington) Wasp 600 Rotax F-reg, green lane/gold medal winner lands end trial, £1700; also Aprilia Tuareg, T&T, lowered centrestand, £1500. Tel 01234 822 074 (Beds)

Honda Transalp 600, '98, good bike, £2675 ono; also Yamaha TDM850 '98 6800m, as new, £2875 ono. Tel 01279 501187 (Herts)

Kawasaki KLR600 D-reg, MoT, brushguards, reliable, redundancy forces sale, £1495. Tel 01243 528 420 (W Sussex)

KTM 620SX '94 orange plastics, FMF pipe, Acerbis handguards, light etc, MoT, £1650, bad back p/x, e/start. Tel 01753 642 169 (Bucks) Yamaha XT350 '88 excellent orig cond, new c&s and brake pads, stainless header pipes, never ridden off road, oil changed every 1000m, £795 ono. Tel 01686 688 196

Yamaha DT125R G-reg, black enduro spec, v recent overhaul, many new parts, DEP silencer, vgc, MoT, upon sale new battery etc, £950 ono. Tel 01255 242 332 (Essex)

TM 250E M-reg, just spent £500, vgc, genuine reason for sale, £1250 ono. Tel 01747 850 104 (Dorset) Kawasaki KDX250SR '91 MoT, tax, trail ridden only, good cond, £1395 ono. Tel 01732 866 035 (Kent)

KTM 125EGS 2000 very little use, green lane only, new c&s, excellent cond, £2450 or swap similar age XR250 or XR400. Tel 01335 324 639 (Derby) Yamaha DT50MX nice condition, MoT, just spent £200, ideal beginner's bike, £445 ono, also Kawasaki KLX300 '99 mint cond, not used for 12mths, some spares, goes really well, £2495 ono. Tel 01597 822 798 (Powys)

Suzuki DR-Z400 trail model, W-reg, blue, UK bike, 900m, unmarked, as new, MT21s plus originals, cost new £4200 accept £3200. Tel 01702 554 281 (Essex)

Kawasaki KLX250R L-reg, T&T, new tyres, brushguards, Renthals, TM33 carb, large header, usd forks, w/shop manual, good cond, £1350. Tel 0208 658 9079 (Kent)

CCM 560 '89 registered, MoT, blue/white, well sorted WP f&r, new r tyre, recent c&s, £1250 ono or exch Gas Gas JT250. Tel 0117 932 2207 (Bristol) Honda XR500R '82 vgc, must be seen, loads of mods, big bore kit, Supertrapp, too many to list, £1000. Tel 0403 262 536 (Norfolk)

Yamaha WR400F, UK bike, Sept 2000, road regis-

94 TRAILBIKE MAGAZINE

tered, taxed, 300km, showroom cond, £3450 ono may p/x KTM 250/300. Tel 07977 060 572 (S Wales)

Honda CRM250AR, T-reg, one owner, taxed, new c&s, good tyres, power pipe, recent major service, £3050 ono. Tel 01429 837 093 (Teesside)

Kawasaki KLR250 T&T, spare c&s & MT21 rear & other bits, A1 cond, bargain at only £1300. Tel 01903 365 694 (W Sussex)

Yamaha WR400 S-reg, green lane use only, well maintained and good cond, 4000m, Reikon bars, £2500 ono. Tel 0403 348 855 (Cheshire)

Honda XR250 F-reg, trail use only from new, T&T, totally original except for stainless steel silencer, well maintained, excellent cond, £1195. Tel 01495 226 018 (Gwent)

Husky pro-senior & pro-junior 1999 models, excellent cond as these bikes have only been used 3 times, pro-S £850, pro-J £700; also Yamaha WR400 W-reg, 420m, green lane use only, A1 cond, standard bike with Renthals brushguards and frame protectors, £3600 ono. Tel 07989 554 948 (Oxon)

## WANTED

Wanted workshop manual for XT350 & TLR200 Tel 00353 8623 27443 (W Ireland)

Wanted Serow prefer tidy runner but everything considered, distance no problem. Tel 01895 624 554 (Middx)

Wanted Husky TE410 w/shop manual or photocopy. Tel 07771 743 099 (Lincs)

Wanted Honda CRM MkII cdi unit. Tel 01388 604 919 (Durham)

Wanted Kawasaki KX500 kick start for a '91 model also other spares. Tel 01189 670 791 (Berks) Wanted Carburettor for Suzuki SP400, must be excellent condition or is there another type available, Amal etc, help appreciated. Tel 01932 885 841 (Surrey)

Wanted Kawasaki KDX125 rear wheel must be in excellent cond, cash waiting. Tel 01851 700 332 (Lewis)

Wanted XR250 comp silencer 86-95; also for sale KTM silencer for 620 KTM EXC alloy lighter than original, bargain at £100, Husky 610TE manual £25. Tel 0151 201 3632 (Cheshire)

Wanted for XR600 complete engine or just bottom end as mine has blown its crank cases apart!! Tel 01485 518 934 (Norfolk)

Wanted CRM250 must be mint, have Fazer 600 road bike to p/x value £3000. Tel 01772 792 231 (Lancs)

Wanted M/X pants to fit 42" waist any cond but must be cheap!! Also M/X boots size 11/12. Tel 01737 362 407 (Surrey)

Wanted Kawasaki KLX650 wheels, exhaust, bashplate, plastics, any parts WHY. Tel 0121 249 0862 Wanted Honda XR600 '95 f&r wheelhubs, can collect or pay postage, also any other interesting XR bits. Tel 07932 061 334 (Norfolk)

Wanted XR/XT250 '80's model, prefer runner but will consider basket case, cash waiting. Tel 01905-420 131 (Worcs)

Wanted Honda CRM250AR model wanted 99, 98, 97, RSTPQ reg's cash waiting, will travel, no silly prices or traders, mint or needing work or repairs. Tel 01253 768 029 (Lancs)
Wanted TM 18" rear wheel . 19" to sell or

exchange. Tel 01474 708 973 (Kent)

Wanted Seat for Kawasaki KDX220 UK or import, any condition as long as seat base in good cond, will re-cover if necessary. Tel 01732 847 781 (Kent) Wanted DR400 mid 1980's bits needed, rolling chassis, dead bike or various bits, WHY specifically need airbox, kickstart and side panels, will travel. Tel 01756 753 876 (Yorks)

Wanted Honda CRM MkII in good cond in Leics area if poss. Pay up to £1500, cash waiting for right bike. Tel 01664 481 263 (Leics)

Wanted Supermoto in exchange for Triumph Daytona 1000cc, good cond, value £2000 plus cash. Tel 01264 396 416 (Wilts)

Wanted BMW R1100GS panniers, willing to travel. Tel 01482 855 343 (Yorks)

Wanted late model DR350 e/start, must be good cond, will travel for right bike. Tel 01304 367 713 (Kent)

Wanted Yamaha DT125 LCMK3 rear wheel required with drum back brake possibly front as well if you have one. Tel 01903 265 694 (W Sussex)

Wanted 125cc semi road legal enduro bike. HAS to be in mint cond, '98/99 onwards, prefer KTM EXC. Tel 01204 853 284 (Lancs)

Wanted KDX200/220 must be in good condition up to £2000. Tel 01829 271 158 (Cheshire) Wanted Yamaha DT50 spares or and 50cc bike for

Wanted Yamana D150 spares or and 50cc bike for BMF moped event. Tel 01287 624 085 (Cleveland) Wanted Acerbis 22ltr tank for Yam TTR250 raid also w/shop manual (photocopy?) sumpguard or useful bits for a trip. Tel 07747 866 561 (Dorset)

## SPARES

Pair of XR wheels, Talon hubs, Exel black rims, stainless spokes, 1000 road miles only with discs, sprocket, excellent £500. Tel 01942 873 254 Supertrapp exhaust for KLR650 and similar £90, can mail order. Tel 01202 739 154 (Dorset) KTM 640/660 wheels for sale, Michelin Deserts and Mousses, only 3 days use, £400 ono. Tel 0208 778 1616 (London)

BMW R1100GS black petrol tank plus handlebars, any reasonable offer considered. Tel 01892 784 251 (E Sussex)

KTM 4-stroke complete bodywork, tank, seat and plastics, h/duty wheels & discs + 320mm Talon disc with bracket for WP forks. Tel 01474 708 973 (Kent)

MSR Gore-Tex ISDT suit blue/grey J 44" P 36" excellent as new £150. Acerbis Zoom body armour blue/white as new £20. MSR boots 44 size 9 grey/black suede £50. Michelin enduro competition tyre 21 x 90 front new £20. Tel 01625 861 800 (Cheshire)

MX jeans unused 32" waist, body armour, used but clean and tidy, medium, offers. Tel 0118 977 1926 (Reading)

Honda XR650 Supermoto Excel rims gold with tyres £500, White Bros exhaust £140, XR400 Supermoto wheels pilot race tyres £500. Tel 01771 637 462 (Grampian)

KLR600 e/start starter motor. Generator casings, gears, pumps, bits etc, sell/swap for big tank for same, Gretna Carlisle area. Tel 01461 338 862 (Dumfriesshire)

Yamaha DTR125 set of wheels with discs and headlight cowl £50. Tel 01535 646 791 (W Yorks)

White Bros series E alloy silencer for XR400, little use, good cond £130. Tel 01202 829 236 (Dorset) Yamaha SRX620, 35mm Kelhin, Farnham tuned motor, possibly fit XT600 will split £750 ono, good reliable motor, recent Farnham overhaul. Tel 01580 754 061 (Kent)

IMS 3.3gallon tank, white, fits XR600 XR650L also fittings for XR400 includes Petcock £100. Tel 07979 906 578

Kawasaki KLX650 breaking, forks, top end, discs, front caliper, also KLX250 1982 complete vgc, non runner £150. Tel 01733 766 660 (Cambs) Husky 250 to '97 WR, used and new plastics, seat cover, seat foam, speedo, cables, levers, factory

pipe etc, full enduro jacket, offers. Tel 0161 980 3135 (Cheshire)

KTM Rallye '97 pannier fuel tanks, complete with sub frame brackets, taps etc, p/x for KTM Supermoto wheels. Tel 07790 619 230 (Cornwall)

TBM back issues 6 - 50 except No's 11 + 14. Good cond £75 + postage. Tel 07970 211 504 (Leeds) KTM 640LC4E std tank new £100, rack £10, 620EGS big tank £100, Husky 610/410 bashplate £25, new side panels £30 pair, 98 f guard £10. Tel 07785 336 608 (Surrey)

Honda XR400 Acerbis 22ltr fuel tank £100, front disc cover £15, CRD alloy bashplate £30. Tel 01983 563 979 (IoW)

XR600W '99 forks, both wheels, discs, calipers, headlight, nose fairing, handguards, speedo (kph) all as new £350 may split. 01767 627 628 (Beds)

Kawasaki KLR650/600 KMX125 various parts inc electrics, cdi's etc, Koni shock to fit KLR650. Tel 0121 249 0862 (W Mids)

White Bros silencer fits WR400 Yamaha, as new complete with instructions £120. Tel 01270 56095 (Cheshire)

Suzuki DR-Z400 new forks, yokes £235, headlamp £65, White Bros E series silencer £150, Dave Cooper bike rack £25. Some small parts. Tel 01159 131 938 (Notts)

Yamaha DT175MX rear wheel almost like new, bought as spare years ago, brake plate included £65 ono. Tel 01242 697 494 (Glos)

Rally bits WR400F wheels Talon hubs, Ohlin shock, side fuel tank, Walker 2/3 bike trailer, various other bits. Tel 01543 671 173 (Staffs) FMF Gnarly gold series front pipe to fit CRM250

89-94 MkI - MkIII, chrome brand new never used, cost £199.99 sell £160, can post. Tel 01579 320 984 (Cornwall)

Suzuki RMX250 92 model complete bike but non runner, offers. Tel 01274 233 434 (W Yorks) CBR600 wheels machined to fit Motocrosser or CR/Dominator/Supermoto hybrid, with discs and sprocket, must sell, red, exceptionally clean, £200 ovno. Tel 07625 613 665 (London) Yamaha XT500 complete air filter system £50 inc P+P. Tel 0191 534 2874 (Tyne + Wear) IT175J frame/forks, alloy tank and swingarm/half engine straight but no log book £100 ono. Tel 07855 931 312 (Essex) XL250S Honda rear wheel 78/79 with MX tyre

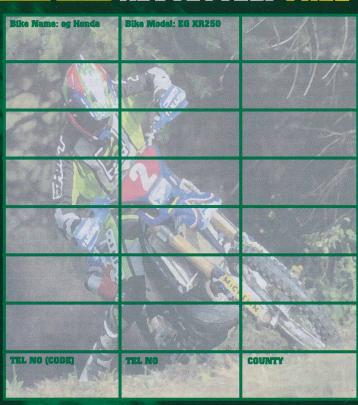
needs new spokes also w/shop manual £25 for

# FREE CLASSIFIED ADVERTISEMENTS

HERE'S WHAT YOU DO 

FILL IN THE FORM (ONE WORD PER SPACE) AND TICK THE **BOX FOR THE** SECTION IN WHICH YOU WANT TO ADVERTISE

THEN SEND IT TO: TBM CLASSIFIEDS PO BOX 9845 LONDON W13 9WP



## THIS SERVICE IS NOT AVAILABLE TO TRADERS

PLEASE NOTE; THIS FREE SERVICE IS PROVIDED TO ENABLE YOU TO SELL YOUR TRAIL-BIKE, NOT YOUR OLD SUPERDREAM OR YOUR MUM'S WASHING MACHINE - ADS NOT FOR TRAILBIKES WILL BE FILED UNDER 'B' FOR BIN!

100	STATE OF THE PARTY.
	4
	M



MINNE			
INMINIE			
ANNRESS			
ADDITEDD.			
	POS'	TCODE	







































Chain and Spracket Kit Iris 420 Kit . . . . . £29.50 Iris 428 H/D Kit . . .£32.95 Iris 520 H/D Kit . . .£39.95 Iris O/Ring 520 Kit . .£53.50

## 01531 890639

www.racespec.co.uk

Race Spec, Tillers Green, Dymack, Glas, GUB 2RP.