

www.rustsports.com

RUST



Australia...

...an adventure into the Outback

RUST Magazine Touratech 2016 Australia Special Edition

3 EDITORIAL

JB gets all spritual, waxing lyrical about the freedom, the wide open spaces...

4 GALLERY

Two stunning images that really sum up the vastness of the Australian outback...

6 WHO WHAT WHERE WHEN WHY

Who went, what they did, where they did it and when and if you have to ask why, well...

10 THE GREAT SOUTHERN LAND

JB and the team get to experience pretty much all that Australia has to offer...

29 TERRA INCOGNITA

JB's steed for the trip, the Husqvarna TR650 Terra in some detail...

44 RIDING IN THE OUTBACK

How to deal with the day-to-day aspects of travelling in Australia. All incredibly civilised it would appear...

51 OZ IN PICTURES

Sharing a few significant moments which made this trip one to remember forever...





AUSTRALIAN ADVENTURE

WITHIN THE FIRST minute the feeling for this ride was fantastic. Leaving Touratech Australia's HQ in the green leafy, rural backwater that is Carboor, riding along between an avenue of tall eucalyptus trees, with the sun blazing in an azure blue sky, with the Victorian High Country beckoning seductively over my right shoulder, the Spring air just so crisp, so clean – how could you not feel elated? Freedom!

And that feeling never left, for the entire three-week ride through the Australian Outback. Every day promised – and delivered – great experiences and wonderful sights. While sometimes adventure riding is best as a solo mission, on this occasion the group was so well adjusted to each other (*we've ridden together frequently over the last seven or so years*) and so chilled it was easy riding and good company. And besides, we agreed we could all ride at our own pace during the days. Often we chose to ride together, but equally many times we'd be on our own, or coupled – so we all matched our ride to our mood. Perfect.

Australia was simply fantastic, epic even. In one sense it's the new world, but in the rural regions and in the outback it retains an old world feeling, some of that coming from the

prominence of the geology that's been millennia in the making, some of it from the thousands of years the Aboriginal people have cared and shared with the land, and part due to the Victorian, Georgian and Art Deco buildings that still dominate so many towns in Australia. And of course, a big flat earth and even bigger skies make for the most incredible stargazing.

In such circumstances the motorcycle riding could have taken a back seat. And in a fashion it did, but actually it was the riding, this immediate connection, all day long, between you and the environment that made the tour all that more intense. To travel with the hot wind on your face, washing over your clothes, to feel the dry, to savour the wet, to sweat in the deep and to cough through the dust, is to experience the world untamed, undiluted.

In a year when I was lucky enough to ride in exotic locations such as Thailand and Madagascar, not to forget the Azores, Australia proved to be the ride, the experience, I'll savour the most. As Herbert said afterwards, a huge smile plastered across his whiskered face, *"this was the ride everyone dreams of"*. It certainly was, and now it fuels a hunger for more...

JB



DARK SKIES?

Australia threw up no end of natural wonders. Trying to encapsulate them in simple photography often proved very difficult. And what one image could represent the enormity of the experience? Not easy at all. But this image by Jon Beck comes close; for one thing that dazzled us over and over was the night skies in the desert. The very darkness allowed for star gazing like we'd never experienced. The stars numbered in their millions. And when we laid back under our tent canopies (we didn't always bother with the outer sheets) it felt like we were in the cockpit of our own private spaceships. Mind blowing and yet comforting at the same time...

Image: Jon Beck



BIG COUNTRY

This photo tells you something of the Outback experience. Big tracks that go on and on for miles, through a semi-arid environment that's far from empty or monotonous – just check out the variation in soil colour in this image. As you can see, we'd ride spread out so that we'd not ride in each other's dust and had the space to take it all in. Endlessly fascinating...

Image: Jon Beck



WHO



Herbert Schwarz

Husband of Ramona. CEO at Touratech (*over 25 years now*), has been adventure riding into Africa and all over the world since before '*adventure bikes*' were named! Likes to make at least one big adventure ride every year and typically makes a film of the travels to boost Touratech's marketing output.



Wolfgang Danner

TV and documentary filmmaker. Notably fell in love with, and married, Anoushka from Madagascar after meeting her during a Touratech film-adventure project in 2012. Director of nearly all of Touratech's film catalogue!



Jon Beck

Photographer, journalist. Add to that: surfer, musician, actor... Californian Jon can do it all to a championship standard! He's an excellent rider as well.



Ramona Schwarz

Wife of Herbert. Travelled around the world on a KTM 640 Adventure from 2000 to 2005, made her first journey with Herbert in 2006, riding 5000km from Canada to Mexico on unpaved roads on a BMW G650 Xchallenge (*Herbert rode a BMW HP2*). Many many travels since.



Jan-Peter Sölter

Film Cameraman. Working with Herbert and Wolfgang since 2004 (*first project was an adventure ride in Bolivia*). Because of his camera and drone equipment, Jan-Peter always has the heaviest-loaded bike. Super-chilled guy, always demands '*arrival-beer*' on completion of a day's riding (*and usually finds it*).



Andrea Box

Paramedic, trauma nurse. Rode in the Touratech United People of Adventure ride in Madagascar in early 2016 (*representing the Australasian continent*). Acting as local guide and medical team here in Australia.

Jon Bentman

Editor of RUST. Ne'er do well. Low IQ, lower adventuring capability, no known specialist skills.



WHAT & WHERE-----

A three-week adventure ride across southern Australia, from the Victorian High Country to the deep outback of South Australia. Approximately 6000km, including riding Australia's highest and lowest roads (*from 1845m above sea level to -15m*).

WHEN-----

November 2016

WHY-----

Because Herbert had visited Australia many times for work, but never stayed longer than a couple of days, never ridden a bike there. Because Ramona had such fond memories of being there – and vastly overstaying her holiday visitor's visa – during her round the world trip. Because you don't need any excuses – it's a bucket list location.

Oh, and the ride gave opportunity for Touratech to field test the latest BMW R 1200 GS Rallye, plus prototype Touratech equipment for that model.



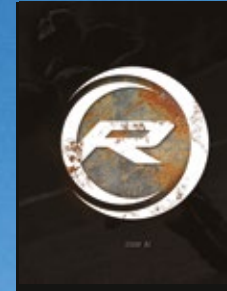
WWW.RUSTSPORTS.COM

To view our back issues (FOR FREE!) go to www.rustsports.com and scroll down through the issue list. Click on the icons for either a PDF download or to view a yumpu version.



RUST

All material appearing in RUST is copyright to Rust Sports Ltd and may not be reproduced in part or full (including electronically) without the express permission of the publishers.



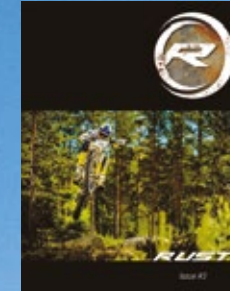
ISSUE #1

Introduction to RUST Magazine. 2015 KTM 250EXC vs 2015 Yamaha WR250F shootout. Trail test of the Chinese made WK400 Trail and columns from Chris Evans, David Knight and Gary Freeman...



ISSUE #2

The 2016 Beta and KTM model ranges tested. Warren visits the 2016 Motocross of Nations. Pitgirl rounds up the 2015 EWC Season, plus columns from Si Melber and Rick Kemp...



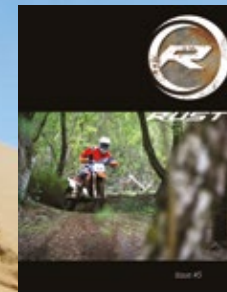
ISSUE #3

THE 2016 Husqvarna model launch. The KTM 250XC-F tested. The Suzuki V-Strom 650 and Pitgirl's analysis of the 2015 EWC Season. Columns from Chris Evans, Gary Freeman and Si Melber...



ISSUE #4

Race test of 2015 250EXC and 2015 Husqvarna TE350 on the Grappe de Cyrano. Testing the Honda CB500X Adventure. Pitgirl on beating the off-season blues and columns from JB and Gary Freeman...



ISSUE #5

JB's Instant Factory Set-Up – Suspension for the amateur rider. TRF main-men Mario Costa Sa and Greg Villalobos interviewed, plus columns from Rick Kemp and Si Melber...



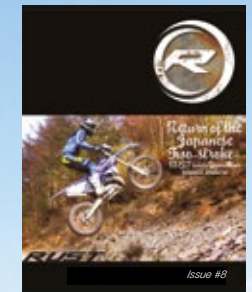
ISSUE #6

JB's first editorial. Interview with Jonny Walker. Dispatches – The TRF answers back. Profile of Patsy Quick, boss of Desert Rose Racing. RUST long-termers Pt1. Tested – Products for the Honda CRF250L. Gary Freeman column



ISSUE #7

Interview with David Knight OBE. What happened to the KTM 690 Adventure? Dispatches – In praise of the Honda CRF250L. The Michelin Anakee Wild adventure tyre. Chris Evans...



ISSUE #8

Yamaha's 'new' WR250 tested, the Royal Enfield Himalayan adventure bike, Iron Men – 3000 miles off-road on Harleys! The Adventure Motorcycling Handbook – 7th Edition.



ISSUE #9

Duel – Two riders, two KTMs, one title, Ivan Cervantes and Matt Phillips battle it out. The Yamaha IT490, 40 years on. Tested – Kit reviewed by Josh Snowden...



ISSUE #10

700KM on a KTM450EXC. Looking for Mexico with Thomas Wielecki. Tested – Warren and JB on the latest kit, plus a column by Chris Evans...



ISSUE #11

2017 KTM model range tested. EnduroGP the new face of World Enduro by Pitgirl. Gary Freeman with more MX insight...



ISSUE #12

Heritage – The BMW R nineT tested. Dispatches – Too light, too fast, too good looking? Travelling across the Alentejo region of Portugal on a KTM 450EXC...

WWW.RUSTSPORTS.COM

To view our back issues (FOR FREE!) go to www.rustsports.com and scroll down through the issue list. Click on the icons for either a PDF download or to view a yumpu version online.



All material appearing in RUST is copyright to Rust Sports Ltd and may not be reproduced in part or full (including electronically) without the express permission of the publishers.



ISSUE #13
SWM returns! 10 reasons why you should buy a SuperTénéré. RUST do the Welsh – Part 1. Scott Prospect goggles, Chris Evans column and the first part of the Honda TLR project...



ISSUE #14
Yamaha WR450F finally tamed. SWM RS650R ridden and rated. RUST do the Welsh – Part 2. Knighter column - finally. July Behl adventure column. Alpinestars SX-1 knee guards...



ISSUE #15
2016 EnduroGP Round-Up, RUST did the Welsh! Finally... 2000km on the Road of Bones, Honda TLR 250 Project – Part 2, Gallery and Dispatches...



ISSUE #16
BMW R nineT Scrambler, Touratech's Adventure Country Tracks, Tom Sagar Profile, plus new models from Honda, KTM and Suzuki plus Galleries...



ISSUE #17
2016 ISDE from Spain, two new superlight trail-enduros from Fantic. Chris Evans in praise of the new CCM GP450 adventure bike plus products from Pirelli and Polisport...



ISSUE #18
2016 EICMA show from Milan, all the new models previewed, the Athens/Gibraltar Rally, A brief history of Acerbis and first report from Andy Dukes as he prepares for his RTW trip in 2017...



ISSUE #19
2017 Dakar race preview, the Wieleckis continue their search for America, Andy Dukes searches for the 'Perfect RTW Bike' and JB finds more nasty surprises on the Project TLR...



ISSUE #20
Part 2 of the 2017 Dakar preview, Part two of the Wieleckis US Odyssey, Andy Dukes is going solo RTW, Poole MCs Andy Sutton offers sage advice and Chris Evans is Dakar bound...



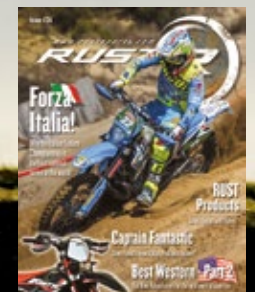
ISSUE #21
Exclusive first ride of Touratech's BMW R1200GS Rambler!!! 3 Plucky Brits tackle the Red Bull Sea to Sky, Warren M. takes on his first road book rally, and we test 100% goggles and the 6D ATR-1 helmet...



ISSUE #22
Is the new Sherco 300 SEF-R clubman friendly? RUST gets and exclusive ride on the Royal Enfield Himalayan, Andy Dukes gets some last-minute RTW tips, and we pick our fave clothing to keep us warm in winter...



ISSUE #23
Hawkstone Park, the first MX of the year, JB and Warren M. do round 1 of the R3 Rally Raid Series, the long term Husky TE300 and the WR 250F updated, products tested and part one of Best Western as six trail-mad Kiwis follow the Trans Am trail...



ISSUE #24
Forza Italia, is the Italian Enduro series the best in the world? We ride the new Fantic 250E Casa 4T. Best Western Part the six Kiwis continue their trip out West... RUST Products, a selection of trick parts, tried tested and rated...

Great Southern Land

WORDS: Jon Bentman

IMAGES: JB, Jon Beck & Ramona Schwarz

Herbert Schwarz – CEO at Touratech – has visited Australia often, to meet with his local distributor. But he's never ridden there. In 2016 he decided it was time to change that.

Given just under a month's vacation, he challenged his distributor to come up with a route that would provide as much variation in scenery and terrain as was possible – without resorting to high mileages. Fortunately Herbert's not one for travelling alone, so RUST's JB was along for the ride too...





THE OODNADATTA TRACK passed under our wheels. At the head of our seven-man group, on their fully equipped 2017 BMW R 1200 GS Rallyes, Herbert and Ramona Schwarz could glide along at up to 110km/h in comfort, the GSs really do deal with tracks like these effortlessly. For me, running a few kilometres behind them, on a rather more basic Husqvarna TR650 Terra, the pace was forcibly slower, probably no more than 70km/h as above that the Terra became a terror, threatening to wipe out in the sand washes. Even so, we were experiencing similar feelings. The Outback is a huge place, so arid and hot you could call it hostile, and yet so fascinating, so wondrous it soothes. There's an energy about the place, it's Mother Nature on steroids – so you don't fight a place like this, you work with it.

The Australian Outback is absolutely huge, Australia is apparently 7.692 million square kilometres – so given the Outback covers over 70% of the continent that means it's an area of at least 5.384 million square kilometres. And here in the South Australian Outback, more densely populated than probably any other part of the Outback, we're still talking no more than 0.0015 persons to be found per square kilometre (*England as a whole holds 413p/sq.km*) so it's not an ideal place to breakdown, or get lost. Even now tourists do get stranded and die out here.



Great
Southern
Land

Great Southern Land



And so, despite the well-graded piste, despite the vast horizons, we were not travelling at any great speed. I'd come down to 70km/h and even that was too much. Regular stops were essential, to absorb both the magnitude and the detail. For in a terrain that is consistently referred to as ancient and infertile the flora not only dazzles but changes, constantly. There is an almost infinite variation in textures in this semi-arid land – it's not to be rushed. And for the brain to absorb all of this (*it can't, but it tries*) takes time. Finally, there is so much of it – as said, when you're talking millions of square kilometres then hours of riding result in no more than millimetres of progress measured on a map. You can cross entire European countries in less time than it takes to go between two towns out here.





BLUE TONGUE

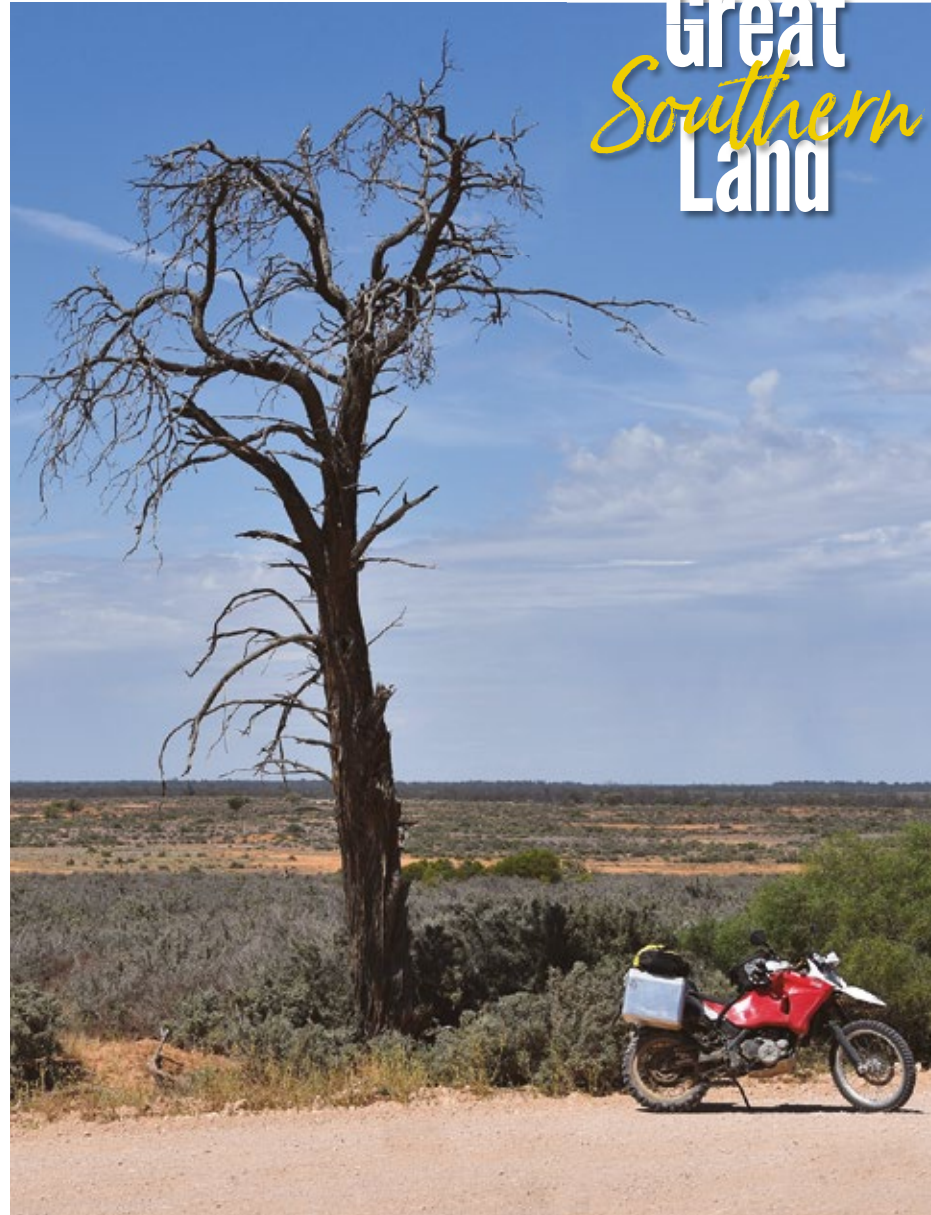
The Touratech adventurers were then spread across tens of kilometres of the Oodnadatta Track – riding together was impractical (*the dust!*) and unnecessary. The seven riders dissected into pairs and singles.

At the tail end, I wasn't even moving. I'd found a blue-tongued skink (*lizard*) on the track and was lying down there with it, on that ancient soil.

We were on our bellies, just inches apart, each trying to figure the other out. Minutes passed and in the 40° heat I was boiling, but the skink just looked back, not across the few centimetres that separated us, but centuries, millennia, he being a virtual dinosaur. Only then, after some fair time, did I start to understand the true balance here. I was in effect holding my breath, I could only stay here in this near-desert for as long as my 30-litres of fuel and 13-litres of water would allow. After that I'd be finished, dead, in a matter of days if not hours. This little guy will live his whole life here, perfectly adapted as he is, a master of the land. I was looking at him with wonder; I daresay he saw me with contempt, if emotion in a skink was at all possible.

Ramona Schwarz was at least moving. For her the Outback was a calming, soothing experience

"Riding into the Outback was like taking a break from this crazy world. As we flew into Melbourne the geo-political situation felt to be in such turmoil. The mass migrations into Europe from the African-Arabian continent,



Great Southern Land

the uncertainties in the European Union given Brexit, and the sheer shock of the Trump win in the US presidential elections have all made for troubling times.

"Such tensions and anxieties all melted away once we were into the Outback, we were back to Mother Nature dominating our destinies, and she deserves our respect. We traveled slower, as the heat and the land dictates, and we were immersed in the natural experience with only the smallest of human interruptions. As we rode I could feel a sense of calm and peace overtaking me – it was just me gliding through this vast land, a very simple yet fundamental interaction. I was at last feeling calm and happy."

HIGH COUNTRY

The Australian adventure had started in the Victorian High Country, found some three hours northeast of Melbourne – and home to Touratech Australia. Here the eucalyptus (gum tree) forests that cloak the gently rolling slopes had soothed (that word again) with shades of green, greys and, where the underlying rocks were exposed, blues – these colours ever-changing in subtlety as the sun's sweep across the sky cast new spears of golden light through the canopy. In the trees the birdsong was beyond anything heard anymore in Europe, so rich in variation as kookaburra, parrots, lyrebirds and even robins would sing out, clear and crisp through an atmosphere empty of the thrum of urban chaos.



High up in the hills we'd rested at the Dargo Hotel, an authentic Australian country pub, built in 1898 (*and never closed for so much as a day since*). And never changed – the hotel being built in that traditional weatherboard and tin roof construction with wooden floors scuffed by the boots of workmen and travellers for a century and more. The beers were ice cold, the welcome genuinely warm (*as it is everywhere in Australia*) and the food, eaten at simple wooden trestles, wholesome. And after a cosy night's sleep in the timber bunkhouses out back, dawn brought a peace and tranquility that would be repeated day after day as we'd inch our way across the map of Southern Australia.

A visit to these parts would not be complete without a ride along the Great Ocean Road. At 243km long it is effectively the world's longest war memorial, having been built by the returning soldiers of the Great War (*World War I*) and dedicated to their fallen comrades. It is an iconic stretch of tarmac, which also weaves a message of love for this land and the mighty Southern Ocean that breaks upon its shores. These days, in daytime, the road can be overwhelmed by the tourist busses and day-trippers from Melbourne, so we'd set our alarms early for a dawn start to enjoy the road at its best, that is to say when empty.



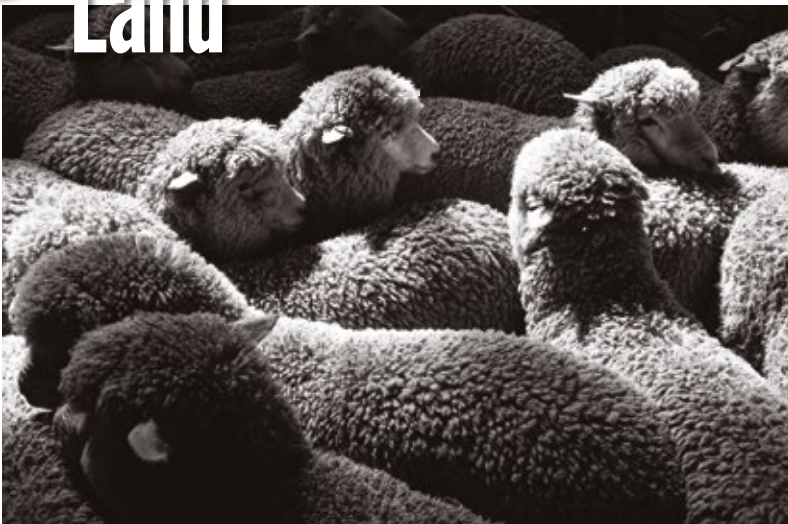


Great *Southern* Land





Great Southern Land



SHEEP, OF COURSE

The interactions in rural Australia seem so personal – probably on account of the low population density. Heading north we found Penshurst Farm, home of John Wrenche – in fact his family's home since the 1860s, for his grandfather founded the farm using monies he'd earned from sheep shearing. Years ago Touratech Australia's Robin Box had worked here as a young man, he also using shearing as a way to make big money fast. Robin has maintained a lifelong friendship with John and told us it was essential we dropped by on his old employer and friend. Today John's flock is 12,000 strong (*plus 4000 cattle*) and it takes a team of six shearers 12 days to shear the lot – we dropped in on the very last day of shearing and even got to have a go at this work so traditional to the region. It's backbreaking stuff of course, and sweaty when the temperatures climb. Good shearers will fleece up to 350 sheep in a day – that's real work.

Onwards and we encountered a range of uplands called the Grampians. Not mountains as such, but rock formations that rise up from the otherwise quite flat lands. Here the temperatures started to rise and after a week in the green fertile south we noticed the soil turning yellow (*it would eventually turn red*). And here on the edge of a forest we saw our first mob of kangaroos, and it was a thrill. We'd already seen joeys (*juvenile kangaroos*) in a sanctuary, but here they were running (*hopping*) wild. The hand of man was still to be seen all around – fences, farmsteads, roads – but the kangaroo belligerently springs over them all. This is their land.



The Grampians disappeared as many ranges do, almost unnoticed. It's a matter of sudden awareness – the horizon has extended tens if not hundreds of miles – so you stop and look back and there's the rock formation from another angle, looking like the humpback of a whale as it surfaces on the ocean.

The following day we experienced our first real Outback track. The Nhil to Murrayville road is a 151km stretch of sand-based track creating a striking yellow scar through the still very green ground cover. That's 151km with no services, no dwellings, not so much as a standpipe for water in between. This is in fact a relatively short stretch by Australian standards, but for Europeans that's still requires some mental adjustment. The next village was two hours away, to the locals just a short drive. We stopped to contemplate – and photograph – the track. Again we noticed the rising temperatures; a hydration pack, and back-up bladder with 10-litres more water, was essential.





INTO THE SAND

The track was exciting to ride and the rider needed to stay keen to spot sand drifts, which could grab at the wheels and possibly cause a crash. The new 2017 BMW R 1200 GS Rallyes (*ridden by Herbert and Ramona*) could blast through this, a touch of throttle pushing the big adventure bikes straight. It was the same for the Triumph Tiger 800XCX, but on the smaller Husqvarna Terra the bike would get sucked down and would go into a near-terminal weave, so it needed to be ridden a good 20km/h slower or risk a nasty crash. The two 4x4s that were seen on the track were of course impervious to the variations and blasted over the track at 100-120km/h creating a wild vortex of dust in their wake.

Great
Southern
Land



Great
Southern
Land

The following day there was a longer track to reach the outback township of Yunta – this time the distance was over 350km with not even a village in between. This was just beyond the limit of the fuel range of several of our bikes (*which meant carrying fuel bladders*) and is at the limit of what's possible in a single day's riding in such territory. When the team encountered deep sand and the top speed dropped to 40-50km/h – while often needing to paddle through the deepest drifts – we knew a very long day was ahead. The temperature soared, registering 44-45°C – so oppressive – and when Ramona painfully injured her knee in a fall the team realised there was no way out of the bush that night. Triumph-riding Andrea Box – as a local she was our pathfinder, and as a qualified paramedic she was our 'doc' – medicated and bandaged Ramona while the team made an emergency plan that involved a relay of her bike (*and the Husqvarna*) and making a bush camp. This was, of course, real adventure. We knew it was how we reacted to these situations was the real test of our skills, ensuring our safety.

The following morning we rode into Yunta – seven riders on six bikes (*one more relay for the Husqvarna*). An afternoon of rest and recovery saw Ramona back on her bike, painkillers allowing her to continue the journey, although her knee would almost certainly need surgery on her return home to Germany.





OODNADATTA

The team pushed on, into the Flinders Ranges – a simply magnificent set of hills, with gorges that create micro-ecologies with their own unique species (*such as rock wallabies*) found nowhere else in Australia, let alone the world. At a nature reserve we learnt how the ranges had been crawled over by a group of geologists as part of the rush to find uranium during the Second World War as the first atomic bomb was being developed. One of those

geologists later came back and set up the reserve (*Arkaroola*) for while uranium ultimately proved elusive the geologist (*one Reg Sprigg*) had unearthed the oldest animal fossil ever found, so old it forced a re-writing of the history of life on earth.

Then we were onto the Oodnadatta Track, as mentioned earlier, and the interminable push across arid Outback to Coober Pedy where seemingly mad individuals mine for opals tens of metres underground using little more than

Great
Southern
Land



pickaxes while converted trucks and busses run conveyors and sifting drums. There's no state mining operation here, these are modern gold rush type chancers hoping for that million-dollar find.

On the Track we looked upon history again and again, so individual, so plain to see in the comparative emptiness of the Outback. We found memorials to the Afghan camel drivers (*cameleers*) who helped to open up this region (*to the new settlers*) around the turn of the 20th century. Often we had to our left the embankment of the old Ghan railway track that connected Adelaide to Alice Springs – Ghan being a shortening of Afghan, as the line had been nicknamed the Afghan Express in reverence to those cameleers. Off to our right, but a ways off, we knew was the first trans-Australian route – an exploration seeking to establish a telegraph line – taken by Burke and Wills that came to a famously tragic end in 1861. Then more recent history again, as we passed by the huge Lake Eyre (*a salt lake*) where between 1963 and '64 Donald Campbell had fought against unheard of rains to set a new land speed record (*403mph*) in his car 'Bluebird'. Snapshots taken by locals at the time, some still held in place by old brass drawing pins, adorned the walls of the 'hotels' and stores in nearby William Creek.

Such history could fill hours of thinking time as we rode the tracks. With so little change, so little modernity in these outback



Great
Southern
Land





Great
Southern
Land



regions, it was easy to imagine the camel drivers, Campbell, even Burke and Wills having passed through this way just days before us. Only the wide gravel tracks that we rode, ostensibly created by bulldozers for the road trains that ply the mines, were a modern day intrusion – as much as a gravel track can be.

HEADING BACK

At Coober Pedy we'd had to make that dreaded decision – it was time to start heading back. We'd intended to reach Alice Springs but it was still 700km away, and all that on one pretty straight sealed road through the kind of outback we'd already been riding for over a week. A round trip of 1400km just to say we'd been there. And then a crippling rush to get back to Melbourne still another 1500km and



Great
Southern
Land



more distant. No, we were agreed, travel is not about trophies, not about land speed records. So far we'd delighted in our ride through Southern Australia, taking the time to get off our bikes, to investigate, to spend time with the locals. To absorb. To relax. Alice Springs, we decided, could wait for another day.

So, still in part against our desires – turning back toward Melbourne was in itself an act of facing up to the end of the adventure – we headed south. Of course we dragged our heels, making a lazy sweep through the verdant green Barossa and McLaren valleys, a wine-growing region that surrounds Adelaide – so genteel after the rugged simplicity of the Outback.

Great
Southern
Land





At journey's end, back at Touratech Australia, was the team exhausted? Yes, for the very last two days had been a rush – we'd been putting off the inevitable. But tired of travel, for riding? No, not at all. We knew that even in three weeks, 6000 kilometres, we'd barely scratched the surface of this magnificent continent. Given the smallest nod, we'd have jumped back on the bikes and headed out again, immediately.

Herbert confirmed that, *"So, when are we coming back?"* he asked. He was smiling, but he wasn't joking.

Great Southern Land

RUST

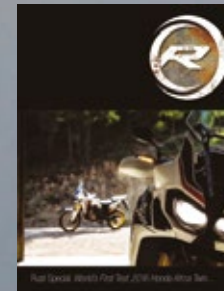
Adventure

WWW.RUSTSPORTS.COM

Subscribe for free at www.rustsports.com
and we'll e-mail you every time a new issue comes out...



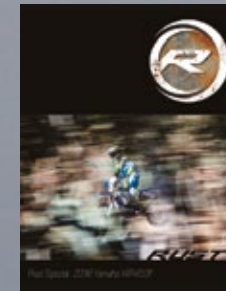
All material appearing in RUST is copyright to Rust Sports Ltd and may not be reproduced in part or full (including electronically) without the express permission of the publishers.



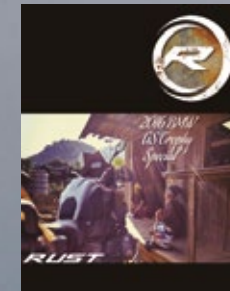
HONDA CRF1000L AFRICA TWIN SPECIAL EDITION
RUST gets the exclusive world's first test of the new Honda CRF1000L Africa Twin!



HUSQVARNA 701 ENDURO/SM SPECIAL EDITION
Test of the new Husqvarna 701 Enduro and 701 Supermoto



YAMAHA WR450F SPECIAL EDITION
RUST tests the all-new Yamaha WR450F in the hills of Andalusia, Southern Spain...



2016 BMW GS TROPHY SPECIAL EDITION
RUST joins the GS Trophy riding across Northern Thailand on board the latest BMW R1200GS



2017 BETA RANGE SPECIAL EDITION
JB braved the heat and went to Beta's home town just outside Florence to test ride all the latest 2017 models...



MADAGASCAR SPECIAL EDITION
JB joins the Touratech United People of Adventure expedition to the island of Madagascar...



2017 HUSQVARNA SPECIAL EDITION
Full test of the 2017 Husqvarna model range, with New for 2017, some history and the final conclusions on JB's favourites...



TOURATECH BMW R1200GS RAMBLER
First full test of Touratech's 200kg, 125hp Enduro R1200 GS Rambler in the Azores!





WWW.RUSTSPORTS.COM

Visit www.rustsports.com for the latest video content, social media feeds and issues...

To view any of these videos just click on the link below the thumbnail to go direct to the Rust Sports youtube channel...



www.youtube.com/watch?v=SEjSgECe6sA

FIRST RIDE OF THE BRAND NEW FANTIC 250 CASA

JB takes a spin aboard the new 250 Casa from Fantic and speaks to Dean Clements the UK Fantic importer about future plans and other new models...



www.youtube.com/watch?v=gJPCcPFgXT8

WE TALK TO SAM SUNDERLAND 2017 DAKAR RALLY WINNER!

JB asks Sam to show us around his KTM 450 Rally giving some insight into the workings of a modern long distance rally bike...



www.youtube.com/watch?v=ul7_ebar560

WE GET TO RIDE THE 2017 SHERCO 300 SEF-R

Join JB for a ride on board the Sherco 300 SEF-R to find out if the EnduroGP winning model is actually clubman friendly or a bit of a handful...



www.youtube.com/watch?v=6Sy-azHjAKM

THE FINAL ROUND OF THE 2016 R3 RALLY RAID CHAMPIONSHIP

Our intrepid reporter Warren M. tackles the last round of the R3 championship in Portugal, and finds the Algarve a little moister than usual...



www.youtube.com/watch?v=zLdKBsgq8d4

RUSTSPORTS.COM: THE EICMA MOTORCYCLE SHOW MILAN 2016

RUST Magazine takes you for a walk around the Milan EICMA show with all the new models and a whole load more interesting stuff...



www.youtube.com/watch?v=xH0E2Ra1TL4

2016 Welsh Two Day Enduro THE MOVIE

– RUST rode the Welsh and lived to tell the tale... just. The trials and the tribulations all here, in glorious colour. Enjoy...



www.youtube.com/watch?v=7_EGuentg3s

2017 HUSQVARNA Range Launch

The 2017 Husqvarna enduro bikes, ridden and rated by RUST's Jon Bentman... Check out the 2017 Husqvarna Special Edition at rustsports.com.



www.youtube.com/watch?v=RwK49cZ4yvs

2017 BETA Range Launch

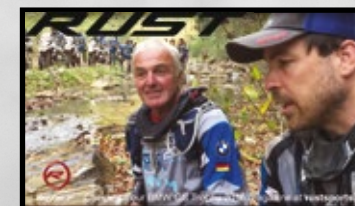
The 2017 Beta enduro bikes, ridden and rated by RUST's Jon Bentman... Check out the full review in the 2017 Beta Special Edition at rustsports.com.



www.youtube.com/watch?v=a0K02x9reLQ

2017 KTM Range Launch

Warren Malschinger and Josh Snowden go to Portugal to ride the extensively redesigned 2017 KTM enduro range...



www.youtube.com/watch?v=mVYqp3biTnc

2016 BMW GS TROPHY THAILAND

Montage of scenes from the South-East Asia GS Trophy featuring comments from Kurt Yaeger, Tom Wolf and our man Jon Bentman...



www.youtube.com/watch?v=QrOoVPEKiE

JONNY WALKER INTERVIEW

JB asks the extreme enduro specialist some pertinent questions about his rivals Graham Jarvis, David Knight and in-race hydration...



www.youtube.com/watch?v=HQBn2qbfpY

THE TRAIL RIDERS FELLOWSHIP

Read the story behind the ethos of the Trail Riders Fellowship in RUST Magazine Issue 5 available FREE on the website www.rustsports.com



www.youtube.com/watch?v=L8ePyI2E4M

2016 V-STROM 650XT

Seve Hackett explains the revisions to the Suzuki 650 V-Strom in order to make it more suitable for all-out adventure riding...



www.youtube.com/watch?v=yriJw_FU910

2016 YAMAHA WR450F

JB tests the new Yamaha WR450F in the hills of Andalusia and finds that it's packing some heat and demands a good deal of respect...



www.youtube.com/watch?v=8I54XQOYoPo

2016 HUSQVARNA 701

Testing the new Husky 701 Enduro and the 701 Supermoto on the road and on the track...



www.youtube.com/watch?v=9oHMTpB0RNw

2016 HONDA AFRICA TWIN

Exclusive first test of the new Honda CRF1000L Africa Twin... Read the story in the RUST Magazine Special Edition at www.rustsports.com



www.youtube.com/watch?v=mLpIT6Z-ACQ

2016 HONDA AFRICA TWIN

Jon Bentman discusses the finer points of the new Honda CRF1000L Africa Twin with Tom Myers of Touratech USA



www.youtube.com/watch?v=ntK07I63tuA

HONDA CB500X ADVENTURE

Jon gets an exclusive ride on the Rally Raid Products latest adaptation of the CB500X for the adventure riders out there...

WORDS: Jon Bentman

IMAGES: JB, Ramona Schwarz, Jon Beck

Terra Incognita

For a 21-day 6000km odyssey into the Australian Outback our JB rode not the latest and greatest from the 2017MY adventure brochures, but an obsolete trail bike, possibly overloaded with baggage. Surely an experience that would either make or break both rider and bike...

HUSQVARNA TR650 TERRA 





YOU MIGHT NOT expect this, but taking the Husqvarna TR650 Terra on this 21-day ride into the Australian Outback was a dream come true for me. For years now I've been adventure riding exclusively on big bikes. And I mean 800cc and over – even mid-sizers like the 650s have not had a look in, even when I've requested them. I guess I've been spoiled. But coming from the school of *'light is right'* and being something of an enduro nut, I've longed to ride a smaller adventure bike into battle, instead of the 1200cc behemoths that I tend to find wheeled my way.

I should add that as a fan of the writings of one Mr Chris Scott, author of the Adventure Motorcycling Handbook, I've also for years wanted to experience life on a *'travel bike'* as he calls them. I can empathise with his words of wisdom – a world-wandering machine can, and maybe should, be a simple device. It doesn't need 125hp, it doesn't need to weigh half a ton, it doesn't need the electronic wizardry of a space shuttle. Simple, reliable, economic, competent, preferably comfortable and to quote a quote, *'to a human scale'* (© Ted Simon via Chris Scott).



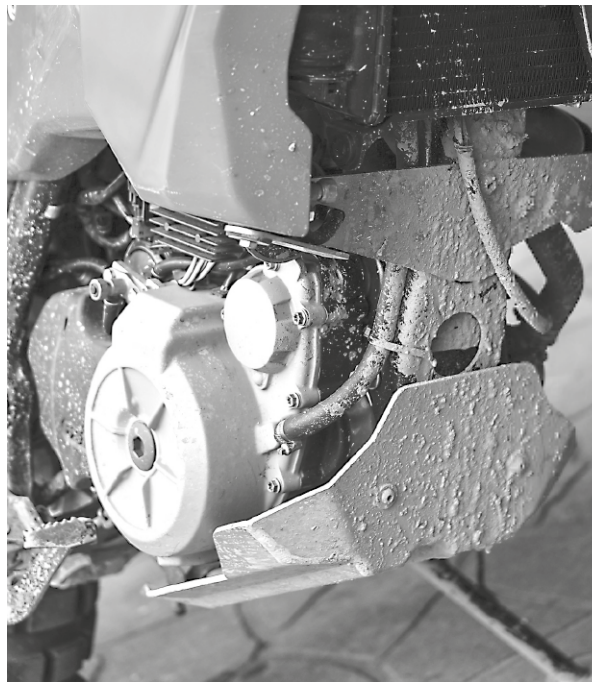
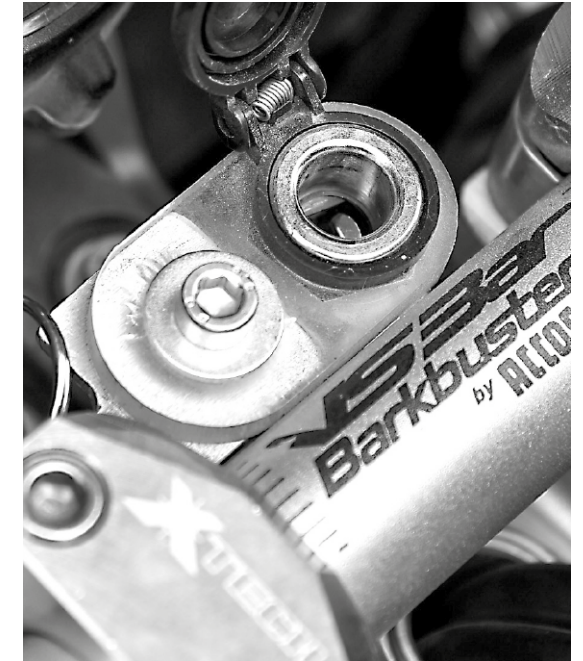
Terra
Incognita

LAST MINUTE, AGAIN

Truth is, though, I came to be riding the Husky on account I was a last minute draft-in to the team. I was invited early enough I just didn't commit until (*literally*) the week before the off – it was one of those '*hell, there will be consequences, but I just gotta go...*' kind of deals (*sorry, family*). So that put the Touratech guys in a bit of a squeeze when it came to supplying me a bike for the trip, especially given most of the arrangements, and shipping, had been completed weeks if not months earlier.

By chance, though, Touratech Australia had the Husqvarna TR650 sitting in their workshop. With just 5000km on the clock it had seen light use – there have simply been too many fancier baubles to attract Aussie adv butt. But Touratech Oz's Robin Box wasn't going to let a guest of his ride an unwanted nail. The Husky was given something of a love-in as Robin popped the Husky in his workshop and gave it a full once-over while also hastily equipping it with a set of Touratech Zega Mundo 31-litre cases.

In fact the cases were being added to what was already a decent long-distance set-up by way of a set of Safari fuel tanks that clip around the standard tank (*once you've removed the side panels*). Each tank adds nine litres, and connected to the 14-litre main tank, means a whopping total capacity of 32-litres – good enough to take the Husky 700km before needing a refuel.



Terra
Incognita





Terra
Incognita



Terra
Incognita

As well, the Husky came with a seriously decent sump guard plus Barkbusters hand guards fixed to a set of Barkbusters alloy handlebars – in turn fitted to bar risers to give a fairly comfortable standing position. A screen was fitted – something a lot of travel bike riders list as essential – but aesthetically it offended me just too much and after two days on the trails it was stripped from the bike and saw out the rest of the ride wedged in a pannier! Oh, and there was even a 12v socket outlet added to the dash (*which came in handy keeping the iPhone alive*). Mr Box certainly made the accommodation as comfortable as he could.

There were detail upgrades as well. A Touratech folding, and length-adjustable, gear lever, plus Touratech enduro footpegs, and a protective grill for the headlight. Even a larger footplate was added to the sidestand. To finish the prep, a TKC80 front was matched to a Mitas E-09 rear. Perhaps not a perfect setup on the tyre front, but bear in mind the short time frame for prep and Robin's remote location three hours out of Melbourne, good enough!

And in all, I have to say I really rated the prep. Save for the screen – which Robin himself said he didn't like, but thought I would value – everything that was added improved the functionality and added to the bike's rugged go-anywhere design. It looked every inch the long distance travel bike. I could imagine Chris Scott nodding in approval.





Terra
Incognita



RUST

Adventure Test



THE RIDE

Immediately I was impressed by just how comfortable the Terra was. It might be enduro-biased, but the saddle is actually quite ample and while being stepped might lead you to suspect it offers only the one position when seated (*which it does*), that ride position is well selected, the Husky remained all-day comfortable.

The ergos all round are very good. I could possibly do with another 10mm or so on the bar risers for perfect comfort when standing, but otherwise the placing of the footpegs through to the handlebars all work very well. The screen Robin had fitted was adjustable, so I experimented with every angle of rake but none made much of a difference to the windblast, and in the heat of the outback, for sure, having no screen and a clean airflow was a winning setup – so the screen went.





Terra Incognita



The motor was a delight. It's essentially the same as found in BMW's G650GS Sertão (*the Terra being manufactured at the time when Husqvarna was BMW-owned*), being a kind of half-Rotax, that is to say being the same design as the original Rotax motor, and containing many Rotax parts, but assembled in the Far East. However, the Husky is claimed to be more powerful, Husky having opted for bigger valves, a lighter piston and a higher compression ratio – boosting the power from the Sertão's 48hp to some 58hp.

WHAT IS A HUSQVARNA TR650 TERRA?

You'll struggle to find one as these were on sale for just two years, 2013/14, at the end of BMW's association with Husqvarna. It's a dual sport (*trail bike*) that kind of roughly mixed the chassis and looks of Husqvarna's established TE630 with the power plant of the BMW G650GS Sertão. Given the keen price point it could be viewed as either the poor man's KTM 690 Enduro, or the rich man's Kawasaki KLR650...

Terra Incognita

In the Husky – which is also a bit lighter than a Sertão – that 58hp certainly motor feels plenty lively and characterful. The extra power hasn't created a rev-hound, instead possibly an even more consummate work-horse. There's a decent bottom end kick and the mid to top is healthy enough with enough muscle to make 110km/h highway cruising quite relaxing, with the tachometer reading an easy 4200rpm in fifth (*top*) gear. And that was pretty much a vibe-free ride too. Yeah, the Husky purrs along. The Husky is fuel-injected and I found no real issues with this although the economy doesn't match that of the Sertão, varying according to terrain, but typically it came in at around 50mpg (18.3km/litre) – perhaps those extra 10-neddies needs some extra feeding?

While the motor was consummately unstressed the chassis had a few issues – probably related in part to being overloaded and in part to budget componentry. While the 110km/h cruising left the motor unflustered, I was finding bumps and hollows in the road could set up some weaving. Mostly gentle weaving, but sometimes a little more exciting. I figured the panniers probably had something to do with that and possibly the screen too (*in the early days*). But the weaves, in all, weren't really an issue.





Chasing BMW R 1200 GS Rallyes through some canyon type roads revealed a limitation for back roads scratching. Again, this was probably due to the overloading (*62-litres in panniers, an Ortlieb bag across the rear seat, a camera-laden tank bag, plus the long distance fuel tanks...*). When tipped into a tight curve there was definitely a lurch point where the top-heavy weighting threatened to tip the Husky over. And where the semi-active suspension on the GSs allowed for them to make light work of the subsidence and other vagaries in those tight little roads, on the Husky the budget suspension really took a dislike to any tarmac inconsistencies. Against my nature, I had to let the GSs have best.

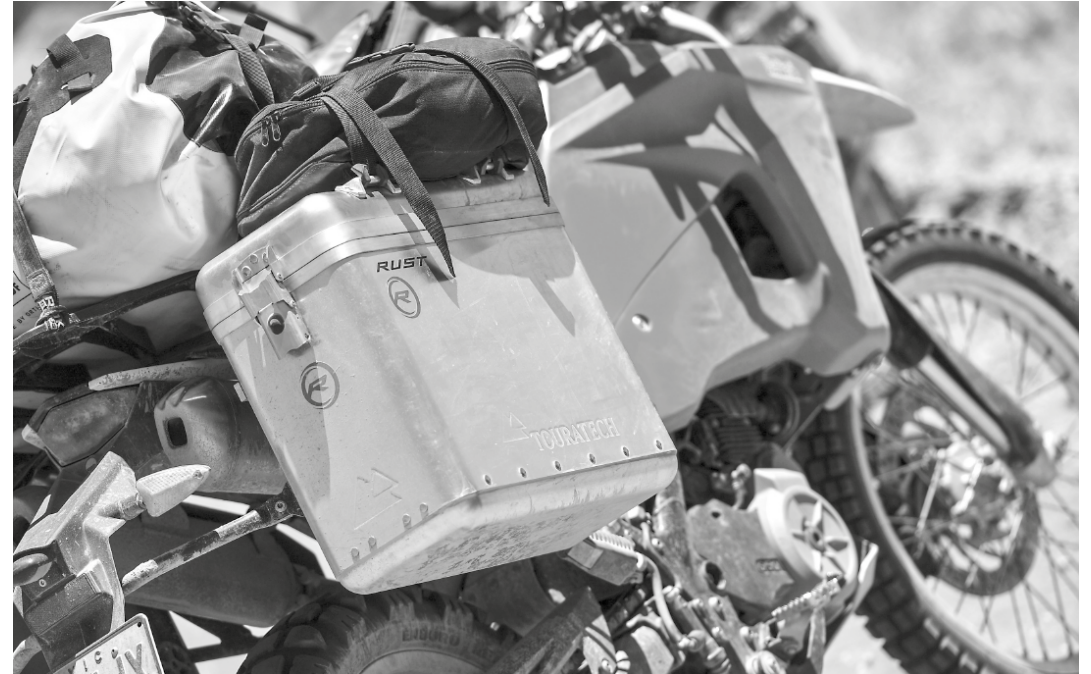
THE WRESTLE

If the ride on the road could at times be entertaining, that was in fact quite relaxing to what happened in the dirt. On firm gravel tracks the Husky was actually just fine, in fact quite a reassuring fairly carefree ride. Just plot along. It was in the more sandy outback tracks that the ride became at times rather alarming.

Yeah, what the Husky didn't like was the loose stuff. And it made that fact known right from the off. First sandy outback trail we came to, while the GSs simply floated away at a steady 100km/h, the Husky threw something of a fit, fish-tailing (*some might call it swapping*) viciously, and with the weight on

Terra
Incognita

Terra Incognita



the rear of the bike this was close to wipe-out territory. So I had to drop the speed on the tracks from 100 to 70-80km/h to maintain some composure. At that speed the rear settled down. But the front didn't.

At any speeds, it seemed, the front did not like running into loose stuff. You'd be tootling along at say 80km/h on a gravel road, minding your own business and just edge into a small berm of gravel or sand and the front would simply sledge sideways – putting your heart in your mouth for a second, usually demanding throwing a leg out to rebalance the ride, too. Obviously not the nicest experience. And it got worse. For a leg of the journey where we needed the Husky to ride with a full fuel load (*to assist the GSs with an outback refuel*) the Husky then became a complete handful, requiring super-judicious course-plotting. On a couple of occasions I got to swap onto the GSs and along the same tracks the BMWs rode almost oblivious to all the irregularities. It took not even a quarter of the concentration the Husky needed.





Quite why the Husky displayed these traits I can't be certain about. I'm deeply suspicious of the suspension. It kind of stands up well – despite the excess weight there was no sense of the springs sagging – but I'm not sure the damping characteristics are correct. This is certainly a bike that would be deserving of some extra investment being given to the suspension, with either a revalve or substitute units. If all that failed then I'd be considering a steering damper.

THE VERDICT

For all its failings I fell for the Husqvarna Terra, for ultimately the bike has character. I nicknamed it Donkey, not disparagingly but out of affection, for it trotted along happily behind the stallions that were the GSs, going everywhere they did – only with a lot less style and aplomb – and for all its sometimes nerve-wracking foibles I was always keen to jump aboard and go exploring. It was a faithful companion.

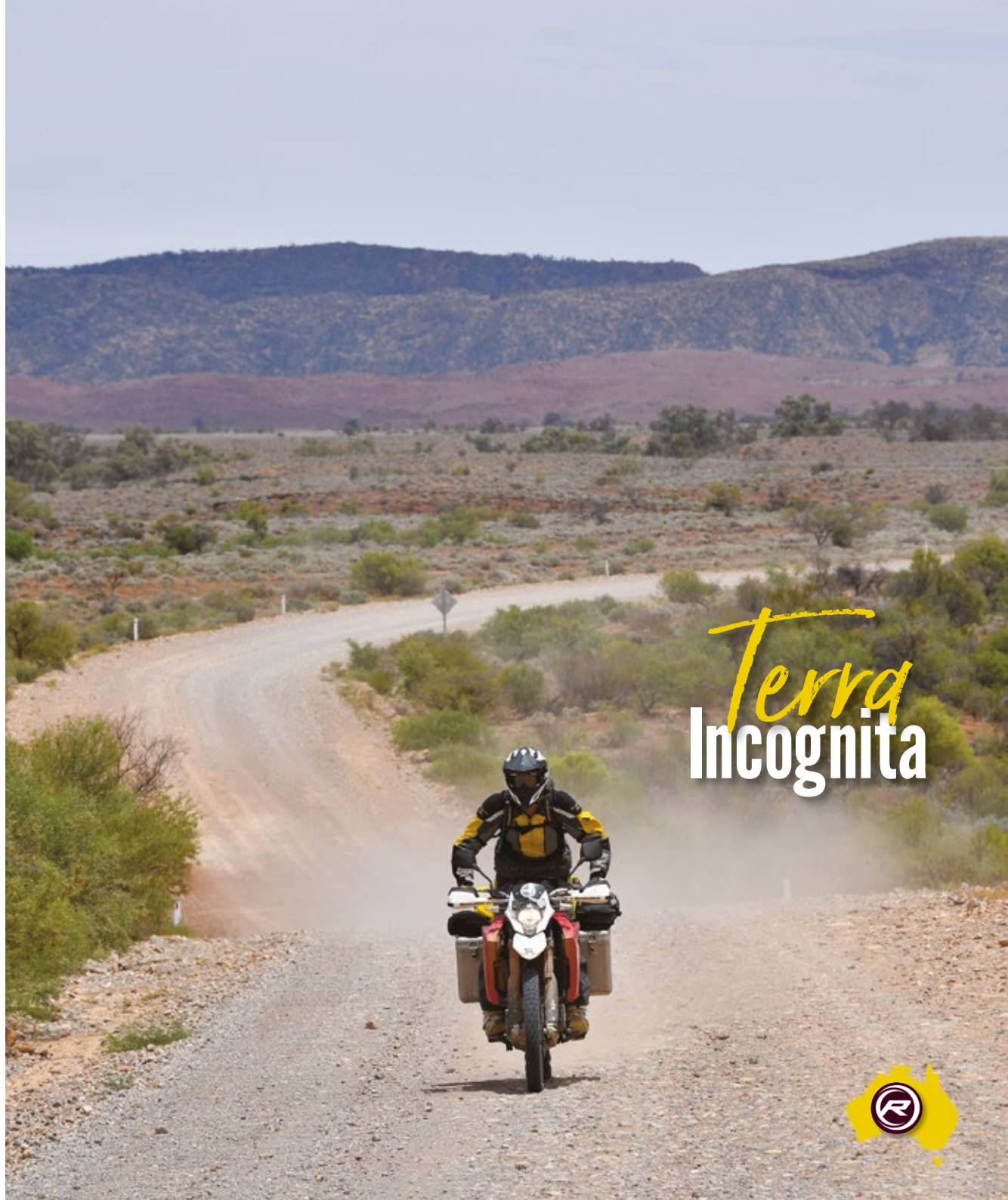
Terra
Incognita





A reliable one, too. It shook off this 6000km ride with ease, sounding as smooth and together at the finish as when it started, it didn't even take a drop of oil. Only one bolt was shed – from the pannier frame (*probably not tightened enough in the first place*). It never failed to start, never gave so much as a cough of complaint even when plodding along in 45°C heat at walking pace. In all it proved itself a worthy travel bike. Rugged, simple, dependable.

In all a cracking bit of kit given that it was sold at a fairly budget price in its day. It's better-looking than the Sertão, although I'm not sure it's any more competent. And although I know it would lose, possibly badly, I'd happily pitch a Terra up against a KTM 690 Enduro – it may not win the race, but the build quality says to me the Husky would be there at the finish come what may. And certainly it has a quality and design advantage over comparables like Suzuki's DR650, Honda's XR650L and the Kawasaki KLR650 (*none of which we see in Europe*).



Touratech Compañero Hydration System

Touratech Aventuro Carbon helmet

Touratech Compañero Worldwide suit

Touratech Photo Tank Bag

Touratech Adventure Rack Pack

Barkbusters handlebars and handguards

Touratech Zega Mundo 31 litre Panniers

Touratech headlight grille

Safari Tanks 32 litre long range fuel tank

Alloy sump guard

Terra
Incognita





Terra Incognita

The most difficult aspect to overcome with the Terra will be finding one. Made for such a short time and essentially from a now non-existent manufacturer (*Husky today – KTM-owned – is in no way related to Husky then*) they are a rare sight, on the roads and in the classifieds. Worth a shot if you see one though.

And as for adventuring on a 650-single, or a 'travel bike' for that matter – yeah, it's to be highly recommended. What a great, involving, way to see the world.



HUSQVARNA TR650 TERRA

SPECIFICATIONS

ENGINE: Liquid-cooled, DOHC four valve single-cylinder four-stroke
DISPLACEMENT: 652cc
BORE X STROKE: 100.0 x 83.0mm
COMPRESSION: 12.3:1
FUEL SYSTEM: EFI
CLUTCH: Wet, multi-plate
TRANSMISSION: 5-speed
FRAME: Tubular-steel split-backbone
FRONT SUSPENSION: Sachs 46mm fork
REAR SUSPENSION: Sachs shock with adjustable spring preload and rebound damping
FRONT BRAKE: Brembo two-piston caliper, 300mm disc
REAR BRAKE: Brembo one-piston caliper, 240mm disc
FRONT TYRE: 90/90-21
REAR TYRE: 140/80-18
RAKE/TRAIL: 27.0°/115mm / 4.4 in.
SEAT HEIGHT: 860mm / 34.4 in.
WHEELBASE: 1501mm / 59.1 in.
FUEL CAPACITY: 14-litres / 3.6 gal.
WEIGHT [TANK FULL/EMPTY]: 183kg / 403lbs & 165kg / 364lbs
CLAIMED HORSEPOWER: 58bhp @ 7250 rpm
MEASURED TORQUE: 44lb.-ft. @ 5750 rpm
FUEL CONSUMPTION: 50mpg
COLORS: Red/white
PRICE WHEN NEW: US \$6999, UK £5271, AUS \$8995

Riding in the *Outback*

Is riding in the The Outback difficult? No, but it's not easy either. You can of course cross much of Australia on sealed roads – but that's not the most fun.

In the high country the tracks were mostly hard-based with gravel strewn across the surface, with only occasional ruts and mud pools, nothing too stressful and fine for novice riders.





In the outback proper, most of the main tracks are wide, graded to suit the road trains. Here the only issue – on certain bikes – was the deeper looser berms that build up where the truck wheels don't pummel the surface. Yeah, some bike react worse than others to these, so some caution is needed. When road trains come towards you the best plan is to stop, well over to the side (*and generally on the upwind side of the track, so you don't get swamped by the truck's dust storm*) and wait for the truck to pass. Riding through the wake of a road train is not a good idea.

Then there are the tracks that the road trains don't use. These typically service the outback stations (*cattle and sheep farming*) and are usually travelled by the few 4x4s of the farm workers and nobody else. Here the sand can in places get properly deep and needs some skills to get through, or you just have to travel dead slow. As we found, on these tracks 350km is a very long way.





It can get real hot, but mornings and evenings cool down and eventually you'll even feel chilled when riding in 22°C temperatures, so layering is a good idea. We had riders using both goggles and visors, so pick what you prefer, or pack both! And a top tip – use a hydration system that's foil lined to deflect the heat and fill the pack with some ice in the morning to keep your water cooler for longer.

A good fuel range is therefore a must have. It's also a good idea to work to a plan. For The Outback you could do something like call ahead for accommodation (*even camping*) and let those people know your intended route (*so if you don't turn up they have an idea of where to search*). Then carry a good deal of water and food with you and possibly a make-do shelter, if not a tent, if not a sleeping bag as well. Not sure travelling alone on certain outback tracks would be advisable. Don't rely on mobile phone coverage...

Ah yes, and watch out for the wildlife. At some point you will have either a kangaroo or an emu, possibly even a camel, run out in front of you – it's their idea of sport – so moderate your speed if you start seeing beasts moving around. Dusk is a favourite time for this, so it pays to stop riding earlier if you can. Snakes and spiders seem to run (*or slither*) away from bikes and riders, with seven of us we made enough noise and vibrations so we didn't encounter either although our cameraman woke to find a scorpion outside his tent door one morning – easy to shoo away.



Riding in the
Outback

Travel Information

South Australia



GETTING THERE

A valid passport and a visa (*easiest to obtain is a six-month holiday visa, around €50*) are the minimum requirement. National driver's licenses are accepted although an international driving license is always a wise precaution.



CLIMATE AND TRAVEL SEASON

If you are planning on riding in the Outback (*in Southern Australia*) then the antipodean summer (*January-March*) is probably too hot as temperatures can rise to a suffocating 50°C and such heat adds significantly to the risk if you encounter problems or suffer a mishap. Spring and Autumn are perfect with temperatures typically between 20 and 40°C, but expect the odd cool morning and scorching day!

Riding in the
Outback



Riding in the *Outback*



MOTORCYCLES AND TRAFFIC

Australians drive on the left. Driving is typically very courteous and in the Outback everyone waves to ensure wellbeing all round. It's worth fully appraising yourself of the local rules for turning (eg. a driver turning left gives way to an oncoming driver turning right) especially if riding in urban environments.



MONEY

Australian banking is very advanced, there are ATMs in most towns and with the widespread of contactless card transactions (*European cards are generally recognised*) this is almost a cashless economy.



COMMUNICATIONS

There is good mobile coverage although in some parts of the Outback you might struggle for a signal. Worth using a local SIM card if you plan plenty of calls, otherwise most motels and cafes offer free wi-fi (*with reasonable data speeds*) so FaceTime/Skype calls are very easy.

BOOKS AND MAPS

● **Australia Travel Guide.** Lonely Planet Publications, 18th edition Nov 2015. ISBN: 9781743213889 Note that Lonely Planet now have many online options too, which are cheaper, so if you're only planning on visiting South Australia you can just access eBooks of the sections you need.

● **Australia Handy Atlas.** Hema Maps Pty Ltd, 11th edition 2015. ISBN 9781865009797. Neat road map ideal for the tank bag, includes the unsurfaced tracks suitably and clearly identified.



Riding in the
Outback





HOTELS AND CAMPING

Motels more than hotels, this is a country that has embraced motor-touring. Prices and quality vary – be aware, in Australia everything except fuel is more expensive than in Europe – but all exceed a good minimum standard. Wild camping isn't as easy as you might imagine as much of the Outback is protected with restrictions and open fires are often strictly prohibited. Camping in the desert is of course still a must-do.



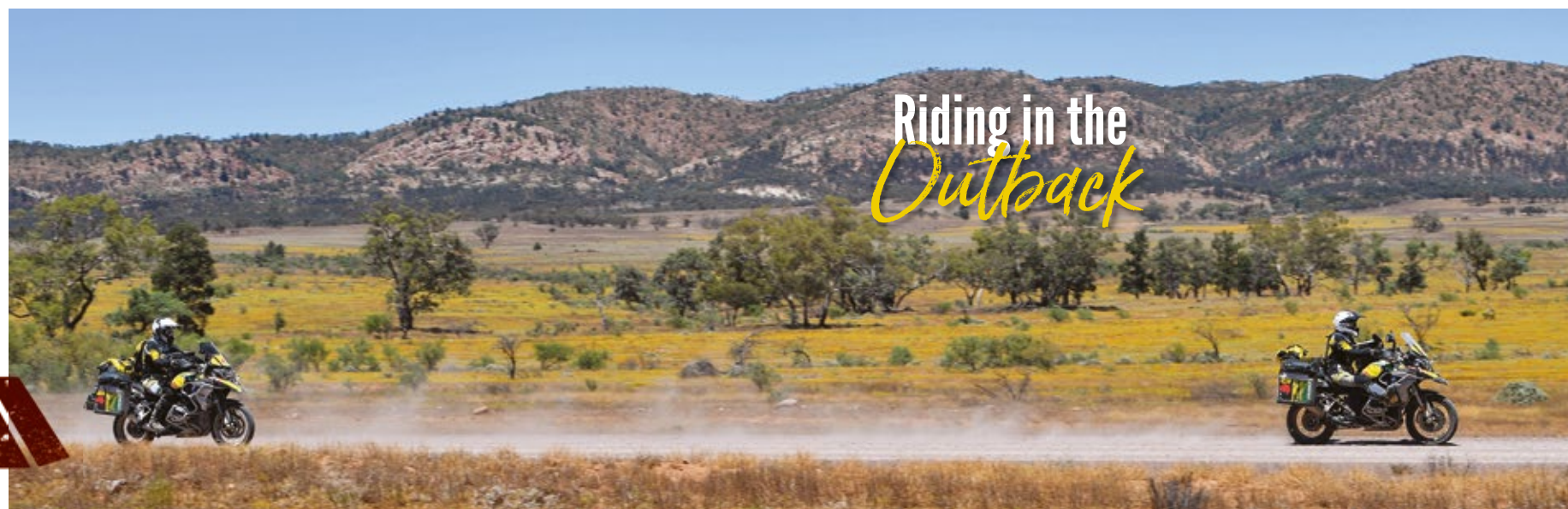
EATING AND DRINKING

This varies. In outback towns the old staple of the meat pie is still first choice for lunch, and for an evening meal chicken parmy (*parmigiana* – cheese over a chicken fillet) is a favourite. Vegetarians can have a hard time. However, modern cuisine is reaching out and many cafes delight in creating contemporary European-style meals, while decent coffee baristas can be found most places.

FURTHER INFORMATION

www.openstreetmap.org – Garmin GPS mapping

www.horizonsunlimited.com – Motorcycle travel forum



Touratech's Australia- Those off-camera moments...



Three weeks together, morning, noon and night – you come together as a team. And you share so much. Here are some of the more light-hearted moments the team shared.





THE START

Nothing to see here, just a bunch of shiny bikes, being readied. But it was neat to share the preparation, checking what each other was taking. All of us, as ever, desperate to shed weight, asking over and over, 'will I need THIS?'





ON TOP OF THE WORLD

Well, on top of Australia. Here the team are taking a moment to appreciate having ridden to the highest road in Australia (1845 metres).





HANGIN' AT PICNIC ROCK?

Lunch in the Outback was actually something of an upgrade on the lunches the team had seen on the UPoA ride in Madagascar earlier in the year (*then, invariably just a coconut each*). Ramona doesn't believe in table cloths, though, so you better like ants with your vegetarian ham rolls. Looks like Herbert's snorting on one now...

PULL ME - PUSH YOU

The film crew joined at the hip, as ever. The belt is a nod to health and safety at work (*officer*). Jan-Peter, on the pillion, is about to film tracking sequences along the Great Ocean Road (*in light rain*).





DUCK? NO IT'S A PLANE

Fans of the film *Catch 22* will relate to this. The pilot said he'd make a low pass for the film crew and photographer (*JB*). And he did. As he approached the team refused to show fear, or to duck, and so nearly got scalped in the process. Of course, the pilot had it all under control...



AN ODD BUNCH

Nothing creates a stir like eight people wearing identical riding gear walking into a country pub. Unless you're in Dargo, Australia, that is – they've seen it all before, so this lot are left to their strange ways.







THE LOG HOP [FAILED]

Don't ask us how, but Ramona didn't see this fallen tree until it was too late. She then thought she'd jump it! That didn't work (*of course*), and while the front popped over, the sump stopped her dead and Ramona pirouetted over the bars – the bike left standing.



GOING DOWN

Wolfgang hated deep sand, feared it, and consequently took a few dives as he struggled to find the confidence to attack the stuff. On the plus side, we can at least see the wonderful deep colour of the outback sand.



FACING UP TO THE FUTURE

It's the evening after Ramona's big off, she's snapped her ACL and so she's swallowed enough painkillers to drop an elephant, but that doesn't soften the feeling that for her the Oz trip could well be over.

THE HERBINATOR

Herbert's new helmet and goggle combo was a trifle Star Wars, but the rusty old pickup stranded in the desert was either Bonnie & Clyde or Terminator, either way a little buckshot wasn't going to stop this dude.





ANDREA

Andrea had been a star in the UPoA ride in Madagascar, here on her home turf she shone again, taking on the weight of being lead navigator with ease. She also showed *(again)* that the Triumph Tiger 800XC is a great adventure bike, the pair just flew along.



SMALL PLANE. BIG SKY

Flying over the Flinders Ranges in a seven-seat Cessna was fascinating and while initially we felt uneasy about dodging between the peaks with just feet to spare, our pilot, Doug Sprigg, is one accomplished flyer and so we just soaked up the ride.

BUSH BABIES

The temps soared into the mid-40s, so you needed to find whatever shelter you could when you stopped in the outback. Jon and Andrea are explaining to Herbert there's no more room, he's going to have to find his own salt bush. Jan-Peter, as ever, is filming the action.









MORNING COFFEE

Herbert would brew fresh coffee for the entire team every morning in the desert, a proper team player. But there's something chilled about this image by Jon Beck of Herbert and Ramona taking in a desert dawn.



BANDAID

It's late afternoon and Ramona has taken up residence at the Officers' Club at the Woomera Air Base. After her accident there wasn't an afternoon that went by without her taking a break to roll bandages.



TUCK 'N' SPLASH

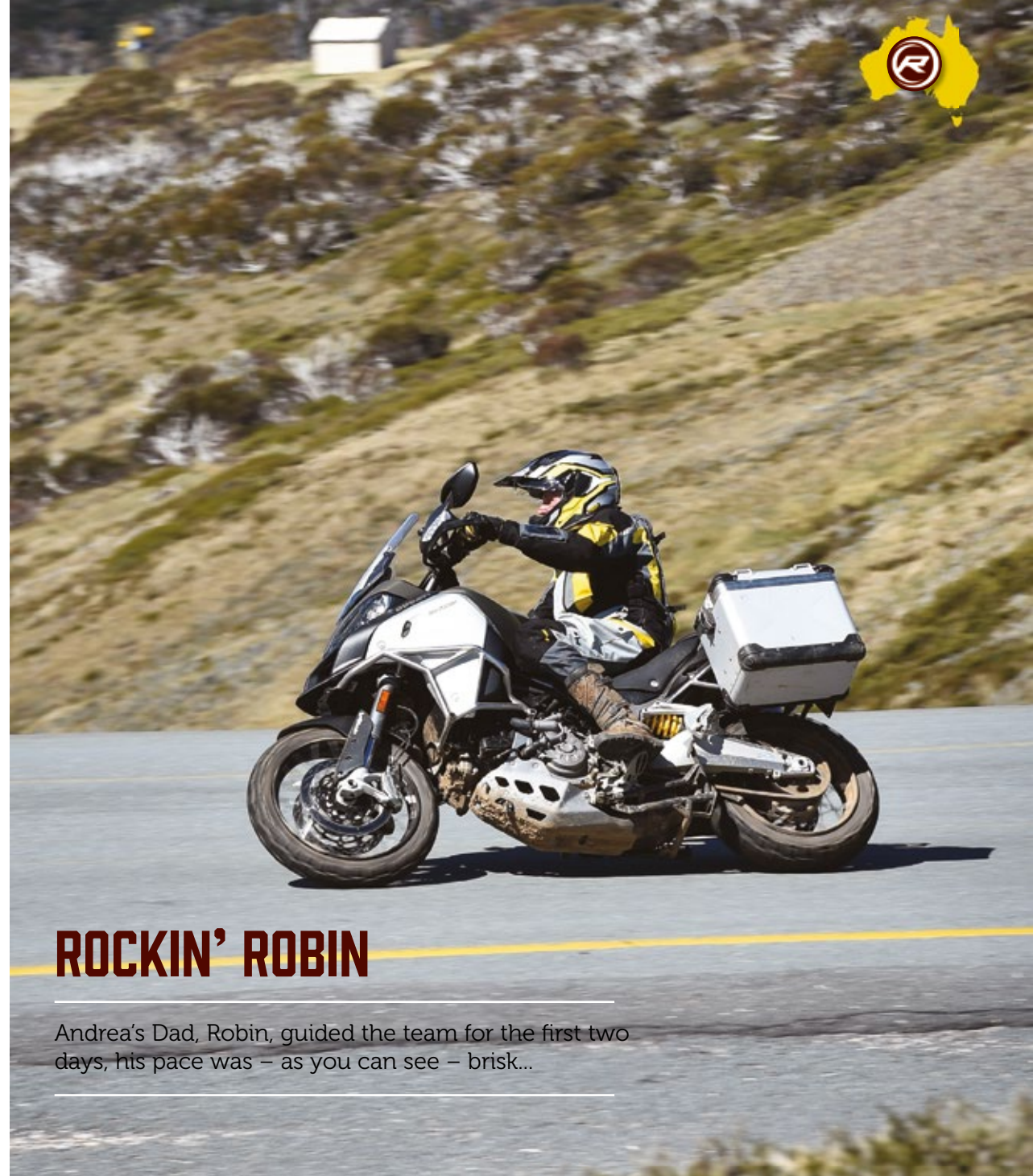
Believe us, Ramona is one accomplished rider, but she's happy to take a few risks, and so she takes the hits. She had this mud/water hole nailed, only to cross-rut just as she was nearly out. She's master of tuck-n-roll, but on this occasion it was tuck-n-splash.





PHOTO-BOMB

Andrea does a cheeky bomb on Herbert's portrait.



ROCKIN' ROBIN

Andrea's Dad, Robin, guided the team for the first two days, his pace was – as you can see – brisk...

THE MAN

As a CEO of Touratech, Herbert has a super-highly stressful day job, but he loves adventure riding with such a passion and *(family time aside)* you'll never see him more relaxed, more happy than when he's out on the trails *(nearly always with Ramona)*.



I'VE GOT YOUR BACK

After her knee injury, Ramona had a struggle mounting her R 1200 GS after each stop. Ever the patient husband, Herbert would be there every time to get her up and running.





THE BIG LOBSTER

Once upon a decade Australia was peppered with oversize roadside attractions like this. You don't see them so much anymore, which is a mighty shame.



MEERKAT MANOR

For once that's Jan-Peter front centre, as lead film cameraman he is the invisible man in nearly all of Touratech's film output and yet he's effectively in all of them. Some years ago he inadvertently shot one of Touratech's most memorable film sequences, as he was sent flying from his BMW GS when charged by a raging bull in the middle of an African village (*while filming*).

RUSTS SPORTS LTD

www.rustsports.com
Warwick House
The Grange
St Peter Port
Guernsey
GY1 2PX

Editor: Jonathan Bentman
editor@rustsports.com

Designer: Andy Riley

Industry & Advertising Liaison:
Alex Waters
alex.waters@rustsports.com

Commercial Manager: James Linane
james.linane@rustsports.com

Managing Director: Warren Malschinger

Copyright: Rust Sports Ltd.
All rights reserved.

Thanks to:

At Touratech: Herbert & Ramona Schwarz for their continued support for JB and RUST; Karin, Margit, Dominique, Katja and Bea for sorting the so many logistical issues that JB creates; to Robin Box and his team for the great efforts to get JB rolling on what turned out to be a great bike.

At Arkaroola Wilderness Sanctuary: to Doug Sprigg for the books and the backgrounding to what is a fascinating region.

At Emirates: Thanks to their staff at Gatwick for going above and beyond in organising an on-the-spot Australian visa (*When JB forgot he needed one...!*)

Reproduction of any part of RUST is prohibited without the express permission of Rust Sports Ltd.

