

Issue #16

www.rustsports.com

RUST



New Metal

Taking a look at the latest offerings from Suzuki, Honda and KTM

BMW R nineT Scrambler

Will it make a good adventure bike?
Only time (and July Behl) will tell...

Adventure Country Tracks

Touratech's ACT Tour of Portugal

RUST Interview: Tom Sagar

We talk to the Sherco factory rider about the European Enduro Champs & more...

www.rustsports.com



29



44

3 EDITORIAL

JB finds the ISDE rules a little unfair...

4 GALLERY

Twenty times world trials champion
Toni Bou, in action!

5 GALLERY

If you look very carefully,
there's a KTM in there somewhere...

9 THE NEW HONDA CRF450RX

Honda re-enter the world enduro scene
with an all-new CRF450RX...

13 THE THREE AGES OF A RACER

Interview with Tom Sagar, enduro stalwart and
2015 European enduro champion...

23 THE NEW KTM ADVENTURES

With Euro 4 regs to comply with, KTM have
re-jigged their vee-twin adventure range...

29 BMW R NINET SCRAMBLER

The Scrambler has finally reached the UK and
we were ready and waiting for a ride on the
first day of its UK release...

40 SUZUKI V-STROM

The 650 and 1000 V-Strom have been given
a spruce-up for 2018 (*available in '17*), and the
1000 has finally been given the XT treatment...

44 ADVENTURE COUNTRY TRACKS

Touratech's Adventure Country Tracks
programme is set to bring real adventure
closer to everyone!

COVER IMAGE

Acerbis





STRANG(E) DAYS

BY JON BENTMAN
PHOTO: FUTURE7MEDIA

AS I WRITE this editorial it's Day Two of the 2016 International Six Days Enduro at Navarra in northern Spain. Already the competition has been turned on its head. As early as the fourth test of Day One the defending World Trophy champions, Australia, were effectively ruled out of the competition. Team rider Josh Strang tumbled, fractured his ankle and so DNF'd. Without his score the Aussies are finished. So much effort, so much fundraising, so much in the way of logistics have all come to naught for the Aussies. It's a sad state of affairs.

The key issue here – which isn't being properly reported – is that in previous years' ISDEs the Aussies would still be fighting for honours right now, even without Strang. The pertinent point being the rule change for this year that reduced the World Trophy teams to four riders and the World Junior Trophy teams to three riders also brought with it an *'all-riders scores must count'* clause.



Josh Strang



On a brighter note Team GB's World Trophy team was lying third after Day One, top work by the lads!

This means the Australian team is given a three-hour penalty for each day they don't have that fourth rider. Even if all the other teams lose a rider on Day Two, how can the remaining riders in the Australian team recoup the three hours penalties from Day One alone?

In a competition where the differences between the top teams is measured in mere tens of seconds per day, to claw back that one-day deficit of 10,800 seconds (*even if every other team loses a rider on day two*) over the next five days is simply impossible. Just as a jump-start ride-through penalty in MotoGP spells game over, so the Australian World Trophy team may as well have packed their kit at the end of Day One, saved the expenditure on tyres, fuel etc and simply gone home.

Ironically in the Women's Trophy category the FIM has effectively allowed for a rider loss by maintaining the worst-score discard rule, so while Australia's three-woman team (*also*) lost arguably their strongest rider (*Jess Gardner*) on Day One, with a '*best two results from three*' rule in operation, Australia still led the Women's category at the end of the day. A more stark contrast it's hard to imagine.

It is a mighty shame when rule changes like this aren't fully thought through. The ISDE, so often called motorcycling's Olympics, is a flagship event. It is for all the federations of the world, for so many typically amateur sportsmen and sportswomen, such a major investment in time and money. To create a rule that leads to such an outcome does not (*in RUST's opinion*) constitute good race management. We can, for now, but share sympathies with Australia (*and the Austrian and Colombian teams for that matter, who suffered the same fate on Day One*). And hope for next year this rule gets sorted. Too late of course, but better late than never...

PS. Clearly this will be a matter of some debate, if you've got thoughts, opinions – anything constructive – to say on the matter do be in touch at editorial@rustsports.com we'd like to hear from you





Bou to the King

Heck, this is weird, for the second consecutive issue we're featuring a trials bike in Gallery. No excuses though, we need to pay due respect to Toni Bou for achieving an incredible tally of world trials titles. In September, Bou sewed-up his tenth world trials crown to add to his tenth world indoor trials crown secured early in the year (*that's 20 world championships in total, of course*). Yep, the Catalan ace has held a lock-out on both titles for an incredible decade – 2007-2016 it's all Bou. You can add to that 89 world championship round wins plus 48 indoor world championship round wins. And all of these with the same team and the same bike – team Repsol Montesa Honda and the Montesa Cota 4RT. Fair play!

Images: HRC





Magnificent Morocco

KTM can always be relied upon to provide an excellent picture library for each new model they make. For their 2017 adventure models, among the studio statics, they created some beautiful images of the new models playing in Morocco. Looking at this shot of the new 1290 Super Adventure R we'd suggest this is in the High Atlas. This shot certainly begs us to get out there – and this is the right time of year for Morocco (*it's cooler*). Yeah, inspiration if it was needed.

Image: Chytka M., KTM



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 Pt1.
Tested – Products for the Honda
CRF250L. Gary Freeman column



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



ISSUE #8
Yamaha's 'new' WR250 tested,
the Royal Enfield Himalayan
adventure bike, Iron Men – 3000
miles off-road on Harleys!
The Adventure Motorcycling
Handbook – 7th Edition.



ISSUE #9
Duel – Two riders, two KTMs,
one title, Ivan Cervantes and
Matt Phillips battle it out.
The Yamaha IT490, 40 years on.
Tested – Kit reviewed by Josh
Snowden...



ISSUE #10
700KM on a KTM450EXC.
Looking for Mexico with Thomas
Wielecki. Tested – Warren and
JB on the latest kit, plus a
column by Chris Evans...



ISSUE #11
2017 KTM model range tested.
EnduroGP the new face of
World Enduro by Pitgirl. Gary
Freeman with more MX insight...



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



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



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



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



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

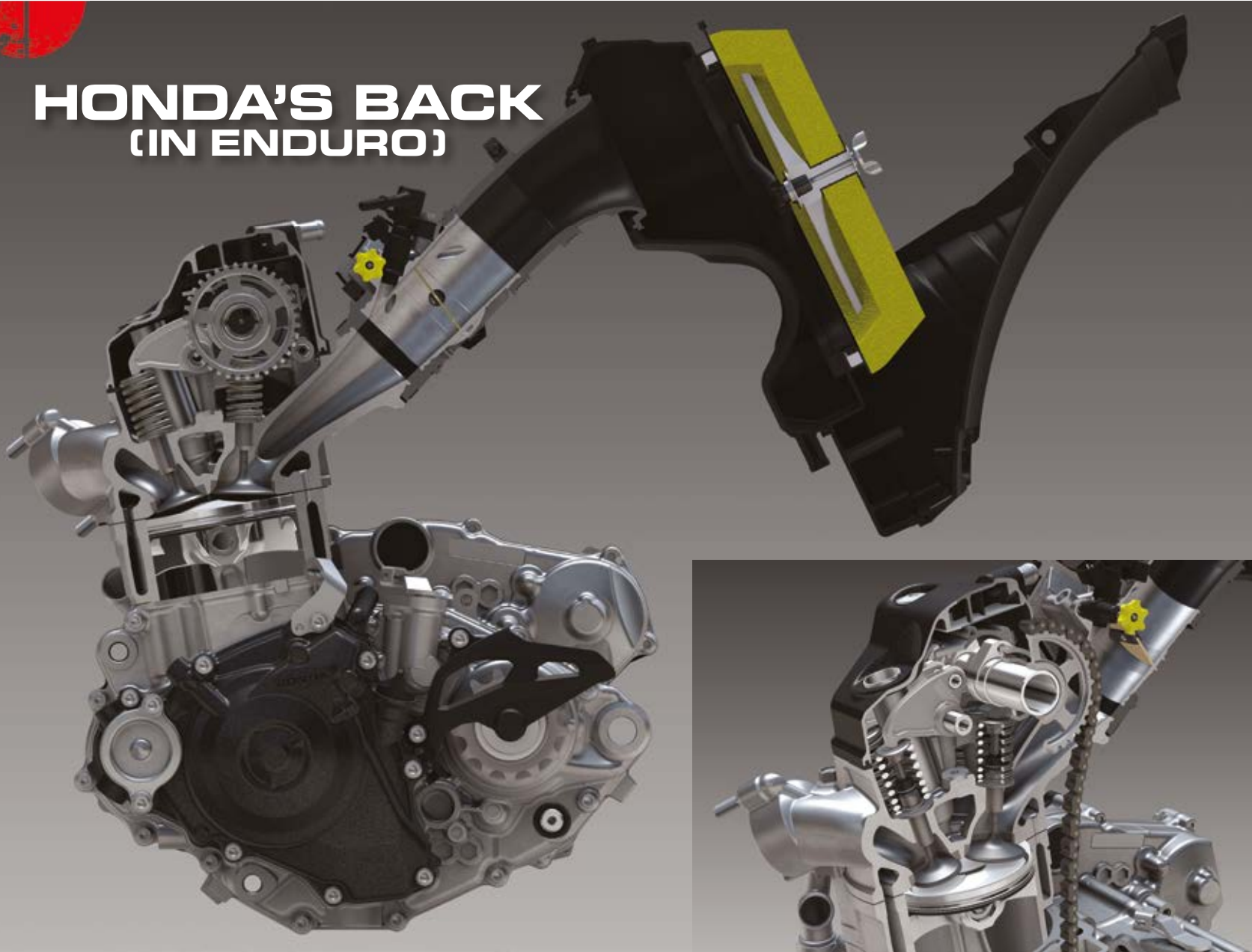
HONDA'S BACK (IN ENDURO)

We've waited a long time, but at last we have a new Honda enduro – and it looks pretty potent!

HONDA DO THIS. Virtually since they began with the XR range back in 1979 (*with the XR500*) – the big revisions have come on a ten-year cycle, with very little by way of upgrades in between. That said, Honda make great bikes and you only have to check out the residual values on old XRs and (*since 2004*) CRFs to see they are highly regarded and long-lasting. And we should mention, in the States at least, tuners have a knack of keeping them competitive long after it would seem probable. So while the existing CRF450X (*launched in 2005*) is seriously long in the tooth, it's still a rock-solid machine.



HONDA'S BACK (IN ENDURO)



For 2017, though, we have a new CRF off-roader, the CRF450RX. We hesitate to call it an enduro as Honda have skipped on making it a street-homologated model. In the States the RX will meet EPA emissions standards for closed-course riding, but it's not going to be street legal there, or elsewhere – subject to private owners modifying and registering under local laws (*which will happen*). Oh, and we can anticipate certain specialist companies also modifying and then selling street-legal versions as often happens, for example the likes of HM Moto in Italy.

Of course the RX is not hot news for we've known about it since the big reveal at the Dutch MXGP in late August, but we're anticipating an imminent launch-test, so it's best have a good look at it now before we get all excited about the riding.

So here's what it's all about

It's based on the 2017 Honda CRF450R. This is a major step into the future, given the existing CRF450X is based on a 2004 model! Yes, the RX is virtually a 2017 CRF450R with a short list of off-road mods. And Honda, like Yamaha with the latest WR450F, have kept the engine virtually unchanged (*power-wise at least*) from its motocrossing sibling. So if the 'crosser can pump 60bhp, then so can the RX...

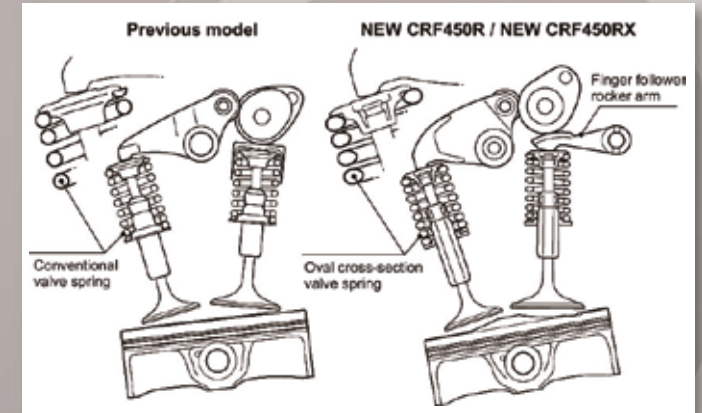
It's worth noting that the 2017 CRF engine is all new this year with the Unicam head much revised, now incorporating a finger-follower to allow increased valve lift. With a narrow included valve angle Honda have moved the layout toward



HONDA'S BACK (IN ENDURO)



The all-new engine features single cam with a finger follower to allow for increased valve lift



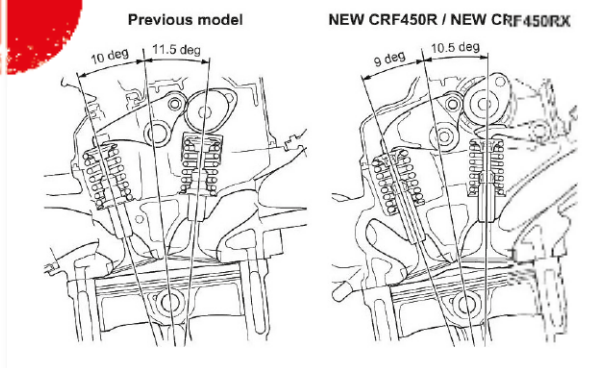
being a more efficient (*and more powerful*) downdraft intake design, making this Honda's most powerful CRF yet with 11% more top-end than the 2016!

So the engine varies from the R motocrosser variant only by way of revised engine mapping (*including a choice of three maps via a switch on the handlebar*), a different flywheel (*presumably heavier*) and an electric start as standard (*an option on the R*) with kickstart backup.

The chassis is enduro-tuned

The chassis is the same as that for the R, that being a now sixth-generation version of Honda's aluminium twin-beam frame, which for this year (*as seems to be the trend with all manufacturers*) has been refined by way of reduced torsional (*front-back*) stiffness. Also, as we've seen elsewhere, the head steady is made to a different stiffness to create a more





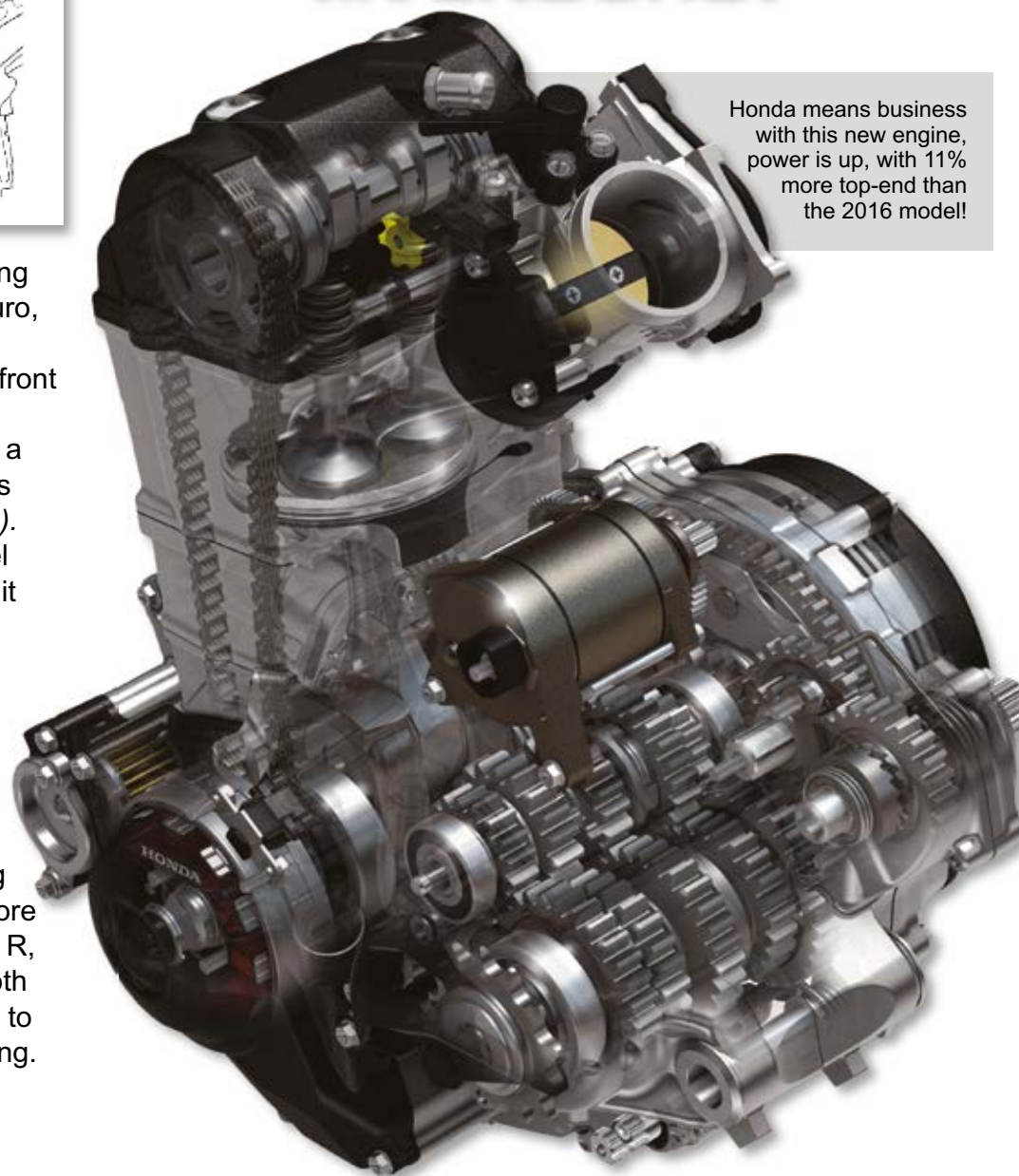
'comfortable' feel for enduro. The damping on the suspension is also tuned for enduro, while the shock features a lighter spring. Those are beefy 49mm Showa forks up front (*this year we're back to conventional coil-spring, not air type*). The fuel tank is a little larger on the RX too, about 8.5-litres (*the measurement given is 2.25 US gals*). Plus there's a side stand. The rear wheel has been swapped to an 18" hoop, to suit enduro tyre fitments. Tyres are listed as Dunlop Geomax AT81s.

The off-road additions lift the claimed weight from 110kg for the R to 118kg for the RX version.

But it has an MX gearbox...

There's no word of the gearbox featuring differing ratios. It would seem it is therefore the same five-speed unit as found in the R, although the rear sprocket gains one tooth to marginally lower the gearing, possibly to make first gear lower for tight woods riding.

HONDA'S BACK (IN ENDURO)



Honda means business with this new engine, power is up, with 11% more top-end than the 2016 model!

First impressions

For racing cross-country type events in the US the RX is more than likely going to be super-competitive. For European enduro, well, we'll have to wait and see just how well the engine remap smooths the power delivery, European forests are tricky places. The RX is though, clearly intended as a far more competitive machine than the CRF450X was on its launch; this is a thoroughbred racer, not a trail bike. And here at RUST, yes, we're keen to see a CRF250RX too...!

2017 HONDA CRF450RX

SPECIFICATION

Engine: 449.7cc liquid-cooled single cylinder four-stroke

Bore & stroke: 96 x 62.1mm

Compression ratio: 13.5:1

Fuelling: PGM-FI with 46mm throttle bore

Transmission: Five-speed gearbox, wet multiplate clutch

Frame: Aluminium twin beam, with alloy sub-frame

Forks: Showa 49mm USD

Shock: Showa, Pro-Link swingarm

Front brake: 260mm disc

Rear brake: 240mm disc

Rake & trail: 27°22'/116mm

Seat height: 945mm

Wheelbase: 1457mm

Fuel capacity: 8.5-litres

Weight: 118kg

Special Issues

WWW.RUSTSPORTS.COM

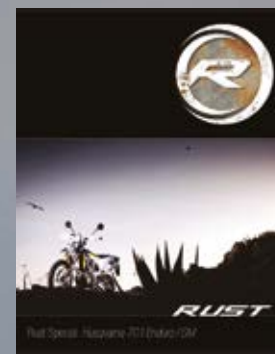
Subscribe for free at www.rustsports.com
and we'll e-mail you every time a new
issue comes out...



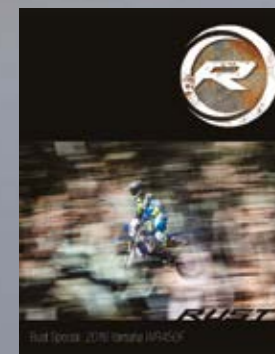
All material appearing in RUST is copyright to
Rust Sports Ltd and may not be reproduced in part or full
(including electronically) without the express permission
of the publishers.



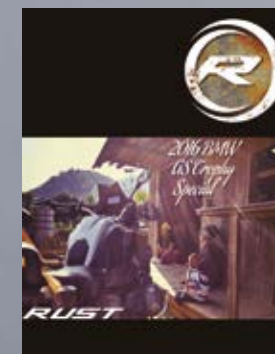
**HONDA CRF1000L
AFRICA TWIN
SPECIAL EDITION**
RUST gets the exclusive world's
first test of the new Honda
CRF1000L Africa Twin!



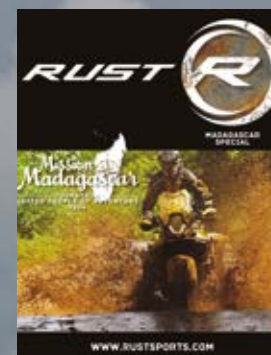
**HUSQVARNA 701
ENDURO/SM
SPECIAL EDITION**
Test of the new Husqvarna 701
Enduro and 701 Supermoto



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



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



**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...



The Three Ages of a Racer

Tom Sagar has raced the full gamut. From next big thing, to works world championship racer, to rapid vet (*well, very nearly*). But he's always been fast, always a rider to look out for. In 2015 he showed exactly how fast when he won the outright European enduro championship. But 2016 has been a learning year. Yeah, it's all part of the cycle of life...



TITIAN CERTAINLY DIDN'T have dirt bike racing in mind when he painted The Three Ages of Man, but here at RUST we'll steal from any table, or tableau for that matter. And while we like to champion the young new talent, heck – we're old – we can't help but relate to the older riders, those who have been through the three ages of a racer. These guys have hard-won experience, knowledge that can help all of us.

Tom Sagar, still only 30, has seen it all. A top youth trials rider, he's ridden at the top level in extreme and in the world championships – and made podiums at both. He's also fallen off that metaphorical horse and had to rebuild his racing career. So as he trips into the third age of a racer, he's got plenty worth listening to.

THE EARLY DAYS

"2004 was my first competitive year in enduro, in the British enduro championship (Expert class), which I raced while still riding the world trials championship in the Junior class – a bit of a mixed year! I won the Expert title that year and so moved up to the Championship class for 2005 – but I broke my arm that year and it was a bit of a rough year all in all.

"But 2006 was a bit of fun. I rode the European championship, in the E2 Juniors and took the title. I was riding a Honda CR250 two-stroke (motocross bike) in those early days – it was a lot of people's choice, you could ride it virtually

The Three Ages of a Racer



The Three Ages Of A Racer



stock, with just a little flywheel weight on it and a little suspension work. I was still new to it all back then, still working things out, but that was a fantastic bike.

"At the end of 2006 I got picked up by Julian Stephens (former tech to Paul Edmondson and David Knight) to ride in his British KTM team and together we won the overall British enduro championship, went to Erzberg and finished second and placed third in the world junior enduro championship. I was riding the KTM 450EXC, the old-old 450 as I think of it now! And to top that year I signed to ride for the Farioli KTM works team in WEC for 2008 and as a consequence I rode Juha Salminen's 250 four-stroke at the Six Days in Chile and finished fourth in the E1 class and 14th overall – and won a test outright. In all, a special year."

WORLD CHAMPIONSHIP MISFIRE

"For 2008 I rode the KTM 250EXC-F, but just couldn't gel with the bike. My British bike was fantastic, I won the British championship overall again, but my world championship bike just would not run. It was the engine on it – the chassis set-up was fantastic, I could ride it as fast as anybody – but I couldn't get the power to where I wanted it, it was a bit of a fight that year.

"That led into 2009 – another year where I went backwards. I was transferred to the Husaberg WEC squad – and the 'Berg was another bike that just wasn't for me. I could ride it in UK cross-country races and have no issues, but when we went to a British enduro or WEC I'd struggle and



struggle, simply unable to get it to turn. I still finished third overall in the British championship, but I wasn't getting the results I was looking for, I was getting beaten by people that I'd been destroying the year before.

"In all, those two years in the WEC were a let down. I'd won a round of the world junior championship in the US, but that was the only high point. If I'd had another year, on the KTM 450 in the world championship we could have done something, but the Berg wasn't for me."

BOUNCING BACK

"I went back to the British championship for 2010, to ride for Paul Edmondson on the new Suzuki RMX450. A lot of people couldn't get on with the RMX, stalling it and such, but I seemed to get the bike perfect, found a real good set-up and we got some cracking results, finishing second overall in the British championship and first E2. I had an amazing time with Paul Eddy, he made it a load of fun, he was a great training partner and with that it felt like we were moving forwards again.

"So for 2011 I stayed with Paul, we swapped to KTM and had some cracking bikes and a cracking set-up. We missed out on the overall championship to Greg Evans after I broke down on the second day of the Dyfi Enduro, I got it going again but ended up sixth having lost a minute on the going – and that cost us the championship. But we won the Sprint

The Three Ages of a Racer





RUST Enduro

"Yeah, I've had times where I thought, do I really want to be doing this anymore? But for now I definitely still enjoy racing my bike..."

The **Three**
Ages
Of A **Racer**





RUST Enduro

The Three Ages of a Racer

championship that year, that was back when the Sprints were on a high, some fantastic events.

"We changed brand again for 2012, onto a Honda CRF450. But this bike change didn't work, it was an okay year, I still managed second overall in the British. I think that year I'd have been better off on the KTM and continuing the journey because we'd had such a good year in 2011, I think we could have done some real damage on a bike that we knew."

GOING SELF-EMPLOYED

"For 2013 I knew it was time to go it alone, I felt I'd learned enough to create my own team, which I did, backed by Colwyn Bay Motorcycles with KTM UK supplying the bikes (back on my preferred KTM 450EXCs). And first time of asking we won the outright British championship – and again in 2014!

"2013 was actually a difficult year, a learning year, even if you think you know it all, learning the job for yourself rather than people doing it for you is still a tricky process. I was lucky I knew the bikes so we got the setup working halfway through the year and got some great results. So it was the same bike for 2014, just a new model (and we put the same stuff on the bike). And same again for 2015 – three years of the bike being virtually the same. It was working well, I found a bike I was happy to ride and the results were coming. There's that old saying – don't fix what ain't broke. There's definitely something in that. I think a lot of the results were coming because we were happy, I was having fun



because I knew the bike, I trusted it, it did what I asked; and so the team was having fun, we were enjoying ourselves and in sport I think that's what it's all about."

EUROTHRASH

"For 2013 I sat down with the family and we discussed what I should do. I wanted to move up, but the world champs weren't that great at that time, and a lot of the rounds were expensive to get to, and as a privateer it was awkward to get into the paddock. So we thought, why not have a year at the Europeans and see how it goes?"

"The European championship was a revelation, there were some fantastic ex-world championship riders riding so the competition was stiff. We went to the first round and on the first day we had an eighth overall and won the E2. On the second day we won overall and that gave us a good weekend position and all of a sudden it was an easy decision – this was where I wanted to be.

"We continued with the year and sealed the E2 European title and so set the objective for 2014 to win the outright title. Only that was cut short on the first test of the first day of the 2014 season – a test through fesh-fesh where the bike sucked in the dust and stopped (DNF). There were five or six of us the same – on KTMs or Husqvarnas with the engines stopped. I was able to win something like four days back-to-back that year but as every round counts, I lost out by 8 or 9 points on the overall, but still won the E2.

"For 2015 I was back to try again. We had some good rides, got the points and went into the last round with a healthy points lead. But I didn't want to win without a fight, so produced two wins on the last two days to seal the championship! The Europeans are by no means easy – you still have to ride hard. But I like the format, it feels more traditional – the tests are tighter, twistier, they don't seem as fast as the world championships have been, good enduro tests, cross tests that aren't particularly fast – and that's what I enjoy riding, they're safe so you can have a real good go and push as hard as you want to."



**The
Three
Ages
of a
Racer**



AND NOW...

"Following that championship success I accepted a two-year deal with the Sherco factory, to race the Europeans and British championships. The deal kind of reflects where I'm at. I'm 30 now and this isn't the world championship, so we're not talking turning pro all over again. I wouldn't even want that. Obviously my job of a weekend is to win races and championships, but it's also about showing the bike off in this country – like all racers my job is essentially to sell bikes!"

"But as well, the change of brand means I'm starting again. I could have stayed with KTM could have won again, but I liked the idea of a new challenge. It means you take a step back, have to accept getting beaten – and that never feels good – but it takes time and patience to get to where you need to be."

"So this year has been a bit of a right-off. I started the season with a bike that I didn't have long enough to have a base setting for and it's taken a while to get the 450 working how I want it to work – and of course when you're an amateur, with a working week, that process takes longer than it would for a works team. Your results suffer as well because you can't concentrate on your riding, instead it's on development, set-up and stuff like that, stuff that is done by a whole separate team at world championship level. I'm not complaining, it's simply the process you have to follow and it needs patience on the part of all

The Three Ages of a Racer





involved – factory and rider. But we're nearly there now; at the British round on the Isle of Man I'd struggled with set-up on day one, but toward the end of the day started to get it dialled in, finishing eighth. Then on day two I started with a fresh head and could really fire, finishing fourth behind three world championship regulars.

"So I'm looking forward to next year so much; I know if I can ride through the winter on a bike that I'm really happy with and produce some results I'm happy with, then that will set me up for a solid year in 2017."

AND LATER...

"Yeah, I've had times where I thought, do I really want to be doing this anymore? I'm talking about competing at the highest level, I've always said I'll always have a bike, I couldn't just leave the sport and go away. I've been too involved with the sport now and if I did decide to stop riding, I'd stop riding – but I'd still be at the British championship to help a team, or run my own team. But for now I definitely still enjoy racing my bike.

"And I believe in giving back. I've not ridden the Welsh Two-Day Enduro for a number of years now as I have a role in marshaling the event. We're very involved with its organisation as a family, there's a lot of work to be done beforehand, and with a lot of people in the committee getting older they were looking for new blood to



come in, and for the future of the sport we have to get involved. There comes a time, and I'm transitioning through that now, where it stops being about you, you turn the attention outwards. So I'm here for Sherco now, trying to win races for them, but also taking the product to the public, helping to mix the colours up in the paddock – there's space for more blue! And I'm there for the club. Maybe in a year or two I'll be there for the next generation too, leading a team, the way Paul Eddy did with me."

TOM SAGAR

The bio

- 2015** (Outright) European Enduro Champion
- 2014** European E2 Enduro Champion
British Enduro Champion
- 2013** British Enduro Champion
- 2012** 2nd British Enduro Championship
(E2 champion)
- 2011** British Sprint Champion
British E2 Enduro Champion
- 2010** 2nd British Enduro Championship
- 2008** 8th E1 World Enduro Championship
British Enduro Champion
- 2007** 3rd Junior World Enduro Championship
British Enduro Champion
2nd Erzberg Rodeo
- 2006** European Junior E2 Enduro Champion

The
Three
Ages
of
a
Racer



KTM GO TWO-TIER WITH THE 2017 ADVENTURES

With Euro 4 regs to comply with, KTM have taken the opportunity to completely re-jig their LC8 vee-twin adventure range for the new season

KTM's 1050/1190/1290 range of adventure twins is no more, replaced by a clearly strategised two-tier offering of five models. Tier one, you might call it entry level (*and be wrong in doing so*), offers a couple of 1090 Adventure models. Tier two offers three full-power (*160hp!*) 1290 Super Adventures, clearly for those who claim (*as we often say here at RUST*) 'too much is never enough'...





RUST Adventure

KTM GO TWO-TIER WITH THE 2017 ADVENTURES



The 1090 Adventure R pictured here features the 21" and 18" wheels and the long travel suspension option, a full 220mm front and rear...



THE 1090s

The reason we hesitate to call the 1090s 'entry level' is because in stock form these are 125hp units, which is way more than enough for this sector. However, KTM will issue some power-down kits for those who would like to drop the power on these to 95hp or even an A2-licence eligible 47hp. They do, though, maintain the keen price point that KTM established with the 1050 Adventure in 2016, and so clearly take the fight to the likes of Honda's Africa Twin.

The first model is the 1090 Adventure, which with its cast wheels, in 19" and 17" sizes, is clearly a street-biased adventure bike. It also has the lowest seat-height of the new range, at 850mm. While it still comes with traction control and ABS the list of electronic aids is purposely ever so slightly



shorter, probably so as to meet a keener price point. The 1090 Adventure will retail at £11,299 in the UK and €12,990 in Europe.

The 1090 Adventure R brings much of the extreme off-road formula we've seen in the 1190 Adventure R, such as the 21" and 18" wire-spoke wheels that are compatible with desert-racing tyres (*Conti TKC80s are standard*), plus the long travel suspension – a full 220mm front and rear. To go with the off-road bias is a range of electronic aids, like an off-road mode on the ABS (*allowing the rear to lock*) and off-road traction control (*allowing the rear to spin*). It's the same ruffy-tuffy brew that we loved with the old R, only with the 1090 motor (*actually a true 1050cc*) it's 25hp less powerful (*though how much of the 1190's 150hp did anyone ever use?*). The 1090 Adventure R comes to the showroom at a more attainable price point than the old 1190: £12,149 in the UK, €14,290 in Europe.

THE 1290s

The 1290s (*now collectively called the Super Adventures*) follow the same street versus off-road scenarios we see with the 1090s, but go further. For street bias models we have the 1290 Super Adventure S (*S for street, clearly*) then (*slightly confusingly*) KTM is replacing the 2016 1290 Super

Adventure with the 1290 Super Adventure T (*the T is for touring*). At the wild (*off-road*) end of the spectrum we find the 1290 Super Adventure R (*the R is for, er, rough?!*).

All three get the latest Euro 4 complaint motor, that which debuted in the 1290 Super Duke in 2016 – a full monty 1301cc 160hp unit.

The 1290 Super Adventure S replaces last year's 1190 Adventure, again it has the shorter suspension, cast wheels and lower (860mm) seat height. However, it's more up-spec than the 1090 Adventure, with a long list of electronic

KTM GO TWO-TIER WITH THE 2017 ADVENTURES

The 1290 Super Adventure S has cast wheels, shorter suspension and a lower (860mm) seat height





The 1290 Super Adventure R is the successor to the 1190 Adventure R with more power and the option of the special 'Off-road Pack' of electronic goodies...

rider aids that includes an array of engine management modes, traction control, stability control (*to help acceleration and braking when leant-over*), multiple ABS settings, not to mention semi-active suspension. With a competitive 215kg dry weight you can bet it can hustle as well, especially with the full 160hp on tap (*it wasn't so long ago that kind of number was only found in world superbikes, even grand prix racing*). Understandably the full-house spec commands an appropriate price ticket: £14,299/€16,750

The 1290 Super Adventure T takes the S's mix, a little bit of the R's too, and adds yet more, not least a mammoth 30-litre tank – oh, and wire-spoke wheels, which kind of



KTM GO TWO-TIER WITH THE 2017 ADVENTURES

1090 ADVENTURE KEY SPECS

- Fully adjustable PDS shock
- ABS
- Traction control
- Ride-by-wire throttle control
- Multi-function dashboard
- Daytime running lights
- Adjustable windshield
- Immobilizer
- Tapered aluminium handlebars
- Luggage rack and case brackets
- Adjustable handlebars and footrests
- Hand guards

Off-road Pack for the R:

- Off-road ABS settings
- Off-road traction control settings
- Off-road ride mode
- Steel crash bars
- 23-litre tank
- 1050cc
- 47/95/125hp
- Slipper clutch
- 15,000km service intervals
- 1090 Adventure dry weight 205kg
- 1090 Adventure R dry weight 207kg





KTM GO TWO-TIER WITH THE 2017 ADVENTURES

The 1290 Super Adventure T (Touring) has slightly lower suspension (200mm travel front and rear), a 30-litre fuel tank and the full 160hp Euro-compliant motor. Gulp!

the 220mm suspension travel there's also the 'Off-road Pack' of electronic engine and braking management that make the R such an off-road demon. It remains, easily, the most potent off-road package of any adventure bike. Price: £14,499/€17,250

We could go on with much more detail, but the ever-efficient KTM team has it already up on their worldwide network of websites, so check out the full details with your local importers!

matches it up close to a BMW R1200GS Adventure (*albeit the T comes with suspension travel of 200mm front and rear*). It is then a super-rugged long distance travel machine – as if we could dissect the adventure market any more. There's even a heated seat (*which is a great device if you've never tried one*). Price: £15,499/€18,640

The 1290 Super Adventure R is then the big-bore replacement for the 150hp 1190 Adventure R, only now even more powerful again. As well as the wheels and



KTM GO TWO-TIER WITH THE 2017 ADVENTURES



1290 SUPER ADVENTURE KEY SPECS

Fully adjustable PDS shock
ABS
Traction control (TC)
Ride-by-wire throttle control
Multi-function dashboard with 6.5" TFT display
USB phone socket
Daytime running lights
Adjustable windshield
Keyless ignition
LED corner-adjusting headlight
Corner sensitive C-ABS and TC
Cruise control
Immobilizer
Tapered aluminium handlebars
Luggage rack and case brackets
Adjustable handlebars and footrests
Hand guards
Tyre pressure monitoring
Bluetooth

Options:

Hill hold
Quick-shifter
Motor slip (*for downshifting*)

Off-road Pack for the R:

Off-road ABS settings
Off-road traction control settings
Off-road ride mode

Steel crash bars
23-litre tank (*30-litre T*)

1301cc

160hp

Slipper clutch

15,000km service intervals

1290 Super Adventure S dry weight 215kg

1290 Super Adventure R dry weight 217kg

1290 Super Adventure T dry weight 222kg





R nineT Scrambler

BMW have at last released their Scrambler variant of the classically styled R nineT. After Warren M.'s ravings following his test of the R nineT roadster in South Africa, we were so keen to see, touch and – of course – ride the Scrambler, we were up to London and sat waiting in the street to get on a test model on the first day of its UK release. Did it live up to expectations? What do you think?



BMW'S R NineT ROADSTER has certainly met with an enthusiastic response. The model has been produced as a response to the growing hipster bobber-come-café racer movement (*pure & crafted, blah blah blah*) – and given that's a trend based on self-build using ostensibly 1970s roadsters (*old CBs, R65/80s etc*) you'd have to think that recreating such a stripped-down look with a brand new bike might be thought of as artificial, essentially a pastiche of the real thing (*you know, fake*), and so shunned. But not so, the R nineT has overcome all such resistance by simply being such a very good motorcycle (*as our Warren M. found, see RUST 12*).

WE'RE CLAIMING IT!

So we've appreciated the R nineT roadster while acknowledging it's a mite peripheral as to our specific area of interest. The arrival of the Scrambler variant, however, has fallen very much in our court and so we wanted to be onto this, no questions. The Scrambler takes the base R nineT concept and tweaks it in a fair few directions to make a taller, gravel road ready machine – our kind of bike.

Most obvious are the changes to the front end. The USD forks are ditched in favour of conventional non-adjustable

RnineT Scrambler





RnineT Scrambler

43mm 'tellies' (complete with old-style gaitors) and those forks hold what is effectively a GS wheel, on our test bike (a Scrambler X) the optional 19" cross-spoked type. The geometry is kicked out a fair deal, too, from 25.5°/102mm to a very relaxed 28.5°/110mm (*rake & trail*). Ever so slightly disappointingly, the fork travel is also reduced (*not increased*) from 120mm to 116mm. However the Paralever set-up at the rear has increased travel, up from 120 to 140mm. A slight sense of imbalance there... The Scrambler has a longer wheelbase as a result, up from 1476 to 1527mm (*that's like two-inches longer*).

There are other subtle changes, too, like the single clock (*and so no rev counter*), which aesthetically we prefer. The high-rise twin mufflers which, while looking nothing like the original, BMW do say they take some inspiration from the 1951 R68 (*ISDT*) model. Then there are items like the serrated off-road style footpegs and the authentic crude steel rear brake lever as found on the GS range (*retrograde material but highly practical – being bendable and so unlikely to snap in a fall*). The overall effect is achingly handsome.

THE PROOF IS IN THE PUFFIN

The Scrambler is such a visual feast that to ride it, to sully it with road grime, let alone dirt, seems simply sacrilege. This bike will create devoted owners, they'll want to ride it,



but they'll spend hours cleaning it afterwards, bringing a sparkle back to every spoke, checking every square millimeter of the engine paint for chips. You make sure you're wearing clean jeans before you sit on the Scrambler. God, it's beautiful.

Ridden back-to-back with its R nineT roadster sibling, it's so obviously its own bike. You immediately feel the extra length and the steering geometry makes for a more planted, slower-steering feel and set of responses. It's not super-tanker slow by any means, but the roadster is far snappier. But this is what we need, the roadster would be hell on a gravel road, too nervous, whereas this Scrambler feels dialled-in for such work.

The motor is as exquisite as the styling. I rode with this engine in an R1200GS Rallye in the 2012 GS Trophy (*in South America*) and fell in love with it then, the old oil and air-cooled 1170cc four-valve twin is so incredibly optimized, so torquey, so smooth and at 110bhp you need no more. The new Waterboxer may be punchier, quite a bit more powerful and of course super-trick, but for character this older motor aces it, it literally speaks to your heart (*jeez, I've come over all poetic...*).

As a point of interest, the R nineT roadster we had along on the ride was made to Euro 3 spec, while the Scrambler is Euro 4, and

RnineT Scrambler



Rninet Scrambler



while they felt ever so slightly different, there wasn't an easily-definable difference. The motor hasn't been strangled, it's just as it was, only now there's this odd canister hanging down behind the motor, the carbon canister, that we understand catches the fuel vapours from the tank (*heck, emissions regs are getting super-tight, eh?*).

CAN IT SATISFY?

Can it satisfy? Hell yeah! We've not stopped thinking about it, talking about it, since we tested the bike 72 hours ago. Co-tester July is on the point of buying one (*see his second opinion*). It really is ridiculously handsome; personally I'm no café racer or bobber or scrambler fan, but this bike looks so damn on the money. I like the simple clock, I like the fact the switch blocks have probably no more than two or three functions each – it is as stripped down as a modern bike can be.

I have reservations – I wish the forks could have offered 140mm of travel, like the shock – it might offer some extra ground clearance at that, too. A fuel tank of 20-litres might have been better than 17-litres, but I can ride slower to go further if that's what it takes. And it needs the tall seat option at the least to be properly comfortable, that stitched tan seat might look great but it's no touring perch. The ergos will need adapting to offer a proper standing position (*for burning gravel roads*), which possibly means bar risers, maybe even footrest lowering – it depends



on your height. And for off-road I think we need to discuss options on the front mud-guard, and even the rear – which will be tricky because properly protective guards will hurt the aesthetic. Maybe I'm just being 'old' on that, but to see this bike shot-blasted by stones would break my heart.

Maybe, personally, I just wouldn't take it off-road (*which is kind of missing the point of this model*) simply to save its appearance. I'd still be happy though, for summer hacking around the streets and lanes, it's a sublime ride – and yes (*again, personally*) I'd have this over the roadster variant. In the Scrambler BMW have made a truly beautiful bike – and that in itself is enough. But it's dynamically a great bike, too. How you interact with it is wide open to interpretation, be it as a street scrambler for chilled-out weekend fun or maybe for something more...



THE SCRAMBLER AS A TRAVEL BIKE...

Our mate July Behl would like to use the Scrambler as an adventure bike. His current ride is a KTM 1190 Adventure R, but July thinks the Scrambler will ace this, even the GS, as the perfect travel bike for him...

"Simplicity is the ultimate form of sophistication" (said Leonard da Vinci) and this is the essence of the new BMW R nineT Scrambler. It's neat. It's simple. It's pure. It's sheer happiness. I'm on a quest to find an uncomplicated but modern bike for my overlanding trip to the Americas next year and this bike is currently top of my list for a whole host of reasons.

Overlanding on a Scrambler? When you own an adventure bike?! Questions will be raised, the forum fanatics will be up in arms, and it would certainly fuel the fire to the most boring debate of all time: BMW vs KTM? Who cares? Just like the Scrambler, my needs are fairly modest; I want happiness and character. Irrespective of the make, model and all of those mundane details, what I'm looking for is a bike that will not

RnineT Scrambler





ninet

ninet
Scrambler

only get me out of bed in the morning but also put a big grin on my face each time I ride it. A bike that has a certain presence and I don't mean physical presence, like the BMW 1200 GSA or the Triumph Explorer, but presence on a more sublime level.

Before I knew it, I'd arranged a test ride and I have to admit the Scrambler had me at 'Hello'. Having said that, the cynic in me wanted to test the mettle of the bike and not just get absorbed by its gorgeous looks. I've made that mistake in the past both with women and motorcycles and it's never worked for me. I will leave the technical review to the professionals and focus on what I felt, what worked and what didn't work for me. Just to be explicitly clear, I'm talking about motorcycles here and not women. In case you were wondering.

We test rode the Scrambler X variant which in addition to all the features of the standard model comes with spoke wheels, dual sport tyres, LED indicators and heated grips. There's no paraphernalia of multiple rider aids, electronic suspension control, screen adjustment etc... It's unpretentious and confident. The bike glides effortlessly through traffic but has enough torque and power for those exciting moments, twisty roads and certainly enough for off-roading. Though we didn't get to go off-road, we tested it enough to get an idea of its ability to tackle gravel.





RUST Heritage

At the heart of the Scrambler sits the old oil- and air-cooled GS 1200 engine, which has been adapted to make it Euro 4 compliant. The engine feels comparatively agricultural compared to a liquid-cooled GS but it has oodles of character. You tease the throttle and the bike rocks from side to side giving just enough vibration to remind you of the engine size and its capability. It certainly sells itself through its handling, but not in a brash or overstated way.

The Scrambler epitomises bike minimalism at its best. Just enough of everything. That said, there are certain areas of improvement – not necessarily for the bike in its current avatar and for what it's meant for – but for my overlanding trip. I'd like to have the right blend of off-roading and tarmac on my trip and 50:50 sounds about right at the moment. As much as I love off-roading and all it has to offer there are some real gems like the Pacific Coast Highway, which have to be done. With a little help from my





Rnine1 Scrambler



We have a feeling the seat might need a tad more padding...



friend, Dr. Schwarz at BHS (*Bike Health Service/ Touratech*) in Germany, I'd make these minor modifications to the bike to get it trip ready. Don't get me wrong, I'd happily ride it overland in its current form but experience suggests

that these enhancements will shield the bike from any unnecessary damage, which if possible should be avoided.

I'd start with bar risers, both for sitting down and stand up riding. The OEM setup is just too low and won't be particularly comfortable for long distances. Obviously, bike protection is paramount and a bash plate and cylinder covers or a crash guard would save me thousands of pounds, not if, but when the bike goes down. I'll need a basic frame or some contraption to support my chosen luggage style of soft bags, which should ensure they steer clear of the rear wheel. And to make sure my possessions don't get charred, I would need to move to a lower single pipe exhaust. I'd need to ride the bike more and take it off-road to assess the performance of the suspension, but for now it seems all right and does the job.

To answer the pertinent question – can I picture myself riding this in the Americas? The answer is a big fat YES. Will the bike

RUST Heritage

RnineT Scrambler



BMW RnineT Scrambler

ENGINE

Type: Air-cooled, DOHC 8-valve boxer-twin four-stroke

Capacity: 1170cc

Bore x stroke: 101 x 73mm

Compression ratio: 12.0:1

Ignition: Electronic, 12v

Carburation: Fuel injection

TRANSMISSION

Primary/final: Drive gear / shaft drive

Clutch: Dry clutch

Gearbox: 6-speed

CHASSIS

Frame: Tubular steel bridge

Front suspension: 43mm telescopic fork, 116mm travel

Rear suspension: BMW Paralever, 140mm travel

Front brake: Twin 320mm discs, four-piston calipers, ABS

Rear brake: 265mm disc with twin-piston caliper, ABS

Wheels: Wire spoked, alloy rim

Front tyre: 120/70-19

Rear tyre: 170/60-17

DIMENSIONS

Dry weight: 220kg

Wheelbase: 1527mm

Seat height: 820mm

Fuel capacity: 17 litres

PERFORMANCE

Claimed power: 81kW (110hp) at 7750rpm

Claimed torque: 116Nm (85lbft) at 6000rpm

cope? To put it in perspective, if Bruce Smart aka Teapot One can do it on a Gixer (*Suzuki GSX-R1000*), Nathan Millward can do it on a Honda CT110, Steph Jeavons can do it on a Honda CRF250L and Nick Sanders can do it on a Royal Enfield – then the Scrambler would certainly do it. I don't currently possess the wealth of overlanding experience this group of people have but I do share the same hunger to explore the world on two wheels.

There's a certain old school charm, even romance that comes with simplicity. Going back to basics, and in my current state of mind, I want to embrace, enjoy, and maximise it by doing my favorite thing in the world – riding motorcycles. Yes, the Scrambler fits the brief.



NEW V-STROMS HIT THE MARK!

Suzuki's V-Strom 650 and 1000 have been given a spruce-up for the new year, or rather for the year after that, for these are 2018 models (*available in 2017...*) Anyway, we like!



SUZUKI'S V-STROMS MAY not tickle the fancy of many journalists, but they've been very successful sellers – the buying public clearly appreciates the real world virtues of these models. Here at RUST we like them, too. We know the 1000 to be a very solid performer, it having impressed us when we rode it in the Cambrian Rally in 2014, and having watched one shrug off everything Madagascar could throw at it during Touratech's UPoA tour – yeah, it's a tough unit. We tested the 650XT on its launch (in 2015) and found that model, too, to be a



NEW V-STROMS HIT THE MARK!



NEW V-STROMS HIT THE MARK!



strong performer; not the ideal extreme adventure machine, but we could see it being an excellent all-roads travel bike. There weren't many frills with the V-Stroms but they were solid units.

Now, with Euro 4 looming, prompting so many manufacturers to re-work their engines to meet ever-more stringent emission regulations, Suzuki

have taken the opportunity to refresh the V-Stroms, and to our delight there are now two XT models (*with the addition of wire-spoke wheels to the 1000*). And presented in a waspish black-yellow colourway not only are they the first adventure motorcycles to exactly match Touratech's Campaño suit but they look much fresher...

Here are the high points **Suzuki V-Strom 650XT**

More power

Up from 68 to 70hp (at 8800rpm), two more Newton-metres of torque too, now 62Nm @ 6500rpm.

New exhaust

Similar to the old V-Strom 1000 exhaust, much easier on the eye while boosting power and torque and weighing less...

Revised engine management

Lots here: revised fuel injection, 'easy-start', low rpm assist (*lifts the revs to make pulling-away smoother*), three-modes of traction control (*as per the 1000*) and of course Euro 4 compliant.

Slimmer

Restyled headlight and fairing to match the 1000 (*saves 290 grams and is much more modern*), narrower tank and seat (*makes reaching the ground easier*) and even a narrower tail section to make panniers a closer fit (*smart*).

And details

Hand guards and bash plate as standard (*going to need to check that bash plate is no flimsy plastic though*) and a three-way height adjustable screen.

First impressions

We like! The 650XT was a great bike, only dressed in the clothes of a school mistress. The changes are all to the good and now, with those cool gold rims, it just looks like a mistress (*nothing school-mam about it*)...





RUST Adventure

Here are the high points
Suzuki V-Strom 1000XT

Revised engine management

Now Euro 4 compliant, with low rpm and start assist.

Wire spoke wheels

Exactly as with the 650XT (*and yes, we're relieved to see these!*).

Fancy ABS

The latest evolution in anti-lock braking is the Motion Track Brake, that adjust the ABS effect to account for the lean of the bike, useful for when you panic brake mid-corner.

Adventure details

Again, hand guards and bash plate, but also tapered, presumably aluminium, handlebars. And the adjustable screen now raises to a height 49mm higher than previously (*we're assuming that this must be a good thing*).

First impressions

Two thumbs up for making an XT version, at last wire-spoked wheels. And again it looks sweet. Still not a KTM 1090 Adventure R, but then it's not intended to be.

**NEW V-STROMS
HIT THE MARK!**





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=xH0E2Ra1TL4

2016 Welsh Two Day Enduro
THE MOVIE – RUST rode the Welsh and lived to tell the tale... just. The trials and the tribulations all here, in glorious colour. Enjoy...



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

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



www.youtube.com/watch?v=RwK49cZ4yvs

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



www.youtube.com/watch?v=JjZEeDKEYY

Beta works rider Steve Holcombe
FIM EnduroGP World Championship contender Steve Holcombe talks to RUST editor Jon Bentman about going pro and the challenges ahead...



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=a0K02x9reLQ

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



www.youtube.com/watch?v=54ifOS3nMIe

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=QrOoVPEKIE

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



www.youtube.com/watch?v=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=HQBn2qbfpY

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



www.youtube.com/watch?v=L8ePyI2E4M

2016 V-STROM 650XT
Seve Hackett explains the revisions to the Suzuki 650 V-Strom in order to make it more suitable for all-out adventure riding...



www.youtube.com/watch?v=yriJw_FU910

2016 YAMAHA WR450F
JB tests the new Yamaha WR450F in the hills of Andalusia and finds that it's packing some heat and demands a good deal of respect...



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

2016 HUSQVARNA 701
Testing the new Husky 701 Enduro and the 701 Supermoto on the road and on the track...



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

2016 HONDA AFRICA TWIN
Exclusive first test of the new Honda CRF1000L Africa Twin... Read the story in the RUST Magazine Special Edition at www.rustsports.com



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

2016 HONDA AFRICA TWIN
Jon Bentman discusses the finer points of the new Honda CRF1000L Africa Twin with Tom Myers of Touratech USA



www.youtube.com/watch?v=ntK07I63tuA

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

Launched at INTERMOT, Touratech's Adventure Country Tracks programme is set to bring real adventure closer to everyone!

Words & Photos: Jon Bentman

Adventure Country Tracks





"TO CREATE AN authentic multi-day adventure ride within one-to-two days' journey from central Europe, that's been the plan. And that's what we've delivered: a five-day 1250km adventure route suitable for big adventure bikes, for all levels of rider, that combines incredible natural scenery with a thoroughly enjoyable riding experience. I think ACT Portugal is going to be a thrill for a lot of riders."





Touratech's director of sales and marketing, Martin Wickert, is rightfully proud of this new project, 'Adventure Country Tracks' (ACT). With the European adventure motorcycling segment ever expanding there's been a widening disparity between that growth and the availability of first class adventure riding opportunities. The dream is The Big Ride, where you close-up the house, give up the job and set off around the world on a vast voyage of discovery. But for the majority of us that's just not possible, family and work commitments keep us tethered. That's where the ACT concept comes to the rescue – a genuine adventurous ride achievable within the timeframe of a fortnight's annual leave.



"We've taken the Backcountry Discovery Routes (BDR) that Touratech USA pioneered as our inspiration," explains Wickert, "but with adaptations, as Europe is very different, whether we're talking topography, population spread, road networks, or simply culture. It's not a simple matter of copying, we needed our own solutions."

The ACT project has been over 12 months in development – RUST's editor JB has been a part of the team – and it's ongoing. 'ACT Portugal', the first of the new ACT routes – is just the beginning, with many more routes, across Europe, planned.

Adventure
Country
Tracks





“Unlike the US, we don’t have extended uninterrupted off-road trails in Europe,” adds Wickert, “much of our road network which started as trail has been sealed, so we were looking at finding the best remaining trails and linking them with the best, most interesting roads.”

“Selecting Portugal as our launch project has given us the best start on this concept. The interior of Portugal is a labyrinth of trails, but as well there are some of the best sealed roads – not highways, instead curvy backroads that follow the contours rather than cut through them – so we’ve been able to create a premium route that offers maximum enjoyment whether you’re on the trail or the road.”







ACT PORTUGAL

What does an ACT look like? Well, ACT Portugal takes the classic BDR concept of a border-to-border route and so follows a north-south path down the east side of the country – only it doesn't run arrow straight, instead curving east and west as it picks out places of interest or tags onto trails of exceptional interest or beauty. Future ACTs may not follow that example and circular routes are equally likely to feature.

The Portuguese ride is also notable for its ever-changing scenery, as the green vegetation of the north gives way to the browns of the middle country before yellows dominate the warmest southern section. There's clay, gravel and sand, too. Then there are the castles, which speak to the rich history of this country.



Adventure
Country Tracks 





For Filipe Elias (of Touratech PT) who researched, scouted and plotted the final route this has been more than a job, it's been a passion: *"For me, ACT Portugal is not only a fantastic track that crosses Portugal, top to bottom, it's more about the feel of Portugal! I want riders to experience our amazing nature with landscapes, rivers, lakes, mountains, valleys... to feel for our history, our culture. Feel also for our kindly people, our food and wines. And, certainly, when they return to their homes, they will go with a love for Portugal and will come back later with family and friends to share this amazing country."*





IT'S FREE!

From a user's perspective the ACT is delivered as a GPS download – available free from the ACT-dedicated website – which is then installed in the user's navigation device so the route can be self-guided. That allows maximum flexibility on start and finish dates, how much distance is travelled each day, when and where to stop, and so on. The attraction of self-guided is that there's no pressure of following a guide, there's no having the pace and stopping points dictated, and you can choose your own accommodation solutions.



Adventure
Country
Tracks





“An essential element of adventure is discovery, finding things for yourself, opening your eyes to the world,” says Wickert. “With an ACT ride you can do that; only the route is defined, how you interact with it is totally your own decision – we wanted the rider/user to feel that freedom, to feel that he or she has cut loose. Guided tours can take so much of that away, but equally when you are searching for routes yourself you can lose so much time in trying to find the tracks, so the ACT treads that middle ground, it’s offering the best of both.”





TOURATECH'S ACT Know More...

Check out www.adventurecountrytracks.com for a full explanation of the concept, including details of the Portuguese route, with explanations of the daily routes and a free download of the GPS plot of the route. There's also a 60-minute film (DVD) made of the scouting runs which you can purchase to give you the best look at the terrain and points of interest – and showing the Touratech team riding the route.



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 Pt1.
Tested – Products for the Honda
CRF250L. Gary Freeman column



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



ISSUE #8
Yamaha's 'new' WR250 tested,
the Royal Enfield Himalayan
adventure bike, Iron Men – 3000
miles off-road on Harleys!
The Adventure Motorcycling
Handbook – 7th Edition.



ISSUE #9
Duel – Two riders, two KTMs,
one title, Ivan Cervantes and
Matt Phillips battle it out.
The Yamaha IT490, 40 years on.
Tested – Kit reviewed by Josh
Snowden...



ISSUE #10
700KM on a KTM450EXC.
Looking for Mexico with Thomas
Wielecki. Tested – Warren and
JB on the latest kit, plus a
column by Chris Evans...



ISSUE #11
2017 KTM model range tested.
EnduroGP the new face of
World Enduro by Pitgirl. Gary
Freeman with more MX insight...



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



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



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



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



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.

Special Issues

WWW.RUSTSPORTS.COM

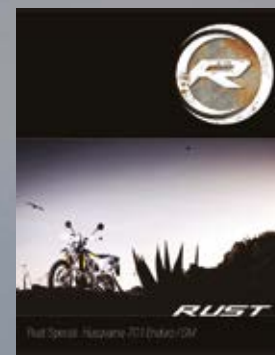
Subscribe for free at www.rustsports.com
and we'll e-mail you every time a new
issue comes out...



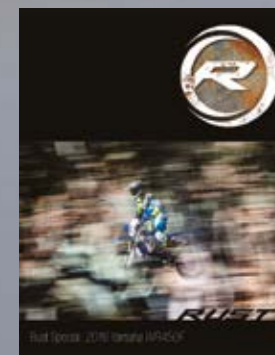
All material appearing in RUST is copyright to
Rust Sports Ltd and may not be reproduced in part or full
(including electronically) without the express permission
of the publishers.



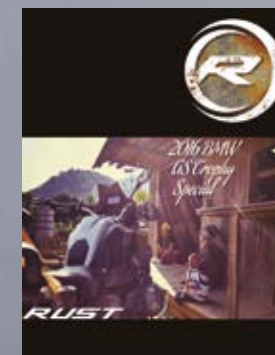
**HONDA CRF1000L
AFRICA TWIN
SPECIAL EDITION**
RUST gets the exclusive world's
first test of the new Honda
CRF1000L Africa Twin!



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



Contact



Photo: Yamaha / Milagro

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), David Knight MBE (IoM),
July Behl (UK), Rick Kemp (UK)

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

Managing Director: Warren Malschinger

Copyright: Rust Sports Ltd. All rights reserved.

Thanks to: BMW Park Lane for the R nineT Scrambler test bike; to Martin Wickert, Elvio Andrade and the team at Touratech HQ for JB's inclusion in the ACT programme; and to Paul Sagar for the loan of the Honda TLR125 for the Sagar/Sherco shoot(!)

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

