



ISSUE #36



WWW.RUSTSPORTS.COM

@RUSTSPORTS

f /RUSTSPORTS

📷 /RUSTSPORTS

TÉNÉRÉ

RUST pays homage to the adventure classic, the XT660Z

AIRHEAD

How a reader's R90S 70s sports road bike became a trailie

RIGHT HEIGHT

Setting your suspension height is key to good handling



Contents

#36

FEATURES



14

Ten years of Ténéré

Yes, we know it's more, but we're talking just the XT660Z. Oh, and we took one for an extreme test – and it hurt...

36

Suspension Smarts

Alan Stillwell explains how the set heights of your suspension affects your bike's handling



42

Time Warp BMW

Over the years it's worn many cloaks has this BMW, but which is its true self?



52

RUST does Rally du Maroc

Will you join us?



TAKE EXTREME FURTHER



KTM FREERIDE 250 F

Reconsider your limits with the new KTM FREERIDE 250 F – light and nimble enough to unlock your true riding potential and built with the ability to go further than ever, enabling you to access more extreme terrain with ease!

Find out more from your local authorised dealer or visit: www.ktm.com



Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations! The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at an extra cost.

www.kiska.com

Contents #36

REGULARS

06

Editorial

JB explains the complexities of digital media and what this means for RUST...



10

Gallery

Trophies, that's what racing is all about. You either win them or you don't

32

Chris Evans

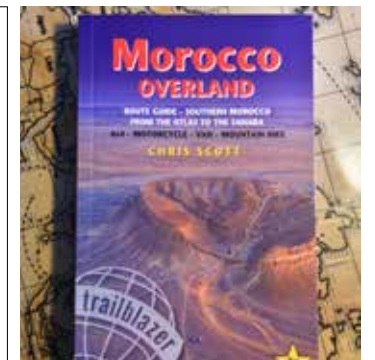
Our man tells the story of finding three Frenchmen he really likes.



40

Stuff

Sub-section: Book Club. We find a book that's a bona fide must-read for ADV types



48

Long Termer

JB writes an apology while his TLR weeps (good) oil



THE AUTHENTIC MOTO-MAG & THE LAND OF CONFUSION



You know, there was a time when we all knew where we stood. In the magazine world there were readers, advertisers, journalists and publishers. Magazines were published monthly, on set dates; the journalists wrote the magazines, the readers bought the magazines, while the industry bought the advertising. And the publishers made a profit – rarely a big one, but something at least.

Then along came the Internet and, slowly at first but ever more rapidly as time has gone by, the foundation stones of the print publishing industry have been undermined until now it's all but crashing down. The Internet has changed expectations – readers expect free content and advertisers don't want to pay either. So it's a game of survival in the industry right now – and everyone's working on the same conundrum: how to publish into a market that doesn't pay!

For RUST, formerly TBM, this has made for an interesting past three years as having had to abandon print we've sought to find the sustainable digital platform. We've established a digital magazine and more recently we've been building up our website too, which not only hosts the magazine but has its own unique content. We're going through the process of up-skilling with film cameras as well, for in these demanding times publishers are expected to be TV broadcasters, too.

But there's irony there – no one wants to pay for video either, so more costs for still no revenue. As a result, the majority of video content is now provided through manufacturers or energy drink companies – and that's another change: industry players are now self-publishing and spending their dollars in-house. As a publisher then you have to make difficult choices, and it seems that we will have to consider specializing. So, either publish words-and-pictures and figure out how to make that work, or stop publishing and start making films and try and make that work; or god help us we become YouTubers

and bloggers – a stretch for us old boys and girls!


Which is a long-winded way of saying here at RUST we're now going freestyle! In the coming months you can expect anything and everything from us. Regular magazines will become irregular. What's known as 'continual publishing', where we feed articles and features one-by-one onto the website, will now become a part of the brew. And despite the zero-profitability there'll be more video content. However, the continuing theme from us is authenticity! And while we will look to feed the masses by way of our news feeds (the Gas section on our website) we will hold fast to publishing quality magazine-type content that is authentic, honest and real.

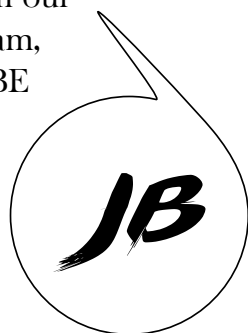
While all this is going on we'd like to hear from you. Tell us what you like about RUST and what you don't like. What you'd like to see more of, or less of. Let us know whether you'd even be prepared to pay for content. We even have options to return to print if enough want it. Right now, we have 10,000 subscribers, and each month we see 40, -50,000 individuals reading our 49-strong portfolio of free digital magazines. And from the email feedback we know you value the content and are even making bike purchases based on our opinions (thanks for the trust!). So, let us know what you think – usual email editorial@rustsports.com.

Even if you're not a regular engager or are not inclined to normally provide any feedback – please can we ask you to make an exception and give us your thoughts. With trying new things it's always important to know what our fans like or don't.

In the meantime, you're going to need to be more flexible in your RUST consumption! Check in regularly on our website and linkup with our Facebook, Instagram, YouTube and Twitter channels. And SUBSCRIBE (find the link on our website), it's free with no strings attached, and through regular email updates we'll keep you updated on new content.

In the meantime, ride safe and have fun!

PS. All this has come just as new General Data Protection rules are taking effect – so if you're a subscriber and if you've not already done so, please update and resubmit your details. Go to the website and hit Subscribe again, there'll be the new GDPR questions on there (it takes just seconds). 





SIR SAM OF SPEED

Rally racer Sam Sunderland was recently awarded the prestigious Seagrave Trophy at the Royal Automobile Club in recognition of his 2017 victory in the Dakar Rally. The trophy – named after Sir Henry Seagrave, the first man to hold both the land and water world speed records – is awarded annually to a British individual who demonstrates ‘outstanding skill, courage and initiative on land, water and in air – the Spirit of Adventure’. Well worth celebrating – and here’s a fine image of Sam by Eric Variolu to do exactly that.

Image: DPPI / Red Bull Content Pool



CHAMP

It was great to see Jason Anderson bring home the 450SX title to Husqvarna at the weekend. This was Husky's first big-class Supercross title since the very first Supercross season in 1974, when Gary Semics took the 500 class. Anderson had built a huge lead in the championship only to see it devastated at the penultimate round when his front wheel was destroyed in a first turn crash (one wheel change later he fought back to 17th). So Anderson needed to keep calm in Las Vegas and not let the pressure get to him. He nailed it – a steady fifth saw the job done. Done well, too.

Image: Simon Cudby / Husqvarna



TEN YEARS & TEN HIGH POINTS WITH THE TÉNÉRÉ

We're still waiting for the next generation 700cc Project T7 (Ténéré) to become a production machine – and it can't arrive too soon – but in the meantime we thought we should honour this one last time the last Ténéré, the XT660Z (2008-), for it has been something quite special.

Words: JB **Images:** JB, James Barnicoat, Alex Waters & others

Despite over the years only ever enjoying a few sporadic rides on Yamaha's XT660Z Ténéré, here at RUST it's been on our list of top-10 adventure bikes (possibly top-five) ever since its arrival in 2008. It's not perfect (what bike is?) but Yamaha really did get so close to answering a lot of long distance road-less-travelled travel riders' prayers with this model. An engine of admirable simplicity, reliability and durability. A rock-solid chassis. All day ergos. Mega fuel range. And real off-road chops (although she's a heavy beast if you do get stuck in a mud hole).

So many adventure bikes answer to what we want, but the Ténéré is all about what we need. It takes some pluck to adopt the KISS principle in bike design, but Yamaha gave us a truly iconic and world-circling success with the Ténéré. So here's our run down of what we think are its ten strongest attributes.

1 It's a proper – simple – adventure bike
 Today, the motorcycle market is inundated with high-tech offerings under the adventure banner. No question, they're great bikes, but few hit the brief of a travel bike with such honesty as the Ténéré does. Modern adventure bikes have become mobile Christmas trees given the amount of electronic gizmos they now sport. Great, so as long as they don't go wrong – and positively disastrous if they do go wrong outside of the first world. So in the (real?) world of back-to-basics fix-it-with-a-hammer travel riding the Ténéré is almost unique. Yeah, we said almost...

2 Long-range tank as standard
 This shouldn't be a thing, after all BMW place big tanks on their GSs, and KTM do on their big-capacity Adventures too, but in the 600-650cc capacity range OEM big tanks are surprisingly rare. Notably KTM/Husqvarna have marketed the 690/701 Enduros as trail (or dual sport) bikes, not adventurers and that's left those two potentially very useful adventure bikes with limiting 13 litre tanks, which means a big spend (on a big tank) for anyone wanting to travel on one. Even BMW's Dakar/Sertao 650s max out at 17-litres. So the Ténéré's 23-litre tank is a segment leader (to adopt the marketing spiel), making for a fuel range of up to 225 miles (365 kilometres).

3 A simple motor
 Fuel injection (and a catalytic converter) is as trick as this motor gets. And fortunately that FI has proven rock solid dependable, so we'll not call for a carb on this account. This is a 659cc single overhead camshaft single cylinder four-stroke, with a four valve head. Yes, it is

water-cooled, and it's a dry sump unit (so the oil is also carried in the frame), but the whole ethos here is simple and reliable. We're talking just 48bhp where the Husky 701 makes a claimed 67bhp, so you can see it's super under-stressed. Combine this with a very generous 2.9-litre oil capacity (just 1.7 litres on the 701) and you can understand both the extended 6000-mile service intervals and the motor's monster durability.

4 Long travel suspension
 Yep, there's 210mm of travel on the forks and 200mm on the shock. For adventure riding – particularly gnarly adventure riding – that's bob-on. Now it's not the most sophisticated nor plushest travel you've ever tried, in fact it's sub-standard, but at least the length is correct (which also means so is the ground clearance at 245mm), so with an upgrade on the internals on both ends, you end up with a very competent set-up.

5 The best fairing?
 Fairing or screen? Actually the Ténéré's design and styling is so well executed it's a bit of both. And it's just the right size. Not too big, not too small. Given in adventure riding we shouldn't be screaming along any faster than 70mph (only on the best highways) this is all we need. It's slim, we love the crash protection pads on the flanks of the tank, and the level of integration is excellent. Ten years after its launch, that the Ténéré still looks so modern, so right, says it all.

6 Great riding position
 It's not easy to create the ideal riding position, but the Ténéré starts in the right place, being pretty damn comfortable for extended riding whether sat or stood, for just about everyone. For standing, the pegs



are well placed, the tank is just slim enough and the bars are just forward enough. Taller people will like to fit a modest bar riser (say 15-20mm) but otherwise it's good. Now the stepped seat isn't the best off-road set-up, and for long distance seated rides you want more space to move around, but actually it works well enough and is more comfortable than you might first think.

7 It'll take big loads
You can load the Ténéré up, with panniers, pillions and more and it won't break. That's because its built like a tank; everything is solid and durable, the sub-frame could have been designed by the engineer behind the Forth Bridge (a big cantilever-span bridge in Scotland) it's that over-engineered. The wheels too are HD kit, and there's a set of twin discs up front that while not the most spectacular units at least don't buckle under the pressure all that weight brings.

8 It can be ridden on an A2 licence
This is very useful for the young and new rider who's having to struggle his or her way through the super-restrictive EU licensing requirements. The fact the Ténéré squeaks under the 35kW and power-to-weight restrictions means the new rider gets to ride a bona fide adventure bike (without restrictors) on what is a mid-grade licence. Similarly, in Australia (for example) the Ténéré is LAMS approved for learner riders.

9 You want accessories?
Every adventure rider wants stuff to add to their bike, be it crash bars, panniers or a comfort seat. Having been with us ten years and recognised as a super travel bike from the start then rest assured there are more bolt-ons available for the Ténéré than most have the bank balance to



cope with. Better news is the Ténéré doesn't call for much, so spend a little wisely and you're sorted.

10 It's affordable
Adventure biking has become big business and top of the range bikes are now hitting nearly £20k in the UK, €25k in Europe and \$30k in the US and Australasia. That's a lot of money and for the real travel rider, considering purchasing a Carnet de Passage, a big ticket bike is going to call for a big ticket Carnet – just massive costs. Now in Australasia you can still buy new Ténérés for \$13,990 while in Europe Euro4 killed the model off after 2016. There is, however, a good eight year supply of Ténérés so even modest mileage Tens can be picked up for around £3500-4500. World-circling capability never came so easily, so cheaply.

THE TEN'S TOP-TEN MISSES

It can't be all-good, we understand that. Here's what isn't quite up to scratch with the Ténéré. Not that they outweigh the top-ten hits by any means...

- 1 You can't buy one in the US.
- 2 Too heavy – 208kg (460lbs)! Yep, built like a tank means it weighs like tank
- 3 Damn those exhausts – too restrictive, too heavy (easily remedied)
- 4 Too tall – it really is; okay for JB and others, but shorter peeps will struggle
- 5 Skinny footpegs make standing painful, easy fix: fit modern pegs
- 6 Basic suspension with poor damping (again, can be fixed)
- 7 Stepped seat – it's the compromise needed to get your feet down
- 8 Rim locks would help for off-road, but hey...
- 9 At low speeds the fuel injection isn't perfect (stalls and stutters)
- 10 You see rusty spokes and flaking paint on older examples – yeah, there was some cost cutting...



RUST TAKES THE TÉNÉRÉ FOR AN EXTREME TEST

An extreme test? What?! Hey, this wasn't the plan. A proper off-road test by way of riding in the Brechfa Rally, that was all. Indeed – but then the rains came, and the winds, while the barometer plummeted. So like it or lump it, an extreme test it was for our JB and the Ten.

It was bitterly cold. Stood on top of the bare hillside of a winter's Saturday morning with the wind whipping every last scrap of heat from my body, looking at a 100-plus entry made up nearly entirely of 250-450cc enduro bikes, suddenly the idea to compete on the Yamaha XT660Z Ténéré seemed a mite optimistic. It hadn't escaped my notice that it took

three of us to push the Ten up the ramp into the van. Nor had I missed the fact that the promised new knobbles had not arrived, so the Ténéré was standing on some very tired OEM-type road and track hoops. It was entirely stone-stock standard, complete with silly oversized plastic UK number plate (sure to get broken inside of the first track). Still, having made my plans public there was



nothing for it but to tough it out. Fortune favours those acting – if not exactly feeling – brave.

So I set off on my minute. Or rather someone else's minute, for having scooted away from the line I dutifully sat trackside for a few minutes expecting our Alex to arrive with his WR250R and a camera bag ready to document such triumphs or misery as would unfold. Only he didn't show, so off I went. And it was cold. Cold enough to be thankful for that neat wee fairing the Ten sports, it takes the edge off and when you're looking to cut a 60mph swathe into the teeth of the freezing gale, that is enough.

About five minutes in, sure enough, I found a challenge. Following a muddy single rut along the bottom of a block of pine forestry suddenly the course turned left and upward, in the biggest possible way. With no run-up I got a quarter of the way up before losing traction and having to lay the Ten down. By good fortune two marshals were on hand and, bless their youth, they gave the Ten enough of a push to get it going upwards again. And so I made the climb, albeit I had to hop off and run it over the crest. Then, of course, I took the obligatory five-minute breather as old men need. Still, I'd got up a hill of such steepness and slipperiness as I wouldn't even consider on a 1200GS. In a fashion.

The Ten's character was impressive though. That motor is a gem. It's way underpowered by modern comparisons, but it'll slug away doing a steady 70mph on the road, while on the tracks the bottom-to-mid is just enough for it to pootle along quite economically – pick a pace (the motor likes to pop along, don't overly lug it sub-3000rpm) and stick with it. There are just the five speeds in the gearbox,

but the torquey nature of the motor made those stretch well enough. For rallying we'd lower the gearing with a tooth off the countershaft sprocket, but for adventuring that gearing is fine.

Handling off-road was initially sketchy. The guys at the Yamaha Off-Road Experience had brimmed the tank for us. Nice to have all that free juice, but 20-plus litres is some weight penalty when you're trying to ride enduro type terrain gone bad. As well the tyres, without rim locks, were running at a positively buoyant 20psi, which combined with well-rounded knobs meant marginal grip in the loamy gloop. And added to this was some pretty basic suspension action. Almost immediately I could feel the lack of damping in the forks, so each bump, each step, each rock, would transmit something of a shock through the bars, tiring my arms. The rear shock felt better, but only just.

That first hour of a loop (25 miles) was quite some exercise... Bumping over roots, dug out on both sides by spinning wheels. Launching at climbs scattered with stricken enduros (and surprisingly making it up – by the skin of my teeth). Then slithering down the odd cliff face, buttocks clenched as tight as said teeth, swearing sweet Jesus all the way down, fearing getting crushed if I was to lose the front. But I got round. So at the end of that loop I dropped the tyre pressures to 15psi – as low as I'd dare and a touch risky, there was a lot of flint around – to make the next lap better.

And that worked, the second lap went well enough, and with less fuel and more grip the Ten behaved remarkably well. We got a breather at the halfway mark where a keen rider had spun his KTM off a wooden bridge, gone through the four-by-two plank guardrail and dropped into the rocky

▷ stream below (not a soft landing by all accounts) – so the organisers had needed a clear track to allow the ambo staff their access. Then in the lap-closing special test, on the last evil climb set in deep sand the Ten finally ran out of ground clearance (in a rut) and came to a halt. Of course this happened just as 10 mad-keen enduro riders turned up – causing utter mayhem. One of them looped-out onto the back of the Ten, but surprisingly there was no damage. And in the middle of the sand storm created by whirling Metzlers and Michelins I managed to turn the Ten off the hill and back to the bottom. Needing a clean run, I then hiked back up and pulled three enduros over the hill before going back for the Ten and by good fortune managing to power over the top the second time of asking.

The third lap (of a scheduled four) was my undoing. Around halfway I started

suffering cramps in my left forearm – that heavy cable-actuated clutch combined with a tallish first gear was becoming hard work. I was having to stop after the technical sections and bang my frozen claw of a hand to release the death-grip and get the fingers moving again – more freaky than painful. Then finally, within a mile of the end of the lap, I must have kissed a sharp rock in a stream crossing for the rear tyre went flat immediately and simply spun on the rim. Game over. If this were the bush, on an adventure ride, it would be a messy puncture repair situation. As it was, the marshals arranged a farm quad and a towrope (and given that super useful alloy loop attached to the bottom yoke we pulled the Ten up the hill to the finish.

The story doesn't quite end there. One Nathan Best came to my rescue with a tube and rim lock fix (as detailed in last issue's editorial). And I have to say, in the



SPENCER CONWAY

100,000km on the Ténéré (and still counting)

The Yamaha Ténéré is a superb adventure bike. Lets get that out of the way. I have been riding since I was five years old. I won't list my bikes but the Ténéré is my top. I have had the bike since 2009 and its first test was to circumnavigate Africa through 34 countries and 55,345 kilometres. I had zero problems except the bike doesn't take too kindly to being shot – the bullet hole in swingarm is not standard. Oh, and I had 15 flats at least. I am now the Speedy Gonzales of tyre changes.

My biggest aim in riding is to try and find secondary dirt roads and consequently I probably do a 70/30 split in favour of dirt roads. This is an ideal bike for this type of rough riding. If you are more of a long distance asphalt tourer I would recommend you look at a different bike. It is a very upright bike and fairly high so might not suit the vertically-challenged rider. By its very nature it is not the smoothest of rides and has a bit of vibration from the single cylinder. I prefer to think of it as a workhorse that doesn't want to give up. The 17- and 21-inch tyres are set up well for off-road. I prefer TKC 70s and Michelin Sirac. You can throw this bike around. If you are a good rider this bike will go anywhere.

The second challenge I faced was a circumnavigation of South America. Because of the success of my TV series 'African Motorcycle Diaries' I decided to take a camerawoman with me.



Spencer is an accomplished adventure rider and filmmaker. You can find more details on his world circling travels at www.spencer-conway.com

Who better than my girlfriend Cathy Nel! The bike dealt perfectly with two people and I can honestly say I often forgot there was anyone on the back. We completed a journey of 58,013 kilometres through all 13 countries. I was offered other bikes for free before South America but declined. I want my Ténéré to circumnavigate every continent. Can it do it? Yes. If you are looking for a quiet super smooth ride, don't go here. But if you want confidence in rough terrain – you have it. And I still have the original seat! I love this bike. Ride on people!

process of that work I was impressed by the rugged nature of the Ten's axle, nuts and adjusters, there's nothing feeble in the Ten's build. So we were ready to go again for the Sunday – reluctantly ready, I must admit. Only day two of the Brechfa never happened, for a snow blizzard blew in overnight. That wasn't the stopper – the organisers were still keen to go as the course was still rideable in their opinion – instead it was the lack of medical cover that the snow dealt. No ambulance, no medevac chopper. That still didn't stop me riding. Instead I got the Ten out of the Sprinter and rode it up and down the tracks where we, too, were snowed-in so Alex could at last get some images sorted.

So, the verdict? The Ten passed the extreme test. The tyre failed it, but at





no point did the Ten show any signs of weakness. The motor didn't boil, didn't lose power. Nothing broke off (not even the numberplate). I liked the fairing a lot – it's protective, and being like a modern rally fairing it's not obtrusive, so you can see your way almost as clearly as when on an enduro bike in the tough stuff. It's no enduro bike though, it's way too heavy for that, but for real snotty adventuring it's a great option, it can go places other adventure bikes only dream about. That ground clearance and its relative slimness really help. Yeah, for the jungles of Borneo, this is your bike.

What would I change? Smart money goes on upgrading the suspension. Possibly I'd remove the stock exhaust and fit a lighter aftermarket unit, too, just to save some weight. I'd fit proper enduro type footpegs as well, for comfort and security when stood up. The engine I'd leave stock. Everything else, in fact, I'd leave stock. It's not perfect, but it gets closer to being the ultimate adventure machine than so many others I could name. The tech may be dated, the weight may be borderline heffalump, but boy it works.

JULY BEHL

Nice bike, but no!



There's no denying the fact that the Yamaha XT660Z Ténéré is a stunning bike, especially in blue. I used to be a proud owner of this magnificent machine however, just like my girlfriend at the time, the relationship simply didn't work out. Unlike the rest of my bikes that are bought after spending countless hours on the Internet, reading reviews and watching every possible YouTube video on the bike, the XTZ was bought on an impulse. At the time, I used to own a Buell XB12 Ulysees and was looking for something a bit more versatile with some off-road credentials. Before I knew it, I'd placed the holding offer on a blue XTZ on eBay with 5000 miles on it. This particular bike had every conceivable travel and protection accessory on it and came overland ready. As I later found out, the bike was set up by a guy who was going on the Nick Sanders' Pan Americas tour, but sadly couldn't due to tearing his knee ligaments a week before the start of the tour.

I was over the moon when I bought the bike and I could see my mates going green with envy. Each time I'd take it out for a spin in London I'd always get countless thumbs-ups and waves. What happened? Why did I split up with the XTZ? For me personally, the power-to-weight ratio just didn't work. 47hp to pull a wet weight of 206kg just wasn't enough for the torque and pace I was used to. I toured Europe two-up, fully loaded and it seemed a bit lacklustre, especially the overall pulling power. I'm 6'2" and even for me the bike was quite tall and as a result I found it slightly unyielding and difficult to manage. As a matter of fact, I find my current comparatively heavier KTM 1190 Adventure R easier to manage than the XTZ. Each time I stopped on and off road, I had to make sure this 'leaning tower of Pisa' was parked flush to the ground ensuring it wouldn't topple on me. In summary, it was a combination of the power, weight and height of the bike – ultimately the manageability of the bike (read lack of muscle and poor riding skills) that did for it.

I was initially overwhelmed by the sheer gorgeousness of the bike and soon after the euphoria was over, I found myself overwhelmed by the size of it. I suppose the timing made a difference as well. I'd been riding the Buell, and other big bikes, prior to buying the XTZ and was probably hoping for the same power output in a lighter bike – which it wasn't. I don't dislike the bike at all and in fact, have fond memories of it, as I rode with the Mrs. for the very first time on this bike. Would I ride it again? Definitely, Yes. Would I own one again? Unfortunately, No.

July Behl is a regular adventure writer for RUST, you'll find previous travel reports from July in RUST #27, #29 and #35. You can also find more on his Pan Americas ride at www.thebigmotoadventure.com

SPECIFICATION

YAMAHA TÉNÉRÉ XT660Z

ENGINE: Liquid-cooled SOHC 4 valve, single-cylinder four-stroke
DISPLACEMENT: 659cc
BORE & STROKE: 100 x 84mm
MAX POWER: 35.0kW (47bhp) @ 6000rpm
MAX TORQUE: 58.0Nm (42.8lb.ft) @ 5500rpm
FUELING: EFI
STARTER: Electric
TRANSMISSION: Five-speed gearbox, wet multiplate clutch
FRAME: steel diamond shaped frame
FRONT SUSPENSION: 43mm forks, 210mm travel
REAR SUSPENSION: monoshock with aluminium swingarm, 200mm travel
TYRES: 90/90-21 130/80-17
WHEELS: wire-laced spoked wheels
BRAKES: Twin discs 298mm, Brembo twin-piston caliper – Rear disc 245mm
SEAT HEIGHT: 895mm
WHEELBASE: 1500mm
WEIGHT: 208kg (fueled)
FUEL CAPACITY: 23 l

YAMAHA TÉNÉRÉ XT660Z
the good bits at a glance



Screen & stacked headlights – great Dakar-esque design

23-litre fuel tank – awesome. Neat crash protection panels too

200mm travel shock plus aluminium swingarm – built solid too

Twin exhausts and a cat – weigh a ton and high up. Most swap these for a lighter non-cat system

895mm seat height – too lofty for some

245mm ground clearance – great for off-road (just add decent sump plate)

21" front wheel with twin discs – heavy but great for pukka off-road tyre choices

210mm travel forks – perfect length but better springs and revalve make them better

17" rear wheel – just fine. Add rim locks if you want to run low pressures

Detachable pillion foot rests – solo traveller remove these to aid luggage capacity

RYEDALE RALLY

7th & 8th JULY 2018



To register go to
www.enduro-neec.org.uk



▷ WHAT'S NEXT?

Yamaha Ténéré 700 World Raid

Yamaha has been teasing us with this model for over two years now; expectation is it will arrive as a 2019 model (having been disappointed this year, when Yamaha merely exchanged the T7 Prototype for a slightly more developed looking Ténéré 700 World Raid Prototype).

What is it? Well, we like Yamaha's statement of intent: "Many existing mid-size adventure models are perceived as being too road oriented and too sophisticated, and are unsuited to real off road riding. The adventure world needs a new kind of motorcycle that can offer the genuine long distance versatility and pure durability of the original Ténéré."

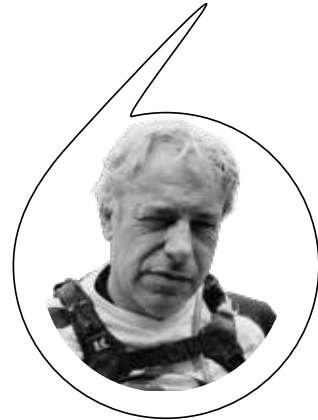
Main point of difference between the 660 Ténéré and the 700 Ténéré is the motor. In the old, a 48hp single, in the new, a twin that currently produces (within the MT-07 road bike) 73.5hp. It's a water-cooled, fuel injected 689cc DOHC four-valve parallel twin to be specific, but with 90° crankpin offset and a 270° firing order it's designed to ape the power characteristics and feel of a vee-twin. In all we're talking a fair – and arguably much needed – power upgrade for the mid-size Ténéré. Incidentally, the engine unit first debuted in 2014 (factory code name CP2),

and it's a proven winner for performance and reliability – ideal for the new Ténéré.

Apparently Yamaha have a Mark 2 frame in the World Raid prototype, with attention having been paid to lowering the seat height. Suspension looks a definite upgrade on the existing Ténéré, seeing as it appears to be USD Kayaba forks plus no doubt a new Kayaba shock. The low-slung exhaust will obviously help keep the seat height down, too, albeit the production bike will be lumbered with a catalytic converter, so it won't look as clean as it does now. Happily the Ténéré keeps a 21" front wheel – with twin discs, too – but we can't tell if that's a 17 or 18-inch rear hoop.

What will be most interesting to find out will be the price. The important starting point here is the fact the MT-07 is a budget-priced bike, so the base materials, if you like, aren't super expensive. Which is good news as there's been some inflation in adventure bike prices of late and certainly there's some desire (from the demand side of the market) to see more modestly priced offerings come to the showrooms. We're hoping the new Ténéré doesn't become so exotic as to attract a big ticket. By comparison, in the UK, Suzuki sells their road bike SV650 for £5699 while the V-Strom 650XT adventure model (with the same motor) is priced at £7899. So with the MT-07 up for £6349 using a similar relativity we could see the new Ténéré priced below the £9,000 mark (say \$10,500 in the US). The closer it's priced to the V-Strom XT the better. Let's hope... 🍷





CHRIS EVANS'

A SERIES OF UNEXPECTED GOING TO PLANS

Our man Evans has been on the trails, scouting. And, contrary to all his previous experiences, he's found it to be an entirely agreeable and constructive process



Normally, when I do the recos (reconnaissance) for a new route, it's just me, a trip meter and a large roll of paper. If I'm really lucky I manage to persuade a friend to come along for the run through at the end. It usually takes me six weeks to put together three days riding and it can be a lonely experience. On the recent Trail Desert Challenge by Rallye du Maroc recos it was all very different. For a kick off were weren't in France but, as the name suggests, Morocco, and as we were looking for pistes for big trails rather than single track for enduros we were able to do it in a 4x4, well actually two 4x4s and a KTM 990. So not lonely at all. We were however an eclectic bunch. I was up front with our Moroccan guide Essidik, a thirty-something who divides his time between

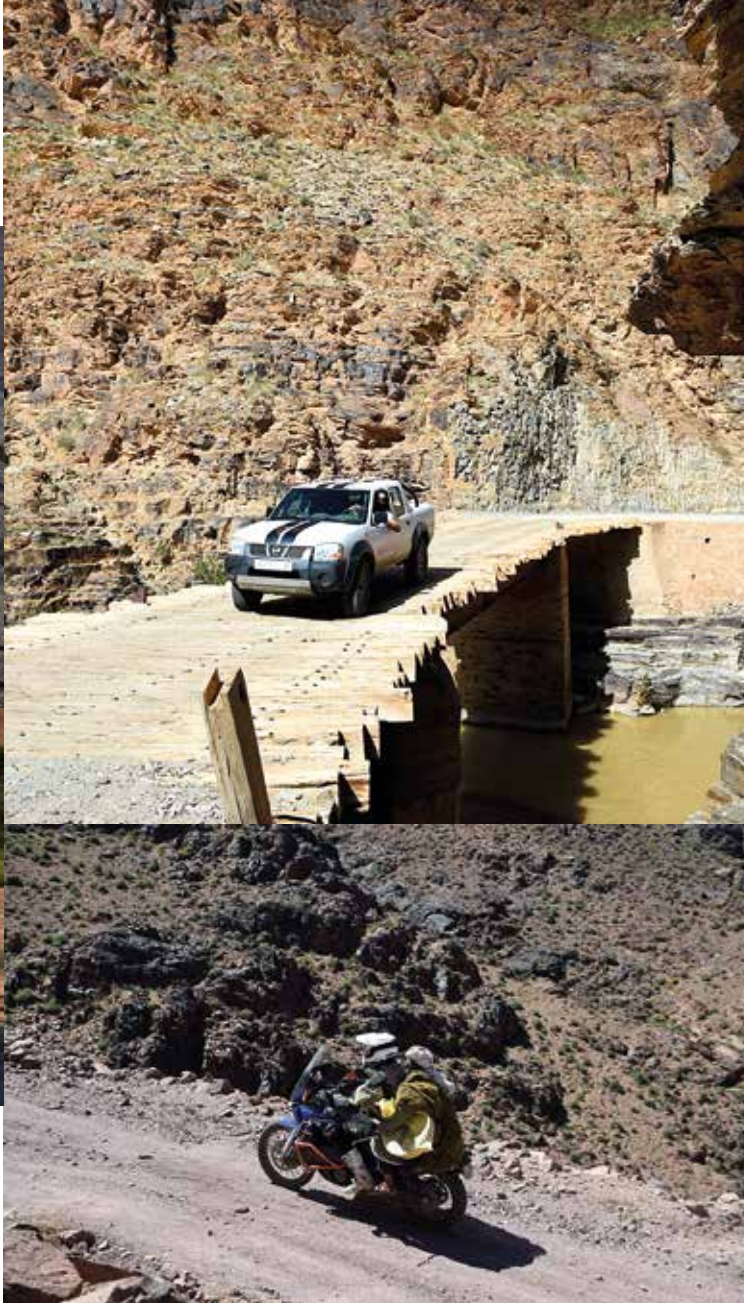


his birthplace and Belgium. Behind us was a retired architect / photographer / full time communist Francois who'd lived in Morocco for over 10 years. Alongside him and occasionally on the KTM was Rodolphe, the editor of French publication Enduro Mag, who'd also spent a considerable amount of time in North Africa. I knew Rodolph a little before we went out there but the others were completely strangers to me. So although I was glad to have the company I was also a little nervous about how we'd all get along, all alone in the Atlas Mountains.

Especially as we only had two weeks to validate a route roughly put together by our employer David Castera, ex-support rider for Stephane Peterhansel, ex-Sporting Director for the Dakar Rally, ex-Peugeot co-pilot for Cyril Despres and

the last man to win the legendary Gilles Lalay Classic. The CV of someone who doesn't suffer fools gladly. He was running parallel to us with his own reconnaissance crew doing the rally route and so we'd inevitably be meeting up with him on a regular basis and obliged to report on progress.

And progress didn't get off to a very auspicious start. The planned route of the first day proved way too long and after three days of trying to find a solution we were forced to abandon two-thirds of it. This was pretty much entirely at my instigation and didn't make me very popular with anybody. The reason I pushed for this somewhat radical solution was that I knew that if we got the first day wrong it would impact on all the other days and we'd waste even more time. To



their credit my three crew mates and our boss took the decision with good grace and after that everything went unexpectedly according to plan.

The first thing that went unexpectedly according to plan was the way we worked together. Apart from being a little bit stubborn, the other trait that makes me difficult to live with is that I'm a very nervous passenger. I mentioned this to Essidik even before I'd got in the car and despite the fact that we had to get a move on and drove some pretty hairy tracks I never felt nervous with him behind the wheel, which he was constantly, while I messed around with maps and GPSs alongside him. I can't begin to tell you how happy this made me. The fact that I could look down at all the navigation gear we'd bolted to the dash and make notes in complete confidence while he charged over the mountains made my day much more bearable.

Obviously I spent less time in the company of Francois and Rodolphe, but we were constantly chatting away on the radio and managed to make intelligent

choices together without anybody's ego getting in the way. Plus in the evenings we has a really good laugh. In our own little ways we were all – how can I put this politely – a little different, with somewhat eccentric career paths, but everybody was very considerate to each other, almost polite in a rough and tumble kind of way, and it made a big difference both to the experience and the quality of the work we did.

The other unexpected aspect of the trip for me at least was the outstanding scenery. Now I've spent plenty of time in Morocco in the past on different rallies and to be honest I'm a bit deserted out. Sand has never really been my thing, but mountains, well that's a whole different story and in the High Atlas I was in scenery heaven. The landscape shifted from Cedar forests in the north to black

IN OUR OWN LITTLE WAYS WE WERE ALL – HOW CAN I PUT THIS POLITELY – A LITTLE DIFFERENT

volcanic rocks in the south but there was water and greenery everywhere and it really was a feast for the eyes. Thanks to Essidik we also had a lot of contact with the locals and they were all unbelievably welcoming and helpful and we regularly stuck them in the back or on the bike to guide us over various mountain passes, much to everyone's amusement. As a result I now know a surprising amount about how nomadic shepherds move their flocks as a function of the seasons, and have drunk enough mint tea to last me a lifetime.

Incredibly we actually finished the first run through of the five-day route a day early, leaving enough time to make sense of our notes and finish our Excel sheets featuring lunch stops, short cuts, difficult options, the locations of the different challenges (navigation, regularity and trails tests) and a whole host of details that go into putting together this sort of trip. I am almost certainly biased, but I reckon the itinerary we've put together is a pretty much spot on and I'm now really looking forward to going back out there in a couple of months to road book it. 🇬🇧



Road-book Enduro Tours in France

DATES FOR 2018

29/30/31 May	Cantal	EXTRA DATE 2 PLACES LEFT
6/7/8 June	Dordogne	
13/14/15 June	Cantal	
20/21/22 June	Pyrénées	SOLD OUT
5/6/7 Sept	Cantal	SOLD OUT
19/20/21 Sept	Pyrénées	SOLD OUT
24/25/26 Oct	Tréfle du Morvan	
7 /8/9 Nov	Dordogne	
21/22/23 Nov	Normandie	



All trips are priced at £560 (payable to ABTA bonded and ATOL protected UK travel agency S&N Pickford). Price includes 3 days riding, 2 nights half-board accommodation, loan of road book and road book reader, support vehicle and driver, an opener and sweeper and a classy T-shirt. Please don't hesitate to contact us if you would like any further information.

Chris Evans, Sport Adventure,
15 Faye, 71550 Cussy en Morvan, France
Tel: 0033 662 487190
chris.evans@sport-adventure.com
www.sport-adventure.com



STILLWELL'S SUSPENSION SMARTS



#2 SUSPENSION HEIGHT

There are a whole bunch of adjusters on your suspension which help immensely, but first you need to set the height of the suspension in your bike, as our guru Alan Stillwell explains...

Words: Alan Stillwell, Stillwell Performance Suspension
Images: JB

FORK TRIPLE CLAMP HEIGHT

Where your fork sits in the triples is a crucial component to the tuning of your bike and the overall chassis balance. In the first article (RUST #34) I had you set your forks at the factory spec, now we will tune on this a bit. Remember the Golden Rule: **MAKE ONLY ONE ADJUSTMENT AT A TIME!**

Leave your clickers/sag and tyres alone for this test, sliding the tubes up and down is our only change for now. Most suspension brands will have lines scribed into the upper tubes to provide guidelines for adjustment. Let's use WP as our example. WP has two lines on their forks. Over the years, different models/setup required using either the upper or lower line to get the type of turning and chassis stability the customer wanted. In general, sliding the tubes up from the first line to the second will give you a stiffer angle of attack on the front end, more tyre bite and quicker turning. This can be good for tight woods, slicing and dicing type of riding and tight races like Super Enduro. The drawbacks are more potential headshake, the front end turning too sharp and 'tucking under', and less overall stability at speed. Sliding the tubes down from the second line to the first will give a more 'raked out' feel, better stability at high speed and less aggressive turning, along with more chance of the front end 'washing out' in flat turns.

You have a lot of adjustability in your fork height, no matter what brand you ride. If you ride faster, more high speed terrain, or fast moto, whoops etc then running the tubes lower can assist you. If you carve tight trails, singletrack or do extreme riding raising the tubes might be the way to go.



CLASS NOTES

- 1 Raising the forks in the clamps will help it turn faster
- 2 Dropping the forks will aid stability (usually good for sand riding)
- 3 Reducing the sag in the shock helps the bike turn, but the shock will feel 'stiffer'
- 4 Increasing the sag, lowers the rear helping stability, but the shock will feel 'softer'
- 5 Practice with the different settings, see how it works for you
- 6 ...as always, one change at a time

tion you that the bike will behave like clickers have also been changed, and this can create confusion if you like the feeling of changed sag, but need a bit more/less compression/rebound in a specific area. Always remember-after making changes, reset the bike to your best prior setting and compare – it's easy to get confused and sometimes you can tune yourself right out of your good baseline while chasing improvements! 📺

NEXT TIME

Alan investigate bolt-on goodies and advises how they affect suspension. Stabilizers, linkage guard, skid plates, triple clamps – that kind of thing!

ASK ALAN

If you have any comments or questions for Alan, or would like him to address any specific topics, please drop him an email at SP@rustsports.com He'll endeavour to address these in his ongoing series on suspension.

It's a simple test that will take you 10 minutes to determine if changing the position improves the chassis. You will also gain knowledge that will help when you go from first gear singletrack on Saturday to ripping fourth gear whoops in the sand pit on Sunday. Note that, while these changes affect the entire bike, most riders will feel the majority of the change in the front end.

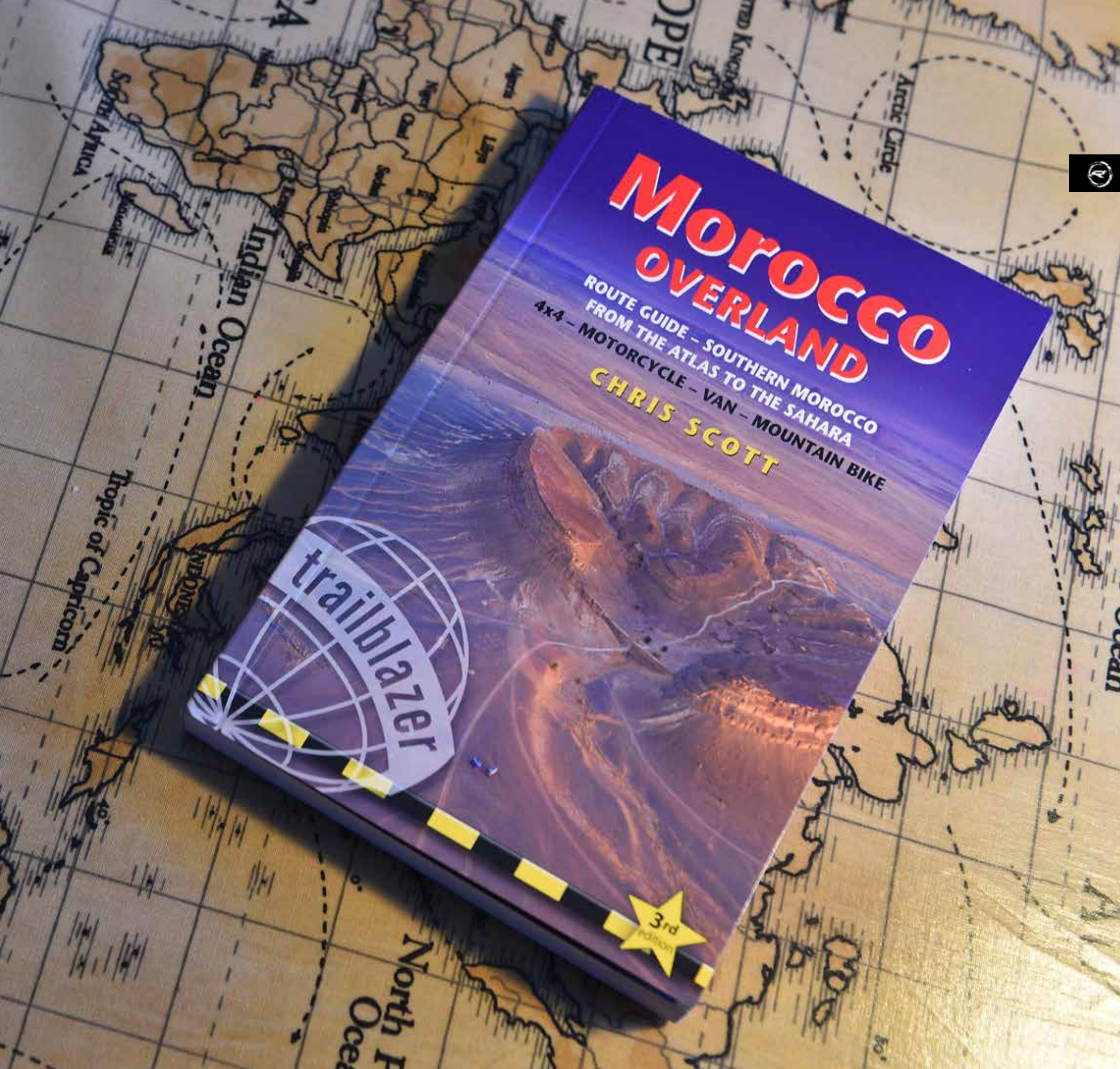
SAG TUNING

For most riders, if they adjust their sag at all they never touch it again. They are missing out on a great tuning tool that has

a dramatic effect on the chassis. Let's use some general sag numbers for our test. Say your recommended sag is 105mm. We are going to test at 100mm and 110mm. While some of the effect will overlap the example we used above with the forks, adjusting sag will provide a more pronounced feel to the back of the bike than the front. Changing to 100mm is going to raise the rear of the bike and the added preload of tightening the spring will create a feeling of running less rebound and firmer high-speed compression. The bike under braking will tend to 'stand tall' in

the rear, and it might create more fork dive in the front. It will turn sharper, and there is the possibility of the rear shock kicking a bit due to more weight transfer onto the front end.

By going to 110mm of sag you are taking spring preload off the shock, this feels like the bike is squatting more upon acceleration and has less high speed rebound, along with a bit less rebound. Most moves to more sag are related to a need for better high-speed stability. Turning will not be quite as sharp with more sag. Overall, I suggest you play with sag but cau-



STUFF


Morocco Overland by Chris Scott

£19.99 US\$29.95

Contact: www.trailblazer-guides.com

No question, Morocco is the go-to destination these days, especially for Europeans seeking adventure just beyond their doorstep. Until the political and social unrest settles down in neighbouring Algeria, this is where we'll get our wilderness and desert kicks.

And if Morocco is on your agenda then we urge you to start your trip with a tour through the pages of Chris Scott's most excellent 'Morocco Overland'. This is like no adventure book you'll have seen before. Some 240-pages long it gives nearly 80 pages over to some properly insightful and no-doubt hard won local knowledge and know-how. The pages that follow offer route after route based on what must be going on 30 years of wanderings in the region by Scott. To quantify: 65 routes, collectively 12,000km. And given these are routes Scott's ridden himself they're definitely moto-suitable (he grades the difficulty, the scenery) and there are even coordinates given for all the key turns and landmarks. The detail is mind boggling, yet the presentation is crystal clear – it's super-accessible. As the saying goes, 'you can't buy this stuff. Only it turns out you can – in this book.

It's so good it's now into its third edition and it's full colour, too. You could liken it to being a Lonely Planet guide for the adventure rider, only it's better than that. Even five stars doesn't do it justice. A proper tour de force.

Jon Bentman

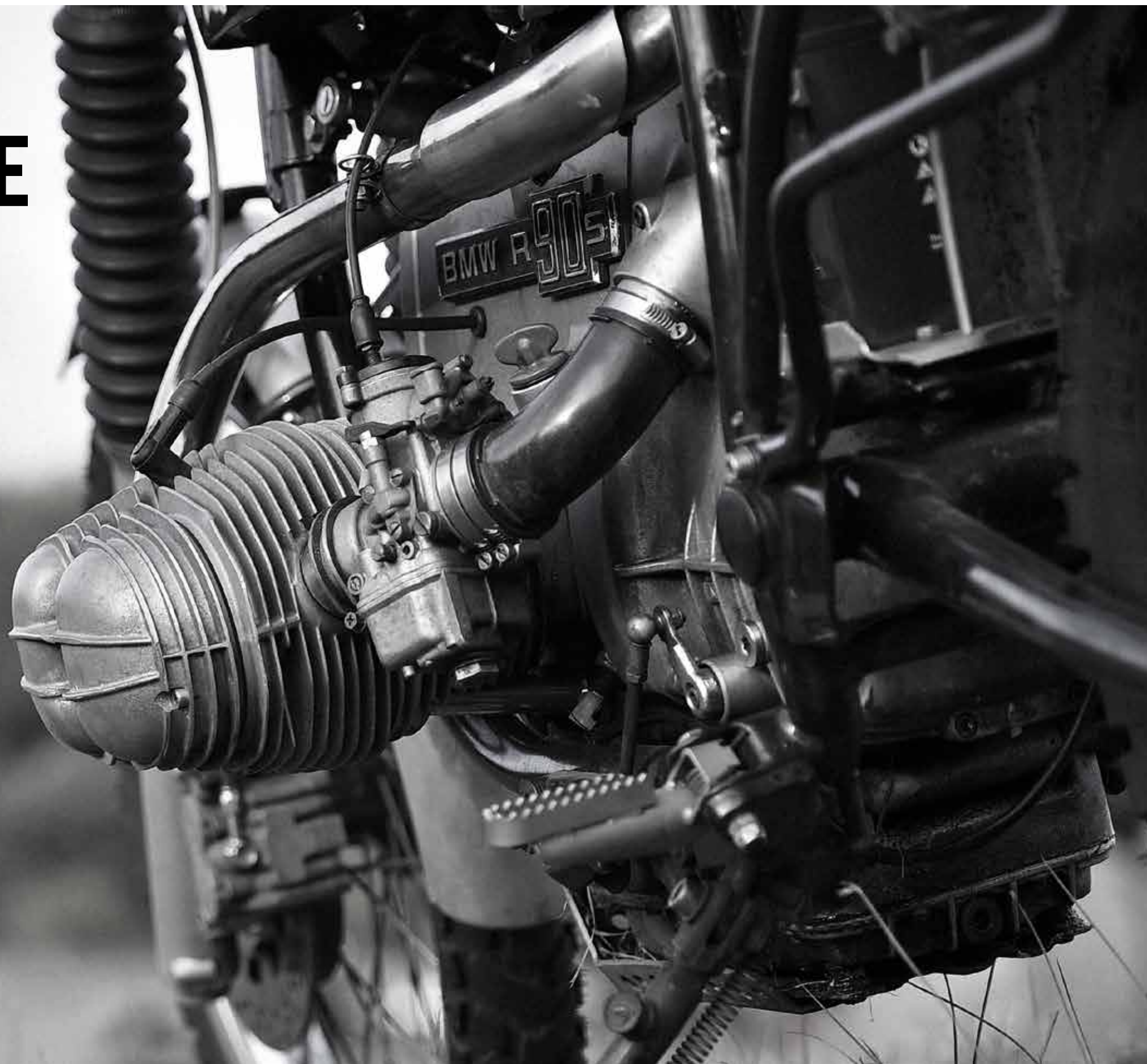
LONG DISTANCE INFORMATION

John May bought a BMW of questionable history back in 1985. It's morphed twice since then and travelled the world - but the mystery of its early years still haunts it...

words & images: JB



John May, a retired teacher from Wiltshire (in the UK), was resting in the gentle morning sun - post-breakfast - in the camping field at the Overland Event in Oxfordshire. His BMW sat next to him, clearly a machine of the 1970s, but such were the modifications - BMW didn't make GSs back then - we couldn't tell specifically what it was. ▶



“You’ll struggle,” said John, “because even when I bought it in 1985 I couldn’t tell what it was! The story I was told by the vendor was it was a one-off built by BMW to test the market reaction to the new 900s. At the time I thought that was just a lot of nonsense, it’s just a bitza I said to myself. As it stood, it had the look a /5 but had the R90S engine in it, and gearbox, bevel box and twin discs. But when I saw the logbook and read that the previous owner was Park Lane BMW I gave the man the benefit of the doubt. To me it didn’t matter anyway as having paid just £500 for it – back then they weren’t worth anything – I was going to make an off-roader of it.”

Which he did. As John put it, he ‘cut it up’ to make a Dakar replica with long travel suspension, even painting it white to match the racers.

“I rode enduros on it, toured the US, it did a lot of stuff. But then I got

bored with that sort of 80s look and I thought what I really wanted was a 1970s ISDT look, so I took it apart again and it’s been like this for some time.”

Then just a couple of years back an incredible sequence of events unfolded.

“A friend of mine bought a house in Gloucestershire, it was a deceased estate sale the previous owner having died at the age of 93. Now when my friend was tidying up the garage, under the bench in the garage he found an old leather briefcase and inside was a single copy of Penthouse from 1973. In that moment my girlfriend arrived, he said take a look what I just found and when she started leafing through it she found an article on BMWs by LJK Setright. Given my bike and interest they both thought I should have it.

“So a weekend later my girlfriend hands me this old briefcase, says have a look. And I find the Penthouse – slight-





ly bemused at that – but she says look inside. And there’s this article about BMWs, and in a picture of the journalist riding a BMW is my bike, with that number plate, RGO 721L! So it looks very much like that story told all those years ago by the seller was true.

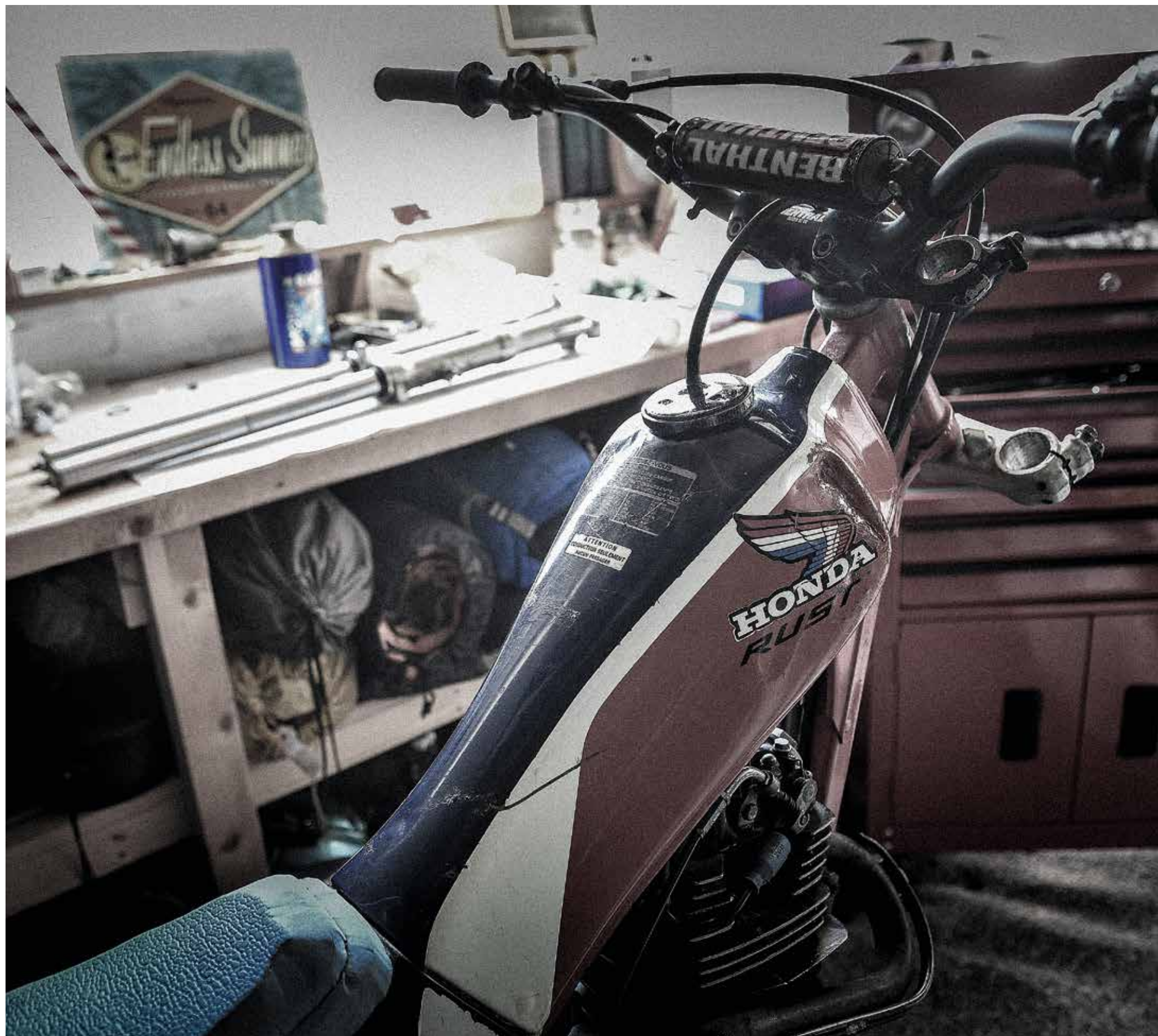
“And that puts me in a bit of a spot – the truth could be that I cut up the first R90S there ever was! So I’m not sure whether I should now leave it as is or put it back to how it first was.”

We have to say, we like it just the way it is. There’s a lot of one-off work that John’s put into the bike, work that’s ‘therapy’ John said given the day job. And given in this form he’s won three gold medals on it in Long Distance Trials, travelled with it to Russia, even road raced it at a track called Hunsrückring in Germany, then the modern history outweighs the old. It’s a fine bike with an amazing history, with a twist! 🇨🇪



YOUR CLASSIC?

Have you got an interesting classic or even modern bike build that you’d like to share in the pages of RUST? Drop us a line with a photo and a short explainer, if its good we’ll come right back to you. Send your email to editorial@rustsports.com



SLOW PROGRESS

You go to fix one job, then find another needs doing...

words & images: Jon Bentman



PROJECT TLR - THE STORY

Editor JB shipped his old 1985 Honda TLR250 back to the UK after it lying dormant in a New Zealand garage for over 13 years. It hadn't been prepped for storage, yet once released from its shipping crate and given a splash of old fuel it started fourth kick. Suitably emboldened, JB decided to recommission the TLR, and see if he can rekindle an affection (love would be too strong a word) for trials riding. So far just about everything he's touch has broken or crumbled. Check out RUST 13, 15, 19, 25, 27 & 34 for previous instalments.

Too many things going on right now, that's for sure. So work on the TLR is going at an all-time slowest of snail's pace...

1 STRUCK OIL
Yeah, a simple job – drop the oil out and refill. In fact I thought I'd do this properly, with a new o-ring for the filter cap and even a new screen mesh. So I warmed the engine and went to drop the oil. No biggie except it's at this point I noticed the filter cap is broken along the edge that retains the o-ring. So I hopefully fit the new o-ring and torque the cap back up hoping it'll be all right. Then refill with new oil and start it up. All good, only the cap leaks. Damn. Fortunately my friend John at tytrials.com stock new caps. All good, but that's another week lost as I faff about.

2 NO FORKING GOOD
Garage time is restricted right now. So I pop out there with barely an hour in hand and with best intentions to get onto refreshing the forks. First surprise is just how tight the fork clamps have been done up. Way over-torqued – either that or it's down to corrosion on the threads holding them tight. Eventually they release (I'd already taken the wheel out). But as I move the handlebars to release the second leg I can feel a suspicious notchiness that so far my undying optimism for all things TLR has kept me from noticing. I put the fork leg on the bench and go back to the bike and swing the handlebars back and forth. Sure enough they're graunchy as all hell and have a classic centre catch point where the poor bike has stood for 13 years not moving. Back to John at tytrials.com and I've a set of taper roller headraces on their way, too



3 HOME BAKE
Now here's where maybe one of you readers might be able to help. No matter what I've tried so far, including HD truck wash, nothing but nothing has come close to getting rid of the baked-on dirt that's sitting on the cylinder fins and around the crankcases. So my simple question is – does anyone have a recommendation? Answers to the usual address: editor@rustsports.com

4 SPEED UP
I said it last time, I need to get cracking. I've got a plan now, though, so hopefully by the next instalment I'll have the head bearings replaced, the fork seals replaced and nice new oil in the forks and have that filter cap replaced and all the fresh oil then happily staying within the engine. And then I should be



trailing. But by heck life does get busy. Inside the next month there's enduro riding in Portugal, an adventure test in the west country and a long haul out to Mongolia for the GS Trophy. So it's going to be June, realistically, before the TLR sees its next trial. I've lost half the year already. Sometimes I wonder why I even bother buying an ACU competition licence! 🇬🇧

THE MOUNTING COSTS

Valve stem seals	£16.56
Carburetor gasket kit	£12.04
Float bowl drain screw	£2.99
Spark Plug	£2.99
Air filter	£7.93
Chain & sprockets	£61.26
Sprocket circlip	£6.08
Exhaust gasket	£3.90
Rear sprocket bolts	£9.60
Brake shoes	£31.00
Fuel filter	£1.25
Pirelli MT43 front	£38.00
Pirelli MT43 rear	£58.00
Renthal 6" handlebars	£48.96
Renthal trials grips	£7.98
Tap & thread float bowl	£20.00
OZO Pro shocks	£150.00
Shock fixing (screw) kit	£13.00
OEM fork seal kit	£39.95
S/H original mudguard	£30.00
Taper head races & oil filter cap	£36.65
Total	£585.14



RUST TO RIDE THE

RALLYE DU MAROC



Inspired by Chris Evans' feedback from his recon of the RdM trails, here at RUST we've decided to take the plunge and give it a go! Here's how:

WARREN'S GOING LIGHT

Yep, Warren's been inspired by the new 'Enduro Cup' class which makes switching up from enduro to rally super easy, as organizer David Castera explained:

"The Rallye du Maroc is the shortest, the most economical, the closest to Europe, the one where the distances aren't excessive. In a word, the most accessible rally! I know the world of enduro well and the things that stop them trying their hand at rally raid. It is why Enduro Cup participants will have an electronic road

book - a first! Turn up with two tyres, two mousses and the right gearing. It's all you need."

So that's Warren's plan. He might take his Husqvarna FE350, but there's rumblings he'd prefer to run an FE500. We'll see. But he plans two R3 road book rallies in Portugal as preparation.

JB'S BIG ADVENTURE

For JB, the pull isn't the event itself so much as the country, having wanted to return to Morocco ever since riding an XR650 through the High Atlas back in 2008 (see www.rustsports.com/life/going-solo-in-morocco_2948.html). So the event's unique Trail Desert Challenge really works for him. Five days riding a course that's 50% piste, 40% road and 10% off-piste sounds perfect and with navigation exercises, bike control and regularity tests replacing the stopwatch there's ample opportunity to take in the scenery as well as the event.

What's he going to ride? There's a TBA set in that box, but the plan - let's see if this happens - is to ride there and back, too. This is an adventure ride with a frisson of competition. For preparation JB is riding the GS Trophy in Mongolia - that'll be 10 good days on a 1200 GS on the trails - and he's also eyeing up the Ryedale or Keilder Rallies in the UK, and most likely he'll join Warren on an R3 too. 🇨🇪



YOU COMING, TOO?

This stands to be a great adventure and we'd be keen to hear if any of our readers are looking to take part, too. It would be great to have you there with us. Now is a good time to check out the what, where, when and how's. So check it out at:

<https://rallyemaroc.com/> and www.traildesertchallenge.com/

SENA
#RIDECONNECTED



Motorcycle Bluetooth®
Communication Systems
& Action-Cameras

SENA 30K

Talk to up to 16 rider for a range up to 8 km (min. of 5 rider) with SENAs MESH-Technology. Additionally you can pair your 30K up to 3 other headsets via Bluetooth 4.1. It supports Audio Multitasking, Advanced Noise Control, Universal Intercom, FM Radio and much more.



10C

By combining SENAs global Bluetooth leadership, innovative headset devices and camera technology into one powerful setup, the SENAs 10C is a truly complete solution.



10S

Talk to four riders with Bluetooth 4.1, enhanced speakers, increased intercom distance of 1 mile, FM radio and smartphone app.



20S EVO

The SENAs 20S EVO helps you enjoy your ride to the fullest by keeping you in touch with up to eight of your buddies, up to 1.2 miles away.

be connected, stay connected! #RIDECONNECTED

www.sena.com

DIRT BIKE HOLIDAYS

ride the dream

Motocross & Trail Riding Holidays in Spain
3 nights only £350 per person, non-riding partners stay FREE

You'll have 2 days riding on our new Fantic 250cc trail/enduro bikes with matching 'Answer' riding gear. Everything you need is supplied, (helmet, boots, body armour, goggles, etc). You will be staying for 3 nights in our fantastic villa set in the Andalusian mountains. Before riding you will be served a cooked breakfast.

Our trails cover a variety of terrains and will be matched to suit your ability/experience. You will be accompanied on each riding day by Steve, our qualified and expert guide who has many years experience and local knowledge.



The villa is approximately 40 minutes drive from Malaga airport.

We are happy to arrange a pick-up and drop-off service, or if you prefer, self-drive hire is readily available at Malaga Airport.

Call or visit the website for more details.

Villanueva del Trabuco,
Malaga, Spain, 29313
UK: 01442 234233
Bookings: 07453 260841
E: dirtbikeholidays@yahoo.com
www.dirtbikeholidays.com



HORIZON ADVENTURES

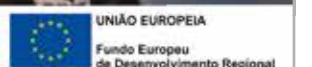
+351 912 235 241 +351 913 674 085
pedro@horizonadventures.pt
joao@horizonadventures.pt



RALLY-RAID PORTUGAL SERIES 2018
Round 2: 8 - 10 June, Fafe
OFFROAD TOURS IN PORTUGAL 2018
OSSA SPIRIT TOUR, 3 DAY TOUR
EPIC MONTARGIL TOUR, 4 DAY TOUR
THE BIG LAKE TOUR, 5 DAYS TOUR
ATLANTIC ODYSSEY TOUR, 6 DAYS TOUR

www.horizonadventures.pt

What's the next adventure on your horizon?



Fundo Europeu de Desenvolvimento Regional

Contacts

RUST SPORTS LTD

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

Editor: Jonathan Bentman
editor@rustsports.com

Designer: Rich Page

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

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

Managing Director: Warren Malschinger

Contributors: Alan Stillwell (USA), Chris Evans UK/FR)

Thanks: Jeff Turner at Yamaha Motor UK; DJ, John and the boys at Yamaha Off-Road Experience for prepping (and cleaning afterwards!) the two Yamahas; to Dylan Williams and the Dyfed Dirt Bike Club, to Papa Bentman for the accommodations in snowy Wales; to Alix Gravett at Mercedes Benz and to Paddy Tyson at the most excellent Overland Event (and magazine).

Copyright: RUST Sports Ltd. All rights reserved.

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

Image: KTM / Marcin Kin

