

• Scott Prospect goggles • Chris Evans column • TLR250 Project •

www.rustsports.com

RUST



Issue #13

SWM Returns!

Old marque, new life...

10 Reasons Why...

...the SuperTénéré should be your first big adventure bike.

RUST do the Welsh

Part I – JB gets down to the race-prep

WWW.RUSTSPORTS.COM

Contents



3 EDITORIAL

JB extols the virtues of just getting out from behind the desk and going for a ride...

4 GALLERY

Even when it seems the summer will never end, you can always rely on Wales for a curve ball...

5 GALLERY

Laia Sanz still mixing it with the boys, even at the highest level. Respect...

7 SPEEDY WORKS MOTORS?

SWM rises once again, and yes those motors do look familiar, read on to find out why...

20 SCOTT PROSPECT GOGGLES

At last some new goggles from Scott.

22 RUST DOES THE WELSH TWO-DAY

Part 1 – JB prepares the WR250 for the onslaught that was to come...

32 CHRIS EVANS

Chris explains the vagaries of finding a tyre fitter, in the south of France, of a weekend...

34 10 REASONS WHY...

...your first big adventure bike should be the Yamaha SuperTénéré.

46 PROJECT TLR

The first part of JB's attempt to rejuvenate his ageing twin-shock Honda TLR250 trials iron...

COVER IMAGE

JB





CONSIDER THIS

BY JON BENTMAN,
PHOTO: JOSH SNOWDEN

SOMETIMES YOU JUST have to stop talking, writing, planning and maybe even spannering – and simply get out and ride. It clears the head, brings back the enjoyment. Fortunately these past few weeks I've been doing just that, and boy I feel so much better for it.

In this issue we're (*at last!*) looking back on our Welsh Two Day Enduro experience. So much happened in the run-up and during that event that we realised no way could we fit all that in one issue, so we've had to break it down into pieces. First up, my preps with the Yamaha WR250F. Most of it was simply a matter of putting in some time on the bike, bedding-it-in, then adding just a few niceties to make the ride in Wales that little bit more pleasant – but even this is a reflection on years of experience. It's important to share, for some of us this is all new, so if we (*all of us*) can pass on our knowledge (*however modest*) we can make the learning curve for others that much more enjoyable. Anyway, as said, in this issue is the Yam, in the next Warren's Husky. Then the event itself. Hopefully we'll be able to maintain your interest through it all – never easy...

Having suggested riding is the panacea, after spending some hours lately in the garage reviving my old trials bike, I can say there's therapy in that, too. There's lots to do on my old Honda twinshock (*and we'll be sharing that as well*), but so far the act of cleaning and caring – even making a list of jobs to do – has beaten the pants off spending an evening in front of the gogglebox watching banal reality TV (*which has become 90% of all television, sadly*). That quiet time



in the garage also leads to thought – you know, increasingly our machines are being made to work without our intervention, we only clean them. Paid technicians will do the maintenance and even they may be removed in so many ways given computer diagnostics. But when I work on bikes like my old Honda – when not cussing and cursing for having rounded off another nut, for having snapped another rusted stud – I'm usually quietly appreciating the mechanical solutions the engineers put into their product. I don't see some inert metal components, I see the man behind that, who spent hours thinking about its performance, its durability, it took years of experience to create that component, that assembly, just so. I'm admiring his – or her – life's work.

Which loosely brings me to the SWM test that kicks off this issue. That name is an Italian legend of enduro from my youth, but now it's the badge on the tank of what are ostensibly Husqvarnas of our more recent past, made with the financial assistance of a Chinese parent company. That's an odd brew, some things old, some things new – but the international collaboration is very now, and should be applauded in these times when we are regressing into blinkered nationalism. Odd brew perhaps, but heck these are great bikes! We were surprised and you'll be too – do read the test.

Anyway, can't chat, I've got an adventure bike meet to be enjoying. After weeks on the enduros it's time for some big bike action! Happy riding...



COOL IT!

These last few weeks the UK has enjoyed the kind of summer it always dreams about, long sun-drenched days, not just warm but hot. The beaches on the British riviera have been packed. In the circumstances a wee three-day trip to Wales (*the enduro hotbed of the UK*) to bust through a bunch of bike tests seemed in order. The verdant green grass that greeted us as we crossed the border should have been warning enough. Yep even in summer, Wales is wet. It was another 48 hours before we saw the sun again. Not that we were complaining, it was pleasant enough to cool down, and no better way than in this SWM-sponsored open-air shower facility...

Image: JB





HOT CHILE

While we've been riding in Wet Wales, the world rally championship has flown down to Chile for the Atacama Rally – which, as you can see, is a considerably drier venue. Here's Laia Sanz, quite possibly one of the most versatile riders in the world, being a master of trials and enduro (*with world championships in both*) and a top-10 performer in world rally. Girl power probably died with the Spice Girls at the end of the 1990s, but Laia has shown its possible for women to race shoulder-to-shoulder with men even at the highest level. Mondo respect.

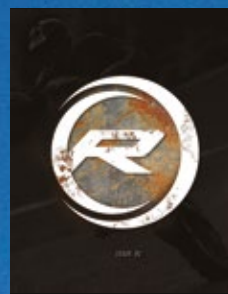
Image: Pinochet M, KTM Images



Back Issues

WWW.RUSTSPORTS.COM

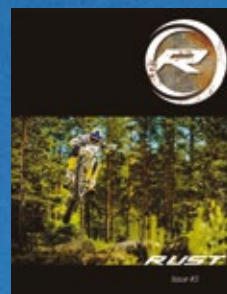
Subscribe for free at www.rustsports.com and we'll e-mail you every time a new issue comes out...



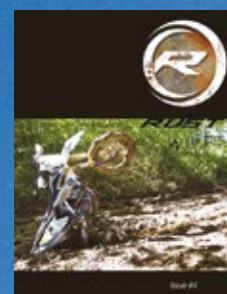
ISSUE #1
Introduction to RUST Magazine. 2015 KTM 250EXC vs 2015 Yamaha WR250F shootout. Trail test of the Chinese made WK400 Trail and columns from Chris Evans, David Knight and Gary Freeman...



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...



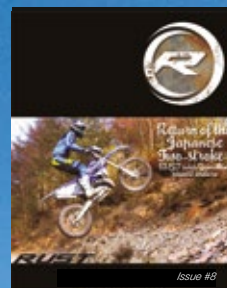
ISSUE #5
JB's Instant Factory Set-Up – Suspension for the amateur rider. TRF main-men Mario Costa Sa and Greg Villalobos interviewed, plus columns from Rick Kemp and Si Melber...



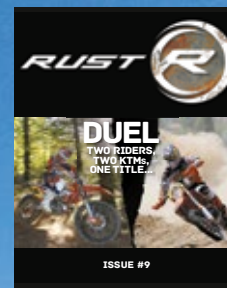
ISSUE #6
JB's first editorial. Interview with Jonny Walker. Dispatches – The TRF answers back. Profile of Patsy Quick, boss of Desert Rose Racing. RUST long-termers P11. Tested – Products for the Honda CRF250L. Gary Freeman column



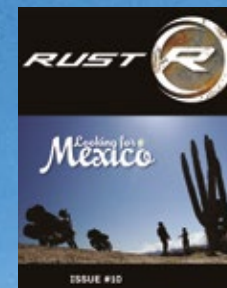
ISSUE #7
Interview with David Knight OBE. What happened to the KTM 690 Adventure? Dispatches – In praise of the Honda CRF250L. The Michelin Anakee Wild adventure tyre. Chris Evans...



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...



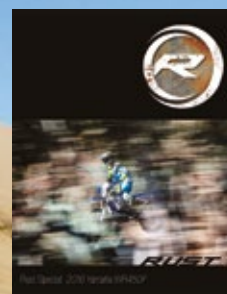
ISSUE #12
Heritage – The BMW R nineT tested. Dispatches – Too light, too fast, too good looking? Travelling across the Alentejo region of Portugal on a KTM 450EXC...



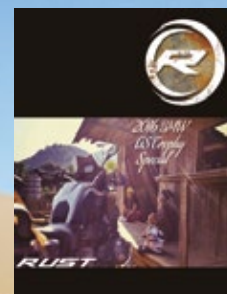
HONDA CRF1000L AFRICA TWIN SPECIAL EDITION
RUST gets the exclusive world's first test of the new Honda CRF1000L Africa Twin!



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



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



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



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...



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...

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.



SPEEDY WORKS MOTORS?

SWM RS300R **SWM RS500R**

Okay, take notice.
We'll say it now:
These are great bikes.
They deserve your attention.
Now read on...

SWM – UNLESS YOU'RE OF a certain age or above – is probably a name you'll not immediately recognise. But that's the name on the tank of these new red and white Varese-made fire engines, that come with a certain hint of familiarity. SWM was an Italian trials/enduro bike manufacturer of the 1970s, cracking bikes they made too, only the firm's financial team couldn't match the brio of the designers and engineers and so they disappeared into liquidation in 1985 (*a very typical Italian storyline from the period*).

Words & images: JB





SWM today – let's keep this short and sweet – is a joint venture between old Husqvarna (*we're talking Husky in a Cagiva-BMW context*) and new Shineray (*the Chinese bike-making giant*). It's the design genius of long-time Italian bike engineer Ampelio Macchi combined with the up-to-the-minute production facility built by BMW for Husqvarna (*pre-Pierer/KTM*) and the financial muscle of Daxing Gong, leader of the giant Shineray group.

**SPEEDY
WORKS
MOTORS?**



SPEEDY
WORKS
MOTORS?

These are not then just some common-or-garden Chinese budget bikes with an acquired brand name. These are quality Italian-designed and made bikes – with an acquired brand name. Only sold at a budget price. And we're not sure quite how they're doing that last bit, although we're mighty glad they are.

HOW MUCH?

Yes, let's deal with that straight away. The SWM RS300R sells into the UK market for £4899 and the RS500R for £4999. That's considerably less than say a KTM 350EXC-F at £7649 or the 500EXC-F at £7849 (*that relativity is there in all markets*). So you can see this new SWM is aiming to impress us firstly at our wallets. Brand new bike for used bike money. That's cool.

No need to dwell. Next point is these are not cheaply built machines as a consequence. These are high-quality builds. A quick component check: Michelin Comp IV tyres, Brembo brakes, Kayaba suspension, Mikuni fuel-injection, Magura hydraulic clutch. And these are not some knock-off copies of famous engines. These are the real deal – the engine in the 300, that's the same unit (*pretty much*) as Antoine Meo raced to world championship victory in 2011. It's a high-tech fuel-injected DOHC unit, with giddy rev ceiling, that's pumping probably something like 40bhp. Not quite as peppy as the latest 350EXC-F, but there's plenty enough for most.





Everything about these SWMs is authentic, there are no cut-corners, the quality matches everything found from the European competition today. Only the tech is effectively new-in-2012, not 2016. Does that make a difference? Yes and no. 'Yes', if you're an out-and-out semi-pro race-head. If you are, then stop reading now, these bikes are not for you. And it's 'No' (*it doesn't matter*), if you're a slightly more balanced personality, one who likes to play ride, to trail ride, and maybe every now and again get a bit more racy, maybe enter the odd enduro as a sportsman or clubman. By definition that extra 6hp that the KTM probably offers, isn't really a game changer for you. It'll not make you a better rider.

SPEEDY
WORKS
MOTORS?





THE RS300R

Jeez, I'm impatient. I could go on and on with history and tech and comparisons – but to who's benefit? Life's too short. Let's ride.

And right away, this is good. Damn bloody awesomely good. Not everyone will have got to ride the old Husqvarna TE310 (2009-13) – but I've spent some time with that model and it was very good, with such a neat balance between power and handling. The KTM 350EXC, even then, had more power, but the balance and the agility of the Husky often made up for that power deficit – as Meo demonstrated. Jumping on this SWM RS300R today, all that comes back to me. The engine is a peach, even with barely an hour of running-in under its belt. It revs freely, smoothly and through the new twin-pipes makes the sweetest howl as you'll ever hear from a four-stroke single.

Meanwhile the chassis works on an extra-sensory level, its pin-point steering allows sure-footed skipping through the trails with very little mental input required. Hardheaded racers might not want to race one, but I would tomorrow, and I'd get a pretty good result with it, it's not going to be holding me back. We shouldn't forget Husky has a century-long history and much of the knowledge and understanding of that 100 years went into this bike. Quality riders like

SPEEDY
WORKS
MOTORS?





SPEEDY
WORKS
MOTORS?

world champions Anders Ericsson, Juha Salminen, Antoine Meo and Stefan Merriman were inputting into the Husky knowledge bank in the years leading up to this model, so it is gold, albeit 2012 gold.

The ergos haven't dated in the intervening years. I was impressed by the relationship of the bars and pegs, while the saddle feels flat and long – there's been no change in the years since this bike came around, it's not like jumping onto a KX500 with doughy seat and forward pegs. It's still modern. It feels light to ride, too. Now this year KTM got very excited about how light their 2017s are, with the 350EXC-F listed at 104kg. This RS300R is listed at 107kg... And that doesn't seem unlikely for it really did feel very light. But again, it shows the SWM is nearer to the ballpark than you may think – if not actually in it! Only one aspect lets the side down – the sidestand, it's just too acutely angled and given a slope or soft ground you've got issues keeping the SWM upright.

The fuel-injection by Mikuni with a 42mm throttle bore is sweet too. It's glitch-free pulling crisp from go to woah. I did occasionally have issues starting the bike, but subsequent research suggests that's me not respecting the start procedure which requires a second or two for the system to reset after each time the engine has been switched off and on again.

The gearbox is a neat, a six-speed unit with well-chosen ratios, although the feeling

SPEEDY WORKS MOTORS?



is more close-ratio than wide-ratio. You might on that account think it's short-geared for you can be up to sixth pretty quickly, but then you'll find you're probably only pulling around 6000rpm with another six-thou to go...

We didn't have much in the way of super-tight going to test the turn-rate on the handling, but past experience with Huskies, and experience, suggests this will be fine.

There's a lot to like with the RS300R. For some reason it felt new, fresh and exciting – in not one aspect did I feel I was missing 2017-new tech. It goes like a modern bike, feels light like a modern bike, handles like a modern bike – and looks just that bit special given the retro graphics theme (*the colours replicate those of the RSGS models of 1977*). And it has this great retro price point. Honestly, look at yourself in the mirror, ask yourself who are you, and what do you want from your dirt biking? Chances are the RS300R will fit you just fine and save you a cool £2k right now. Can I call it any plainer?

THE RS500R

In so many ways the RS500R is simply the RS300R's big brother. It has a very similar feel, size and handling characteristics, only with a much-much bigger hit coming when you open the throttle. It's not unmanageable you just need to apply a little respect.

The David Knights of this world will no doubt love it, and be able to exploit its capabilities to the full, and it feels the match



SPEEDY
WORKS
MOTORS?

for all the other 500s out there as the power is copious while the handling is excellent – if E3 wasn't so dominated by 300s this bike would be right on the money (*maybe it's time for 'E4' to get the big bikes back into EnduroGP?*).

But the RS500R works for lesser riders, too. You can short shift and ride the torque in the classic manner. In fact it's a very well-mannered 500, the ease of riding being a very strong point. The engine feels super-smooth, not lumpy, and the rev is fairly linear and the handling is again thoroughbred.

It does therefore feel surprisingly manageable in the tighter stuff, nowhere near as fleet-footed as the 300, but again for this class it's damn good. The power down low



isn't jerky, it remains smooth and allows you to potter without any cussing and cursing from the motor – the fuel injection remains crisp. The power up top is full-on rally-spec, it caught me out briefly when honking along on full throttle in fourth blasting up a gravel track, I gave it an extra tug on the bars and a dip of the clutch to clear a minor wash-out and very nearly looped it. Yes, there's more than enough there. Once again, it made me ponder quite why the world rally scene chose the 450 as their engine limit when the 500 motors feel so much better suited to the job – same speed but much less mechanical stress.

For the trail rider then, it's again a great match. All that power serves to make the gearbox feel that bit more wide-ratio and so it'll deal with road '*liaisons*' so easily, while the motor is good-natured enough to potter through the lanes just easy-as.

ALL ROUND GOOD GUYS

There is so much to like with these bikes. The Kayaba suspension – even with low hours on the 300 – felt plush and fully up to the job, I was feeling very secure on both bikes whether pushing hard on flat-out gravel roads or on tight single-trail. The Brembo brakes are equal to everyone else's. The Magura hydraulic clutch allows a light action

**SPEEDY
WORKS
MOTORS?**



SPEEDY WORKS MOTORS?

and super feel. The engines sing the sweetest songs. The gearboxes are slick shifting and only the slightest niggle there – longer gear levers would be preferred (I'm a size 12, which doesn't help). I like the ignition key too. Keyless ignition is ideal for enduro, but a serious liability for the trail rider, so to have the key is a super-practical inclusion. The ergos feel spot-on, I didn't adjust the bars on either bike and yet felt fully at home.

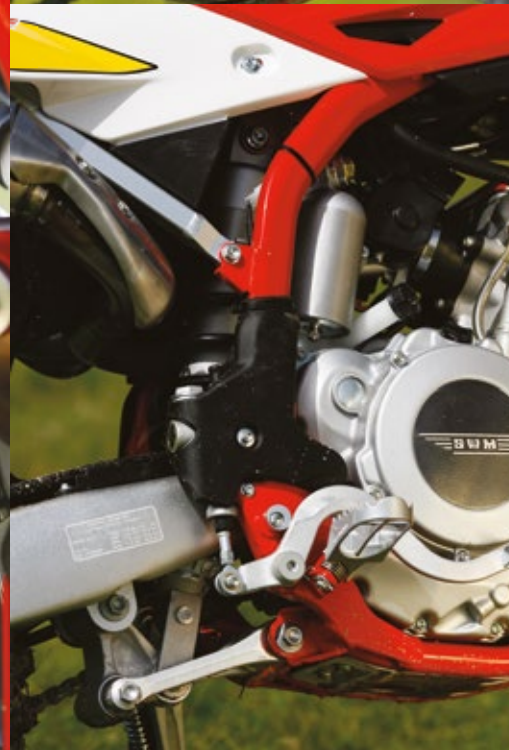
In all, these are two very remarkable bikes. SWM might be new in town, but Macchi is a very wise-head and there are clearly many more engineers like him at the factory in Varese, with years and years in the enduro game. So they've not built us a budget





Enduro

SPEEDY
WORKS
MOTORS?



enduro bike. No, they've built the highest quality enduros, applying every last ounce of their accumulated wisdom – even applying refinements that were not on the old Huskies back in 2012-13– then styled the results to breathtaking effect (*such an Italian trait*). Then after all that, knocked two-grand (*UK pounds*) off the ticket.

Who should buy them? Everyone. Obviously they're a great choice for the cost-conscious – they simply are bargains. Looking at the RS300R, we can start with the ageing trail rider who's looking for a lighter bike so he can keep riding – this will suit him/her, with that extra few ccs it's just that little more interesting than a straight 250cc four-stroke, but just as light and agile. That rider being of a certain age, the retro colours will be a great attraction, too. Clubman racers really should take a good look as well, I think this bike has the chops to race for silverware right up to national level – but not world level, it'll get monstered on the pseudo-motocross tracks that pass for special tests these days – and in E2 there's too much fight from the 350s and 450s.

The RS500R will suit those with big country to ride (*obviously*), who enjoy big bikes, who are big themselves. But it'll also suit those who like to seriously play with big power big-time, because this bike has so much power and such good handling I can see it going toe-to-toe even with the latest tackle.





TRY ONE!

Honestly, in the dirt bike world it can take such a long time for people to change their allegiances, there are no such thing as 'early adopters' in our community. Everyone waits for someone else to test the waters, for someone else to get burned. That thinking should not apply here. These are gold standard bikes, made by guys with proven track record. They ride as good as they look – and what a refreshingly different look they have. SWM have openly explained they are courting the leisure play-rider, not the serious racer, and they are right to identify that sector of the market for it is by far the biggest, but again we shouldn't confuse that message with the idea these are lesser bikes. They are not.



**SPEEDY
WORKS
MOTORS?**





SPEEDY
WORKS
MOTORS?

It is indeed slightly unsettling to be raving about what are ostensibly four-year-old Husqvarnas, but I make no apologies, and on the basis of the facts, then on the feel-good factor that came from riding both bikes, to the mile-wide grin they induced, these are just awesome bikes. Try one yourself, I urge you!

2016 SWM RS300R (RS500R)

SPECIFICATION

Engine: 297.6cc (500.8cc), liquid-cooled single-cylinder DOHC four-valve four-stroke

Bore & stroke: 88x55mm (96.8x67.8mm)

Fuelling: 42mm Mikuni fuel injection

Starting: Electric and kick

Transmission: Six-speed gearbox, wet multi-plate clutch, hydraulically operated

Chassis: High-strength steel double cradle frame, alloy sub-frame

Front suspension: 47mm Kayaba forks, fully adjustable, 300mm travel

Rear suspension: Kayaba shock, fully adjustable, 295mm travel

Front brake: 260mm disc, Brembo twin-piston caliper

Wheelbase: 1496mm

Seat height: 963mm

Dry weight: 107kg (112kg)

Fuel capacity: 7.2-litres

Price: £4899, (£4999) (UK)

Contact: www.swm-motorcycles.co.it,
www.swmmotorcycles.co.uk



Just Arrived

SCOTT PROSPECT

At last, a new goggle from Scott. Equilibrium has been restored...

I'M A BIT of a Scott fan on the quiet (*or not so quiet*). I've always thought they've made some of the best lenses from an optical clarity perspective. I think their Hustle goggle is a great bit of kit, so comfortable, so no-nonsense. And their sand/dust goggles have saved my bacon for three years running in the BMW GS Trophy. They've been my go-to goggle for years.

However of late they've been losing market awareness, possibly sales too. Upstarts like 100% have stolen some of the middle ground with some aggressive marketing and keenly styled kit. And closest rival Oakley have blown the glass ceiling for goggles with their Airbrake. Who'd have thought we'd pay £140 for a pair of goggles, let alone £200 for the totally top-shelf ones, Prizm lenses and all? So without a doubt Scott needed to get back into the market in a dynamic way.





Just Arrived

And so a new pair of Prospects has landed on the RUST editorial desk, and you can see they're something of an answer to the Airbrake, following the trend for bigger lenses and outrigger systems for strap attachment. Now while Oakley's big thing is their rigid 'Plutonite' lens (*almost like a visor*), Scott have stuck with Lexan for the Prospect. The new lens is 1mm thick, mind, so it's at least semi-rigid and called 'TruView' again the emphasis is on optical clarity.

And where in the past fitting flexi lenses into the goggle frame has been a bit of a faff, Scott has followed Oakley, and created a clip-in system called Lens Lock that will make lens changes a breeze in the future. Not before time!

Field of vision is all part of this new trend, too, and the Prospect has that, enough to allow the fitting of a whopping 50mm roll-off (*aka works film system or WFS50*), complete with fancy ridges to lift the film slightly so it doesn't stick. Ah yes, and with four posts the WFS system can be popped-on in seconds, again saving more faff. And as you'll find with all quality Scott goggles, there's the three-layer foam on the frame, so they're very comfortable and do a good job of absorbing sweat.

Now our test sample has only just arrived, we're told ours is pre-production and so we

SCOTT PROSPECT



don't have WFS to play with yet, just the plain goggle. But we'll see how they fair. They fit well with our Nolan N53 mx lid, in our Touratech Aventuro adventure lid they're a slighty tight fit, but they do just squeeze in. We'll let you know how they perform across both off-road and adventure arenas.

Ah, one last thing. The Prospect comes in at what now seems a reasonable £79.99 (\$89.95 *in the US*), so it substantially undercuts the Airbrake while offering just about every feature except the rigid lens. That's fighting stuff. Welcome back Scott!





Words: JB & WM
Images: JB

WELSH TWO DAZE

It's been a long time since we last saw the RUST long termers (*hence the 'long'*) but with the Welsh Two Day Enduro looming, and two places in the Veteran Clubman ranks to fill, activities did at last get underway. Here's the story of the run-up...

THE WELSH WAS a big goal for our first year here at RUST. It's the UK's biggest enduro, an annual celebration of the sport as such, and a real classic. It would also be Warren's first timecard enduro so something of a steep learning curve for him, especially given 10 time checks a day (*plus three special tests*).

Preparing for two days riding, 150-miles/eight hours-a-day, shouldn't really be taken lightly. It costs a fair few bob to do the Welsh, not just the entry, but the time, travel, accommodation and all, so you don't want a mechanical fault bringing on a DNF two miles in. For that reason bike prep was taken seriously (*Warren*) and semi-seriously (*me – JB*). Warren believes in doing things right, I believe in doing just enough to get the job done.

So with the Welsh coming up in late-June, with four weeks to go, the RUST long termers were dragged from the back of the RUST storage facility and wheeled down to Freestyle Bikes in East Sussex to start our preparations. We were to do much of the work ourselves, just using the Freestyle workshop for the tricky jobs and their top mechanic Joe when tricky became way too challenging...

There's a lot to tell, so we'll tell the story of the RUST attempt at the Welsh Two Enduro 2016 in two issues. This issue, the preparation...



 Long Termers

**WELSH
TWO DAZE**
.....
THE CALM BEFORE THE STORM



THE WR250F STORY: STAGE ONE

.....

STAGE ONE OF the prep of the WR250F was very simple, basic even. Prior to my tenure, the WR had done barely 10 minutes riding, had literally gone from the dealer to the workshop with only the quickest of check rides in between. So while it had ostensibly been through the PDI (*pre-delivery inspection*) process it wasn't exactly enduro ready. Of course far from having unlimited workshop time, I had just two hours to prep the WR before the first shakedown ride. So that prep was going to be basic at best.

In association
with Freestyle Bikes


Freestyle
www.freestylebikes.co.uk

YAMAHA WR250F



1: Change the exhaust to an Akrapovic full Titanium system

Cost: Header: £442.99

Muffler: £472.99

Oops nothing basic here, and in fact I'm cheating, as the Akrapovic was fitted at point of sale. I'm not sure if I'd have bought it if it was my own money, £915.98 is serious wedge, but then this is one serious exhaust. Wasted on a man of my miserable talents, of course, but a must-have (*I'm sure*) for EnduroGP

hotshots. It gives a handy weight saving and generates a hugely satisfying exhaust note. I'm sure it makes the WR that bit peppier too, not having the EU emission-satisfying restrictions the standard exhaust comes with. At the world launch of the WR I tested the WR both stock and with the Akra, and despite being a club-level rider I have to admit I preferred it with the pipe. It's also a very good reason not to crash, especially on the right side – I wouldn't want to damage this technological masterpiece.

www.yamaha-motor.eu

www.akrapovic.com



1

remove but what a Heath Robinson device it is in the first place, how Yamaha can't create an integrated design for the tail light and number plate the way KTM has I don't know. Anyway it all came off easy enough, leaving just the taillight in-situ, which is fine for closed-course enduro.

I wanted to get rid of the switchblocks on the handlebars too, but being unsure as to whether I'd need to make some reconnects on the wiring circuit I left this all alone for now.



1

WELSH
TWO DAZE

THE CALM BEFORE THE STORM

2: Removal of all unnecessary ancillaries

Cost: £0

This was a job that was part satisfying, part frustrating. Yamaha had thoughtfully made a lot of connectors QD so much of it was dead easy. But other bits were a bit fiddly.

The indicators, cute as they are, came off straight away with zero resistance. The steering lock (*fitted between the mudguard and bottom yoke*) came off easy too, but I needed to find shorter bolts to reaffix the mudguard afterward, which was a slight faff.

The metal framework that supports the rear number plate, indicators and number plate light was easy to



2

WR250F



3: Set tyre pressures, set sag and suspension to stock

Cost: £0

Yamaha might fit cheap levers but they fit quality rubber, Metzeler Six Days, so here it was just a matter of checking the pressures, which I set at 13psi front and rear (*not anticipating rocks*).

The suspension needed running in, so I planned no changes here except to be



sure everything was as it was supposed to be. I recalled from the world launch that the WRs suspension isn't bad for my weight (*and lack of speed*) and so when we checked the sag sure enough it was right on the limit for rider sag, so no immediate need to change the spring – which is a better position than I'm in for say KTMs where typically I'm too heavy for the stock springs.

4: Fit GYTR levers + Polisport handguards + Yamaha Donuts

Cost: **Clutch:** £67.79 **Brake:** £79.99

Polisport Freeflow Lite: £19.99

Yamaha Racing Grip Donuts: £5.89

You know, I've never been that excited by standard levers on Japanese bikes, they're never a patch on European standard kit, plus they typically wear in the clamps and go floppy in no time, and in a fall they bend like cheese (*does cheese bend, really?*). They remind me of the bad old days when dirt bikes came with steel bars as standard. So these were a must-change. Having ridden with some ARC flexi levers in a previous W2D and having fitted some Zeta flexi levers to a past Honda CRF250L project I knew I wanted to go flexi again, because they work for me. Only this time, with Yamaha offering, I went top shelf with a set of their race-accessory GYTR equipment. Not cheap but beautifully engineered and of course an exact fit. I like the micro-adjusters these kinds of levers



come with too, so you can customize the span exactly to your hand.

Riding in woods it does help to have some protection, and there's a real debate in the RUST tearoom – do you go full HD bushguards or lightweight roost protectors? Warren has a stock of lurid sixth-hand stories of riders breaking wrists when crashing with full-on alloy guards. I've not yet met anyone who's had that experience. But I can believe it happens. Just as riders will have bust knuckles in hitting trees when riding with no guards at all.

For now, bearing in mind I have flexi-levers that can fend for themselves in a fall, I'm going halfway on this. In the back of the JB garage I had some old Polisport Freeflow Lite handguards, the lightest of the light, more suited to motocross than tree-bashing enduro, but fair kit for the

money, and better than no protection at all. The plan is to upgrade to sturdier kit, but with no time to sort such matters these were the job for the moment. And that's why I have them always in the garage – they suit these emergency situations.

While working on the controls I also moved the bar clamps into the forward position, being six-foot I need the space. But I also appreciate that in the forward mount position I don't have to roll the bars themselves forwards (*to make space*) so they can retain their natural attitude and my wrists can sit comfortably. Finishing the job was a pair of Yamaha Racing Grip Donuts to help fight blisters on the thumb knuckle.

www.yamaha-motor.eu

www.polisport.com



THE WR250F STORY: STAGE TWO

THE RIDE...

So our first test was a sunny afternoon in Kent, riding a practice track set out by the excellent Endurotrax organization. The loop they set-up in the woods near Ightham showed they some real old school enduro experience, as the course weaved up and down, and along the hill-side, making the most of such banks and hollows that were formed within, with plenty of roots to bring about falls. Then a blast around some fields above the woods before re-entering and finding a neat steepish descent to finish. Had it been wet the whole course would have been twice as hard as it was, being dry it was testing enough, but a joy.

The WR proved a handful on the first lap. The suspension felt over-firm and was deflecting off everything, while the power was coming in hard and strong, and combined with the firm shock this was leading to some wheel spinning. Not a comfortable ride.

One lap was enough to consider drastic action. **First:** phone a friend. Namely

Dylan Jones at the Yamaha Off-Road Experience in Wales – he's had a year of experience with the latest WR and in running a training school he has a good handle on 'easy' settings. By luck he had his mobile within coverage (*it gets patchy in Wales*) and told me not to fear backing off the compression damping, all the way if needs be, at least while running-in. He also had on his phone a photo of the ECU map settings that would knock the

bark right out of the WR. Only without having the requisite electronic Power Tuner to hand I couldn't input these.

Backing off the compression damping to minimum – crude as it may seem – did the trick, and the kicks through the bars and the footrest diminished markedly. Familiarity with the track also meant I could pick up my ground speed and this made the abrupt throttle response easier to deal with. So I was able to settle into

doing laps, getting time on the motor and more importantly on the suspension – which really needed bedding in. With each lap I was getting happier and before long I was into crashing – or at least slipping off – for me that's a sure sign I was feeling happy with the bike. So in the end it was a productive ride and it was such a good feeling to get some bike time.



WELSH TWO DAZE

THE CALM BEFORE THE STORM



**WELSH
TWO DAZE**
.....
THE CALM BEFORE THE STORM

Four days later we were back out again, at one of Endurotrax evening rides at Tunbridge Wells, East Sussex. This time the going was decidedly wet, with slick mud around most of the course. But first a quick update:

5: Retune the ECU

Yamaha MX Power Tuner: £256.99
With Dylan Jones' setting on my phone I borrowed Freestyle Bikes' own Yamaha MX Power Tuner (every WR250F owner is going to need one) to input a 'softer'

map. Of the four he offered me I took one that came via Australia, that matched a performance pipe with a gentle set-up. The tuner allows you change nine settings on ignition and another nine on fuelling, which means you can change the power from bottom to mid to top end. I picked this particular map because it showed maximum fuelling off the bottom – more fuelling I figured (*like fitting a bigger/richer jet*) would give a boggier response.
www.yamaha-motor.eu

THE RIDE

My prep (*or lack of*) was letting me down. I arrived at the track (*with Warren*) with no fuel for the WR. An exchange of a tenner (£10) for an unwanted five-litre can of unleaded from a fellow rider saved the day.

And by heck the track was tricky – no wonder the rider decided he didn't need the fuel – earlier rain meant it was really slippery and you were constantly needing to spin up the rear just to clear the knobbies of mud so you could find at least some grip. It was though ideal technique-training for the W2D.

The new ECU map was a winner right off the bat. It returned the WR to a kind of character that I recall of the previous model WR, so it was a lot more predictable off the bottom and allowed the torque to find the grip, rather than racing



itself through to the redline in a frenzy of revs. If it rained in Wales I had my map.

So happy with the settings, soft on the engine and on the suspension, I was able to ride the course fairly confidently, if slowly, and so set about putting in the laps, again to bed-in the motor, the suspension – and the rider.





In association
with Freestyle Bikes



Freestyle
www.freestylebikes.co.uk

THE WR250F STORY: STAGE THREE

The final preps for the WR didn't quite go to plan. Again time was a factor, being that it took place just before setting off for Wales, while seriously underestimating the time it would take. I should have figured on three evenings of final preps, instead I was trying to get too much done in about three hours of a morning.

6: Fit Renthal bars

Renthal Twinwall handlebars:

£109.99

Renthal Kevlar Dual Compound Grips: £11.99

I wasn't liking the stock handlebars on the WR, they felt curiously too narrow, maybe too low, just not right. It was an easy call to return to my favorite bar, the Renthal Twinwall in a Windham bend (aka 998), which is a taller bend of bar (but not overly tall). The Twinwalls are top of the line, pricier than many but they last a lifetime something I think I can say with certainty as I've not yet found anyone who's busted a set (*and they've been on the market since 1998*). I love their quality as well, and one day I'll ask Renthal how they get the one bar inside another – with the four bends.

WELSH TWO DAZE

THE CALM BEFORE THE STORM

YAMAHA WR250F



I like the cross brace (*and pad*) too, as it gives me somewhere to stick my timecard and watch in an enduro.

Matched with the bars was a set of Renthal grips. Their Kevlar grips are said to give palms an easier ride and given I blister easily (*office hands*) I need all the help I can get. So I picked these with the half-waffle, just in case of mud. They went on relatively easy (got to get my grip-fitting technique properly sorted, it's still a sweat) with some grip glue and I lock-wired them just to be safe, remem-

bering to keep the end of the lockwire under the grip so no chance of it tearing glove/hand.

www.renthal.com

7: Fit Acerbis handguards **Acerbis MX Uniko Vented Handguards:** £31.99

The Polisports had done their job admirably but with some Acerbis kit landing in the workshop it was worth swapping to the Uniko's. Again these might suit motocrossers more than enduro riders, being lightweight, but I appreciated the fact these are vented



(*ideal for the heat of Wales...*) while the fitting kit is a step up on the Polisports, being made in lightweight alloy.

www.acerbis.com

8: Fit sidestand retainer: £0

I should have done this before our first test ride. It has to be said the sidestand design on the WR does not match KTM's, it just doesn't fold away neatly enough and the spring arrangement is overly complex. On the first test ride I must have hit it on a tree for the spring and clip went missing and I had to remove the whole stand. Now with a replacement spring and clip from Yamaha I wanted to be doubly sure the stand wouldn't fall apart again at the

W2D. There's no rubber retaining strap on the WR, like an EXC has, so I improvised one. Simply two zip ties looped around the subframe (*the second loop is for added strength and back-up*) fed into a loop of rubber made from a cut-off from an old inner tube – voila! Okay, it's not factory smart and sits a bit incongruous next to some of the high-buck items on this bike, but it means the stand stays put until I release it.

9: Fit GYTR radiator guards **GYTR Radiator Guards:** £124.99

These are a must-have for a serious enduro rider, hopefully saving the expensive rads in a heavy smash. They really needed to be fitted. They didn't go



on though. I simply ran out of time. Do set aside a whole evening for this for, as I found, you do need to disassemble the airbox and whole bunch of things to fit this kit and it's not a job to rush.
www.yamaha-motor.eu

10: Fit Acerbis tail light
Acerbis LED CE Approved Tail Light: £36.99
Another job that didn't go to plan. Nothing wrong with the kit, only removing the OEM taillight from the rear guard



12

revealed in-mould fixings that would need to be cutaway to fit the Acerbis light. The right thing to do here is to buy a YZ-type guard instead (£19.99 from Acerbis) and fix the light to that. You'll also need to sort connectors for the wiring – again, something I didn't have to hand. In the end, the ghastly steel OEM framework had to go back on to ensure full legality for the W2D.
www.acerbis.com

11: Fit Goldentyre tyres and mousses
A critical undoing here on my part. Again leaving my run too late, we didn't have the options in the Goldentyre kit we keep in stock to suit the WR. Having ridden on tubes for years in NZ trail rides and enduros, without a single puncture, I figured I could probably get through two days unscathed... So the WR set off for the W2D on the stock Metzler tyres and tubes. Oh well...
www.goldentyre.com

JB'S PERSONAL PREPARATION

I started my preparation well but it tailed off into not very much way too soon.

Gym & Bike Time: Yes, I was at the gym, every week from January through to the end of February when I ran away to Thailand to ride the BMW GS Trophy, which at least gave me plenty of bike time in warm temperatures. I would have come back lighter, having sweated so much, but the food was so good I easily countered that effect.

Extreme bike time: Shortly after retuning from that trip I escaped to Madagascar for an extreme-ish adventure with Touratech. Here I did lose weight as food was hard to find in the bush, and one meal a day was all we had and it was again very hot at times so I managed to sweat off a few kilos (*at 90kg I could do to shed a few*), especially when pushing 300kg of adventure bike over rotting bridges and through deep sand etc.

Enduro bike time: Here I fell down, just the two rides beforehand. Longest non-stop session perhaps 1:20 hours. But at least it was on the WR, which gave me good time to familiarize myself with its behavior.

12: Fit LR Designs graphics kit LR Designs full custom designs:

£160 (off the shelf kits start at £85)

Custom made and high quality. This was the icing on the cake, albeit I was minus a few ingredients from that cake.

Nothing much to report here except for the excellence in the designs – we can but guess at the 3D modeling that must go into this stuff. Oh, and the less than brilliant application on my part. Not the worst job you've ever seen – I was preheating the graphics as you should and working from one edge, diligently smoothing as I went etc – but when you see graphics properly applied, completely and utterly bubble-free, then you know this wasn't the best effort, maybe I'd score 6/10. Sure made the bike look sharp though, and the graphics actually made the WR and Warren's Husky come together as a visual team very effectively.

www.lr-designs.co.uk

Next issue - Warren's prep



In association
with Freestyle Bikes



Freestyle
www.freestylebikes.co.uk

WELSH
TWO DAZE

THE CALM BEFORE THE STORM

RUST's W2D made possible
with the support of...





HAVE I GOT PNEUS FOR YOU?

BY CHRIS EVANS,
PHOTOS: CHRIS EVANS & JB

Finding a tyre fitter in the south of France, of a weekend – not so easy as it turns out...

IN MY LAST column I had a bit of a gentle rant about the French nation's somewhat vague notion of customer service. Obviously now, post-Brexit, I have to mind my Ps and Qs, or they might actually kick me out, but nevertheless, at the peril of my residency, I can't resist a short post-script concerning my attempts to organise some road tyres for a customer at the end of a recent Le Havre – St Tropez trip.

Piers' plan was to arrive mid-afternoon in St Tropez, take the obligatory photo in front of a big boat and then shoot off to the local BMW garage to have his very worn knobbles replaced by some more tarmac-orientated rubber, so that he could carry on to Italy, where he'd pick up his wife for a week's holiday around the Italian lakes. My first thought when he floated his idea was, *'are you mad, after 1800 kilometres and seven days on the bike, haven't you had enough?'* Prior to the very expensive but ultimately good-value customer care course I took a couple of years ago, I would have indeed uttered these very words but since *'going corporate'* I have learnt to keep my Tourette-like outbursts to myself. I did however feel obliged to suggest that we try and put something in place in advance, as these things aren't always quite as straightforward in the south of France

as they are in the Home Counties, even where high-end international brands are concerned.

A call to the BMW dealership in Antibes confirmed my worst fears. The pre-recorded greeting was everything you'd expect of a prestigious marque. Slickly done, it took you through a huge range of services and products while regularly assuring you that your call would be answered shortly. In all, the spiel lasted a full five minutes and after having listened to it three times I was seriously thinking of impulse purchasing a new Mini before a bored-sounding receptionist finally picked up the phone. Over a strange scratching noise that I can only assume was the sound of her filing her nails, I was halfway through explaining the purpose of my call when she butted-in with an abrupt, *'I'll put you through to the parts department...'* Like a man falling down a mineshaft I bellowed a long *'Nooooo'* into my iPhone, but it was too late. Another 10 minute wait and the parts bloke finally picked up, using a (*purposely?*) faulty phone that made him sound like a garlic munching Donald Duck. Barely understanding a word he said, I asked to be put back to the receptionist. He was only too happy to oblige. Another 10 minute wait



Okay, clearly this guy knows what he's doing, but not everyone can ride a GS like a trials bike....

and I got the chance to ask to be put through to the workshop, because I knew this would be the sticking point. In the land of the 35 hour week nothing much happens on a Saturday, or a Friday come to that...

Having explained to the incredulous customer that his BMW plan was a nonstarter I gently steered Piers away from the land of free-coffee, complimentary GQ magazines and perfectly manicured receptionists towards the more rudimentary charms of the generic quick-fit centre. He wasn't keen but we didn't have a choice and so with a heavy-heart I started working my way through the Pages Jaunes in the vain hope of finding someone on the Cote d'Azur who could fit a set of tyres to a motor-bike on a Saturday afternoon. Twenty calls later I was forced to admit defeat and in the end the crestfallen GS owner was obliged to miss out on the last day's riding so that he could get his tyres fitted on a Saturday morning, something he deemed preferable to me attacking his immaculate looking rims with my trusty Michelin tyre levers.

In the end it didn't matter too much as we were forced to pop the Beemer in the van halfway through the fifth day when the bike's weird front suspension system developed a worrying clunk, apparently a common fault with their Telelever forks. Although he was able to finish that and the sixth day on a spare bike I'd carefully secreted under a mountain of blankets, he was nevertheless disappointed not to have got the bike he was sharing with his son all the way across France. Frankly, having watched them manhandle it through the rocky trails of the Auvergne the previous day, I was amazed they'd got the huge lump of metal and plastic as far as they did. Their strategy appeared to be to bully it into submission in intense half-hour sessions, while the other one got his breath back on their co-owned 350EXC. It was a fabulously entertaining spectacle to watch from the safety of my own 350 and I was so impressed by how and where they managed to get the GS that I foolishly asked if I could have a go, reasoning that the benefits of a comfy seat would compensate for the extra 150 kilos. Barely had I gone 50 metres and I was already bitterly regretting my decision. I've always been of the opinion that good things(*myself included*) come in small packages and my brief stint aboard the GS only helped to confirm this deep-seated belief.

A couple of weeks later I got to test this philosophy to the limit when I offered to take the hotel owner's 14-year-old son Alexis out for a ride on his



HM Honda 50 enduro in an area where I have been working on a new route. The region is question is blessed with some extremely steep rocky climbs but the spotty youth assured me that with some judicious clutch slipping he could get his little 'pisse-feu' up anything. 70 kilometres and quite a lot of pushing and shoving later he was forced to pull out with terminal hand cramp, but at least the experience served to prove several things I'd firmly believed in for a number of years. Firstly that dirt riding is a broad church, secondly that there's a reason why most people ride a mid-sized four-stroke, and thirdly that the large number of 50cc enduro bikes sold in France go a long way towards explaining why that nation continues to dominate the upper echelons of the world enduro scene.



Road-book Enduro Tours in France

DATES FOR 2016!

25/26/27 May	Pyrenees
8/9/10 June	Lozerian Bis
21/22/23 Sept	Pyrenees
5/6/7 Oct	Lozerian Bis
1/2/3 Nov	Massif du Morvan



Sorry, but all our remaining trips for 2016 have sold out.
Dates for 2017 will be published in September.
If you would like to go onto our mailing list please visit
our website: www.sport-adventure.com

Chris Evans, Sport Adventure,
44 Rue des Gravilliers,
75003 Paris, France.
Tel: 0033 662 487190
chris.evans@sport-adventure.com
www.sport-adventure.com

The Yamaha Super Ténéré doesn't get to write too many headlines, it doesn't get too much attention full-stop. But having recently ridden one for over 2500km back and forth through Portugal, mostly off-road, we've found a real affinity for this unsung ADV hero...

Words: JB
Images: JB, Touratech

10 Reasons why...



...Yamaha's SuperTénéré is your ideal first big adventure bike...





Touratech-equipped SuperTen has plenty of protection with large bashplate and wrap-around crash bars...

IT'S A BEAUTIFUL thing. Silly to say, but important – you've got to love what you're looking at, be inspired to walk up to it and ride – and in our view the Yamaha is one of the prettiest super-adventures on the market. The latest colours have been brilliant, personally we love the silver and blue model, with the blue anodized rims and fork legs. It is serious eye candy...



10 Reasons why...

2

IT'S A CONFIDENCE-INSPIRING ride when off-road. The centre of gravity feels low, the footpegs are low, the seat is relatively low too, so in all it becomes an easy bike to maneuver in the dirt. A GS is ultimately better, but a GS is also rather tall and with those cylinders in the way the GS is not as easy for a beginner to handle in the tight stuff. For sure, the Yamaha isn't as adept as the competition when it comes to high-speed off-road, it feels too soft in the suspension for that, but if you're doing that kind of riding then you are missing the whole point of adventure. Take it easy and see the natural world. Ridden like that the Yamaha is sublime.

**10 Reasons
why...** 

10 Reasons why...

As you can see the crash bars have seen some action, but those pipes could do with a bit more armour too...



3

THE POWER IS just-right. With 112hp it's not trying to make a power statement but it's far from under-powered, too. It can do high-speed motorway standing on its head. It'll do stand-up wheelies off the throttle if you've got the technique and sense of daftness. But it'll not monster you off-road; it does gentle trials-type stuff very securely, while still having great gobs of torque for when you want to get it storming along. Also, let's not forget this is a twin with a 270° crank setup, which gives the engine character of a 90° vee-twin (*yes, like a Ducati*) so it makes all the right (*gruff*) engine noises, enhancing the experience.



4

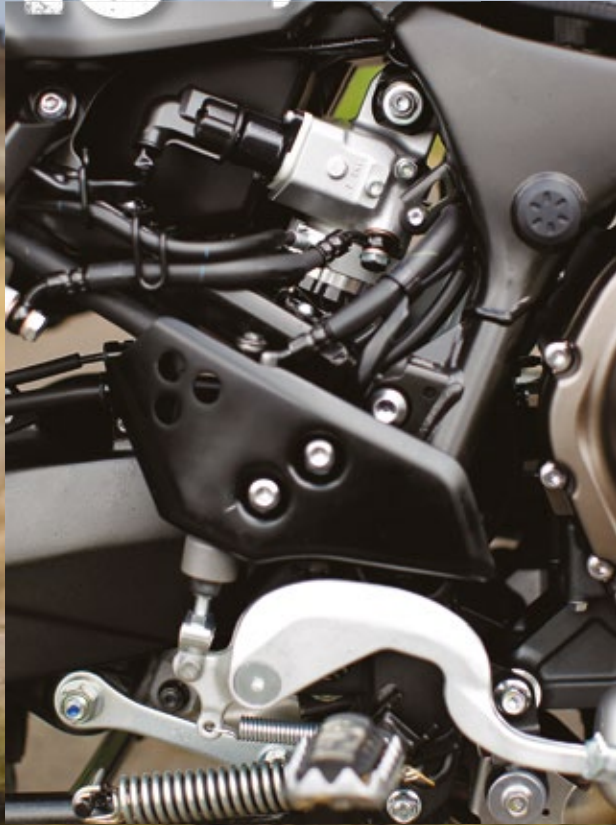
IT HAS THE electronic aids. Not as sophisticated as a GS, but plenty good enough. The traction control is very real world, with settings ideal for road and for off-road (*in TCS 2 it nicely tempers your desire to power-slide, allowing it light up but not go nuts and high-side you*) and you can always switch it off if you really do want to go nuts off-road.



10 Reasons why...



10 Reasons why...



5 THE ABS DOES the job, too. It's of a level of sophistication that you can leave it on all the time, on-road and off- and it works away quite unobtrusively. And it does this neat trick where if you apply the rear brake first then the rear brake works without ABS, so you can lock it (*an off-road technique*) if you need to use it to initiate a slide.



6

THE ZE MODEL comes with full electronic suspension adjustability. It's not quite as flash as a GS's (*again*), but it's there, with preload and separate damping adjustment at the flick of a switch – and it works well, too, with settings that seem custom suited to road-touring, road-racing and off-road. And each helps the adventure rider enjoy his bike that much more, in a neatly unobtrusive manner.

10 Reasons
why...

7 It's a very comfortable ride. Very much up there with the GS on giving the rider a natural riding position for road and off-road riding. In fact the ride is like a giant motorized couch, you can just settle in (*off-road too*) and just drift along. And there's ample accommodation for the pillion (*again GS standard*).

10 Reasons
why... 



10 Reasons why...



8

It's well-priced. If you're a bargain hunter then the Super Ténéré is a great bike to go buy. It's nowhere near as popular as it should be so dealers have to fight for the custom, and this leads to discounting. Take £10k into a British Yamaha dealer and you should just about run away with a brand new 2016 model. You can't do that with BMW –they're £15k all day long. Same goes in North America; in Canada it's \$16,000, which is £9300, in the US again \$16,000 but with the exchange rate that's £12,000 UK (*hmm, not so hot*).



10 Reasons why...



9

It's not a GS. That often implies inferiority. And yes, against the latest Water Boxer the Super Ténéré isn't quite of the same level of capability, but the price reflects that. But equally, it's not just another GS, and there is a Super Ténéré brotherhood – albeit much smaller than the GS one, which makes it cosier, select almost. The Super Ténéré has its own wee caché, and that gives it a certain appeal and a sense of individuality.



10 Reasons why...

10



It's not an Africa Twin. The Honda is the new kid in town, the talk of the town, the *IT* bike right now. But it's more of a super-800 than a 1200-lite. To be so good off-road it's had to compromise on its grand tour (*especially for two*) credentials. So the Super Ténéré has stood to one side quite calmly, raising no counter-attack to the Honda, because it hasn't had to. Once the excitement over the Africa Twin calms, many will start seeing its limitations (*or rather, better understand its positioning*), and yes, on balance the Super Ténéré offers a broader package, less agile off-road but with real grand tour ability, for the same money (*more or less*).

10 Reasons why...



YAMAHA SUPER TÉNÉRÉ

What's to know...	
First introduced	2010
Last updated	2014
Engine:	Liquid-cooled forward inclined DOHC twin-cylinder four-stroke 1199cc
Capacity:	112hp @ 7250rpm
Claimed power:	117Nm @ 6000rpm
Claimed torque:	Kayaba, 43mm USD forks, Monoshock, both 190mm travel
Suspension:	845/870mm
Seat height:	190mm
Ground clearance:	265kg (fully fuelled)
Weight:	23 litres
Fuel capacity:	
Owners clubs/forum:	
www.yamahasupertenere.com	
www.super-tenere.net	

The ABS system works a treat, both on- and off-road...





RUST Classic

TLR Project R

Part I





RUST Classic

This is two stories in one. The first storyline is the restoration of an old bike, a 'classic' as they're so often called. The second is a reconnection with trials, that funny old sport where you ride very slowly over, well, just about anything (yawn) – but it remains a fundament to all off-road sport

FIRST OFF, YOU'RE going to need to be patient. This project is a long-term thing. Life is busy and fitting in things like garage time, let alone weekends on the bike, is getting tougher with each passing year, what with work and family commitments and all. Secondly, I'm more writer than mechanic, so that slows things, too. But having said that, I'm a born optimist. These things can happen. ►



Main pic: This is the TLR's glamour shot, taken from her better side. She looks tasty from here. By the way there is a sump guard, it's been taken off as I did a quick oil change in the process of starting the bike after 13 years lying dormant. Started fourth kick!

Inset: This shot tells the real story. It's taking 'patina' to the limit of its applicability. Probably going to have to get the frame shot blasted and powder coated fairly soon.





So what we have here is a 1985 Honda TLR250. I picked it up around about 1999, bought from a pal, Hump, when I used to live in NZ. It looked then exactly as it looks now. I used it to ride around my garden and driveway there. I had plans to do more with it but left the country before I could get any more involved. The poor TLR then sat in a garage for 13 years before just months ago getting crated and shipped here to the UK for a tearful reunion.

I've kept it all these years because it's a beautiful wee thing (*no really*) and is from exactly the era when I briefly rode trials. I had a Fantic 200 back then, but thought the TLR200 that was then brand new out looked

Above left: That's the original mudguard as if you couldn't guess. Unblemished, that would be £100 on eBay. I think there's a certain charm to the riveted alloy plate repair. Not sure if the exhaust is original, I suspect not, but a wire brush and some BBQ paint should have it looking factory smart (*no?!).*

Far left: Okay, yeah, not so pretty. A six-inch brush and Humbrol paint do make not an invisible repair, but this is what went on back when twin-shocks had no value.

Left: The wheels are looking good, the rims are sound and metal polish has shown the spokes are solid and they'll get their shine back, maybe not their sparkle though. I love the hubs with straight-pull spokes, that was factory stuff back in the 1980s.



the nuts. I would probably have bought one (or the 250 that followed), if I could have stumped the cash, only I got bored with trials after just two seasons and ended up road racing instead. Of course it helped that I was just a bit rubbish at trials, so I wasn't exactly being compelled to stick with it.

So now, decades later, having recently sampled a Long Distance Trial (and won a Second Class Award – that sound more like an insult than an award) I've kind of got curious again. Maybe it's time I gave trials a second chance. Of course I don't want to go near modern trials, I've watched those Toni Bou YouTube clips, all I can see there is a

Left: Like many vehicles in NZ, the TLR looks to have lived a previous life somewhere else on the planet, either in France or a French colony. So it's travelled the world. The tank is sound, just looks a mess.



TLR Project

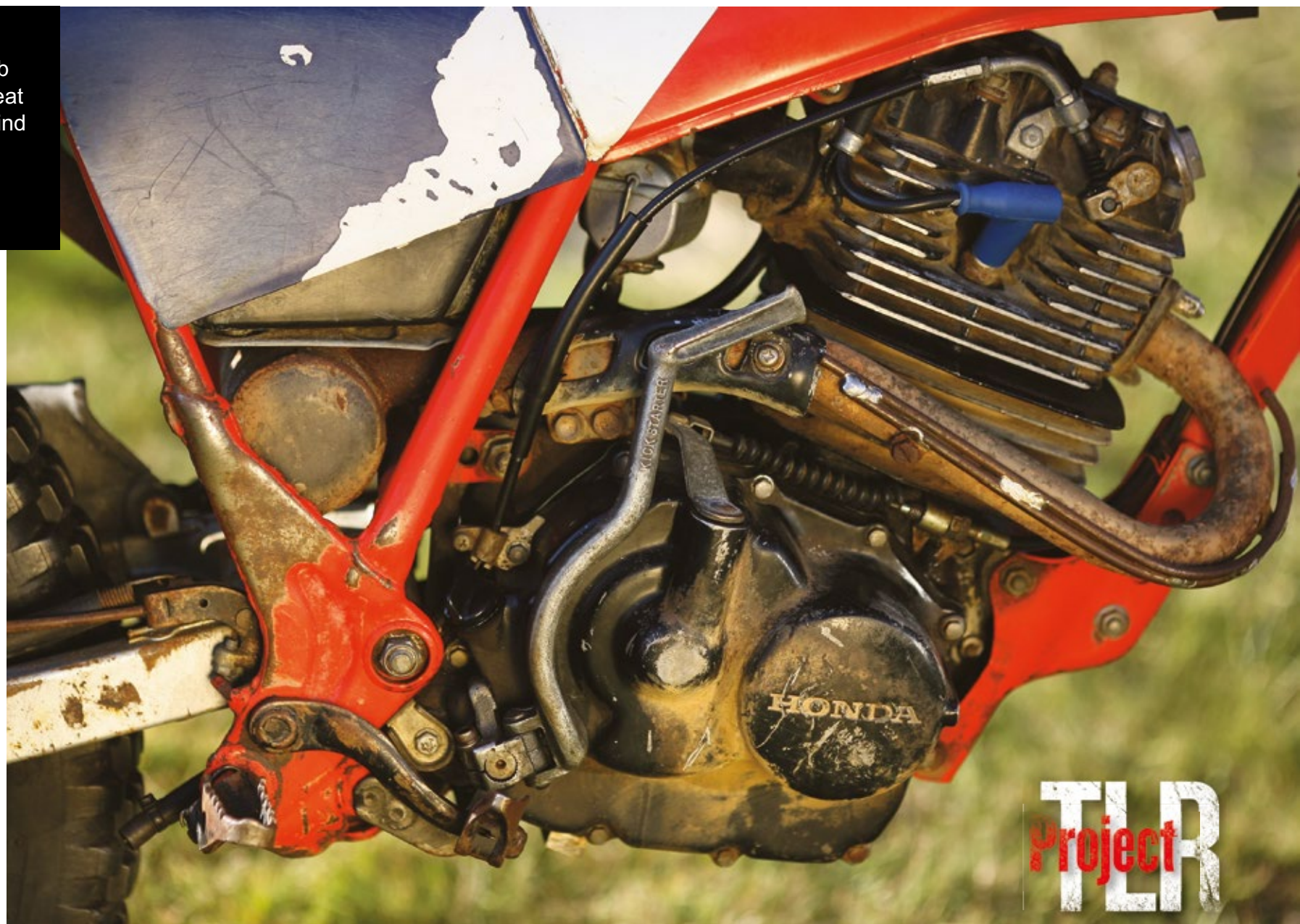
Right: As said, the engine runs okay, smoke-free and fairly quiet, although the carb leaks. Dirt that's 20 years old has resisted neat petrol as a first cleaning agent – I'll have to find something stronger. My guess is the header pipe protector does not carry an HRC catalogue number...

quick trip to A&E with a snapped wrist. No, my old Honda twinshock combined with some wobblers trials should do the job nicely.

So in the coming months the plan is to recommission the TLR – it runs fine, just needs brakes, tyres, chain and sprockets etc – and get riding. And then if that all goes well and the inspiration is still there I'm considering restoring the old girl. That means a full strip, powder coat the frame, new mudguards and tank repair, that sort of thing. But you know, baby steps – lets just get it running properly first.

SO, WHAT'S NEXT?

Let's get it running properly. Sort the leaking carb, fit new brake shoes, new chain and sprockets, might at a push fit new fork seals and turn a blind eye to the shocks... Oh, and fit some non-perished tyres of course, with tubes.



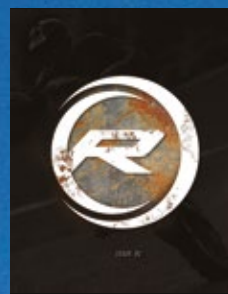
TLR
Project



Back Issues

WWW.RUSTSPORTS.COM

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



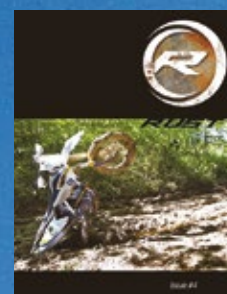
ISSUE #1
Introduction to RUST Magazine.
2015 KTM 250EXC vs 2015
Yamaha WR250F shootout.
Trail test of the Chinese made
WK400 Trail and columns from
Chris Evans, David Knight and
Gary Freeman...



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...



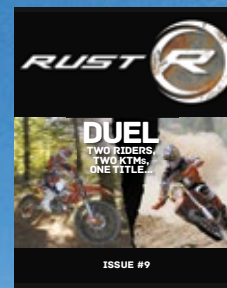
ISSUE #6
JB's first editorial. Interview with
Jonny Walker. Dispatches – The
TRF answers back. Profile of
Patsy Quick, boss of Desert Rose
Racing. RUST long-termers P11.
Tested – Products for the Honda
CRF250L. Gary Freeman column



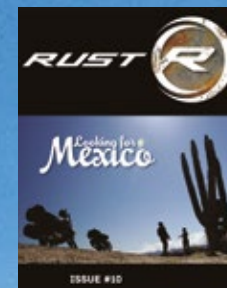
ISSUE #7
Interview with David Knight OBE.
What happened to the KTM 690
Adventure? Dispatches – In
praise of the Honda CRF250L.
The Michelin Anakee Wild
adventure tyre. Chris Evans...



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...



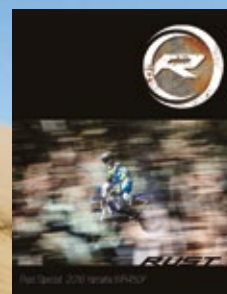
ISSUE #12
Heritage – The BMW R nineT
tested. Dispatches – Too light,
too fast, too good looking?
Travelling across the Alentejo
region of Portugal on a KTM
450EXC...



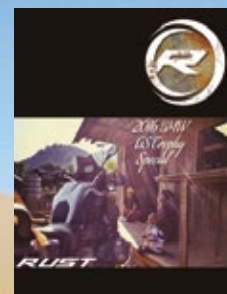
**HONDA CRF1000L
AFRICA TWIN
SPECIAL EDITION**
RUST gets the exclusive world's
first test of the new Honda
CRF100L Africa Twin!



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



**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



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



**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...



**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...



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.



RUST

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=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=1gL9oTh6LN0

2017 BETA Range Launch

Stephano Fantigini tells us about the continuing development of the Beta range and the secret of their recent success...



www.youtube.com/watch?v=a0K02x9reL0

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=54lfOS3nMiE

STILLWELL PERFORMANCE

Alan from Stillwell Performance explains their A-Kit tuned forks for RUST Magazine's long term Husqvarna TE300 and KTM 200EXC test bikes...



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=6XEKJabHLi4

2016 BMW GS TROPHY THAILAND

Kurt Yaeger describing the journalists attempts to ride up a massive mud slide on the journalist only first day acclimatisation ride out...



www.youtube.com/watch?v=QrOoVPKEiE

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=gvyUxbymuMU

DESERT ROSE RACING

Patsy Quick and Clive 'Zippy' Town talk about rally navigation and latest Dakar weapon the 2016 KTM 450RR Rally bike...



www.youtube.com/watch?v=HQBn2qbfopY

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=HX4-14sloHE

2016 HUSQVARNA LAUNCH

Warren, JB and Si give us their views on the latest Husqvarnas direct from the Wealdon Off-Road centre down in deepest Devon...



www.youtube.com/watch?v=L8ePyl2E4M

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=ooPAurYxQzY

2016 KTM MODEL RANGE LAUNCH

JB, Warren and Si brave the intense heat in the British countryside (I know...) And tell us their three favourite bikes of the day...



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...

Contact

RUST is brought to you by:



RUST

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

Contributors: Chris Evans (France),
Warren Malschinger (Guernsey),
Georgia Wells (UK), Gary Freeman (UK)

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

Managing Director: Warren Malschinger

Copyright: Rust Sports Ltd. All rights reserved.

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



Photo credit: JB