

Issue #17

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RUST

USA  
WIN ISDE

Plus all the ISDE inside stories...



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FANTIC  
Voyage

RUST gets medieval  
on two new Fantics

Light  
is Right

Even in adventure?  
CCM think so...

Battle of  
the Midway

Pirelli's new ADV tyre puts  
the duel back into dual





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FIM







# MILESTONE MOMENTS

BY JON BENTMAN  
PHOTOS: FIM / KTM UK

WELL, HERE WE are at RUST 17. It's almost exactly one year since we started (*RUST 1 went live on November 9, 2015*) – and we're 24 issues done (*in case you're confused: we don't number our special editions, and – honestly – I don't know why*). It's a milestone moment, I only wish there was time to savour it, but the rush in publishing is unrelenting.

You have to grow up fast in this world and we hope RUST is maturing nicely. There's still a fair bit of the old Trailbike and Enduro Magazine DNA (*'TBM' that is, from which RUST has sprung*) in RUST, and we're proud of that, but RUST is a fresh entity too, and it's reaching out so much further than TBM ever could.

Our latest analytics reveal we're reaching more than ten times the audience TBM ever did. That's the difference between print and electronic media. The numbers are surprising: 400,000 magazine downloads over the year, with an average of over 50,000 magazine downloads a month over the last eight months. We have a dedicated list of subscribers that number in their thousands (*dominated by UK readers, about 70%*), but we reach a far-far greater number through our also free-to-access online platform at Yumpu.com – which reveals a much more international mix, with readers from the USA being a significantly large percentage.





## MILESTONE MOMENTS

Big thanks here from the editorial team to Warren M., our publisher, for fearlessly backing us throughout this hectic first year. And man he can ride fast, his motocross years clearly did him no harm...



Those numbers will scare the pants off the remaining moto print media, and having only recently left those ranks we can empathise with their fight for life. Heck, we love reading hard copy as much as the next man or woman. But life in print is difficult, the overheads never diminish but the support from readers and advertisers continues to dwindle, these days people increasingly like their media for free, and at the touch of a screen, it's a sad fact.

And so RUST is free, and will remain so. But like everyone, we need to pay our bills, so starting this issue you'll see we've at last started commercialising RUST – yeah, we're taking in advertisers. We've waited this long because we've wanted to build a sizeable audience to ensure our advertisers get, well, bang for buck. We don't see this as sully the RUST experience, only adding to it, after all adverts are yet more things to read and sometimes it's the adverts that can offer the biggest inspirations. There's a long road ahead on the commercialisation, we'll be looking to innovate there just as we're looking to innovate with our content (*a long process, but one we'll be accelerating in 2017*).

For now, we're welcoming our new supporters and we trust you, our readers, will share the love too. Off-road motorcycling is still a small community, even on a global basis and so we really are so often knowing everyone on a first name basis, be it Dallas (*in Canada*), John-Nick (*in New Zealand*), Stefan (*in South Africa*), Alan (*in USA*) or Wyn (*up the road in Bedford, UK*). We should look after each other. As my mate Jon (*in California*) has said, we're all living off the same \$20 bill, so pass it around.

Anyway, here's another issue for you, I do hope you enjoy it. Congratulations, by the way, to Team USA on winning the ISDE this year – why this is only their first victory in the history of the event I don't know, but it probably won't be the last. Well deserved. And me, I'm celebrating this first birthday of ours with a long (*off-*) road trip across Australia. Quite how I'm going to do that and keep to our publishing timetable I really haven't fully thought through, so if the next issue is a few days late, yes it'll be my fault, but please be patient, it'll probably be because I'm up to my axles in bull dust...



## And Nobody Cared...

THIS IS NOT a practice shot. It's a real race photo, taken of a real international race with proper headlining names – which played to an empty house. There was no ban on spectators, no official boycott for that matter. Who knows the real reasons? Was the concept of (indoor) SuperMotocross too alien? Who cares for a Manufacturer's Cup? In any case, as the story goes, back in October the Monster Energy SMX Riders' & Manufacturers' Cup disastrously failed to capture the imagination of European motocross fans, leaving the 62,000 seater Veltin's Arena in Northeast Germany virtually empty. American Ryan Dungey won the Riders' Cup (and \$53,000 purse!) without winning a race (2-3-2) while KTM won the Manufacturers' Cup thanks to Messrs. Dungey, Herlings and Musquin – a so-called dream team. Maybe that's just what the SMX was, a dream, only more a nightmare for the promoters...

**Image: Ray Archer/KTM**







## Tool Time

THERE ARE IMAGES that are iconic to enduro. The service at any multi-day event is one of them. Here, the USA ISDE team pit at Navarra in Spain bears witness to the very essence of 'service' – organised chaos. This is not F1, not MotoGP, it's about improvisation, about planning for all eventualities, about making fast decisions and acting fast too. So spanners fly, used tyres lay where they are dropped, and of course there's dirt, always dirt. So it's managed and it's a matter of pride – a well presented pit is always admired – but by the end of the day's service, yes, there's always one almighty clean-up!

Image: FIM



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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...



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You know the results – primarily a deserved win to Team USA – but what were the most compelling stories behind the numbers? RUST had our EnduroGP correspondent Georgia Wells on site to dig a little deeper. There's good, bad and ugly – be prepared for some uncomfortable reading...

**Words: Georgia Wells Photos: FIM, KTM, Future7Media**



**Viva  
España!**

**2016 ISDE NAVARRA**





## 2016 ISDE NAVARRA

THE ONE THING we've learned over the years of covering the ISDE (*with TBM and now RUST*) is that this race is gloriously unpredictable! From fist fights and controversial results last year, to boycotts and bad luck this year; no two ISDEs are ever the same, and just when you think it's going to be a straightforward race, you're proved shockingly wrong.

As the dust settles on this year's event, RUST brings you the behind the scenes news, highlights and back-stories from the 91st edition of the International Six Days of Enduro. ►

# Viva España!



# Viva España!

**CERVANTES**

## **The 2015 hangover...**

The race started with a somewhat unpleasant taste still lingering in the mouths of many; the 2015 ISDE had ended under a cloud of controversy following the disqualification of several riders who missed a check on the poorly marked route. France were crowned winners, but later stripped of their medals as the FIM decided – after several U-turns – to reinstate the original penalisation of the riders who missed the check. Of the eight or so riders who took a wrong turn on the course, three were French. Consequently, when the tricolore team had taken to the top step of the World Trophy podium, boos ensued. Chants of ‘Aussie, Aussie, Aussie’ erupted from the assembled crowd, and not only were the French muscled out of ‘their’ podium ceremony, but they were also subjected to verbal and physical abuse at the notoriously rowdy after-party.

At the time, it was easy to see it from both sides, the Aussie team felt they deserved the win, as none of their riders had been caught on the wrong route, but you had to feel sorry for the French riders as the course cutting was established early on as being accidental, so they hadn’t cheated. The real crime was the indecision of those in charge. The jury should have imposed the penalty and then stuck to its guns. The six riders had given their all (*especially Jeremy Joly, who rode for two days after punching a handlebar*





through his stomach), and yet they were being treated as villains. The Aussies were furious that after a faultless race they were initially left with the second place spoils.

As a consequence, during the build up to this year's race the rumours were rife – the French would boycott, the Aussies would boycott, and if the French didn't show up then the Spaniards would boycott next year's race (*to be held in France*)... What actually happened was a rather bizarre '*half shun*' on behalf of '*Les Bleus*'. They turned their noses up at fielding a Trophy team, and instead ran just a Junior team albeit a very slick, very quick, and fully supported, fully bereted, Junior team. The trio of Abgrall, Carpentier, and Geslin had all the potential to battle at the top of the Under 23 (*Junior World Trophy*) class. But had France entered

Viva España!

a World Trophy team of say, Larrieu, Bellino, Joly and Basset, they would have had the chance of proving their credentials and even winning in a uniquely nonchalant manner.

As it was, their youngsters did a heroic job, with Jeremy Carpentier riding three days with a torn cruciate ligament in his knee and having to walk the tests on crutches, and Anthony Geslin seeing stars after a collision with a tree. But with some paddock personnel already sporting '*ISDE 2017 - Brive la Gaillarde*' jackets, you have to wonder if this tantrum by the French federation will be a permanent petulant blot on France's record, and reputation.



**ROBERT****Viva  
España!**

While we're on the subject of boycotts (*yawn, already!*) it's a curious situation down at Beta – the factory have avoided the Six Days for a couple of years now and no-one quite seems to know why. Any questions are met in the paddock with a shrug of shoulders and tightly-pursed lips. Whether it be a long-standing Mafia style feud, or a simple diversion of funds, the brand earned a podium in the Top Manufacturer category of the ISDE with 'sister' company Beta Boano (*Philippaerts, Cavallo, Correia*) and it's hard to know if this success, in spite of Factory presence and World Title-holding riders, will have peeved or pleased the Italian factory.

### **An early bath...**

Back to the handbags; Team Aus, whilst lacking top bloke Matt Phillips, had all the talent and swagger of a winning squad. At the opening ceremony in Pamplona they arrived with all three cups from last year – Trophy, Junior and Women – and took to the stage as though they owned the place. All smiles, inflatable kangaroos, and surfer dude hairstyles. But all the confidence in the world couldn't have countered the bad luck which struck them as early as Day One.

Jess Gardiner required a complete engine change in her Yamaha, Josh Strang shattered his heel half way through the opening day, and just 24 hours later 'lead rider' Daniel Milner smashed his front sprocket into several pieces. So it was down





# Viva España!

to young gun Daniel Sanders to rescue the team's honour. The 22 year old is the stereotypical chilled out Antipodean, his messy blond mullet, friendly demeanour, and fun loving streak belie his ridiculously good pace. And while it was curtains for his team, 'DanSan' rode to the top spot in E3. The Aussies had been so keen to clean-sweep the ISDE, that anything less seemed like a real letdown. But despite Gardiner's problems, the Women's team (*bolstered by great performances from Tayla Jones and Jemma Wilson*) took top honours, making the 10,000 mile (17,000km) trip worthwhile!

Another team who were hit with the unlucky stick were Italy. The 'Maglia Azzurra' squad did their usual trick of going great guns from the off, but ended up as nearly men once again. EnduroGP Junior champion

**SANDERS**





# Viva España!



**MONNI**



Giacomo Redondi set the bar by winning the first day outright and the World Trophy team were able to hold second place right up until Day Five, when they lost two riders in one hit. You'd think this devastating blow would dampen their spirits, but this is exactly why the Italians are so popular – they approach everything with such a blasé attitude and they aren't very good at being miserable!

Manuel Monni, who destroyed his hand after crushing it under his TM on the penultimate day, needed surgery and a huge cast, and sling, but showed up to the Final Cross with a grin, asking everyone: *"Eh, who wants to see my x-ray photos?!"* proudly explaining



just how many screws, plates, bells and whistles it had taken to repair his disordered digits. But there was some good news for Italy too – their promising young Club team (*Facchetti, Macoritto, Verona*) were victorious, and their strong Junior team (*Soreca, Cavallo, Pavoni*) took a hard fought third place. But the flashiest team in the paddock had a trick up their sleeve, a dark horse in the form of Alessandro Gritti. The Honda rider became something of a legend during this year's ISDE as he took to the startline in Spain 20 years after his last Six Days. The Bergamasco has a total of four European championships (*which pre-dated the world championship*), 13 ISDE gold medals, two ISDE outright wins, three class wins, and one team victory (1981). And at the time of the event he was two months shy of his 70th Birthday.

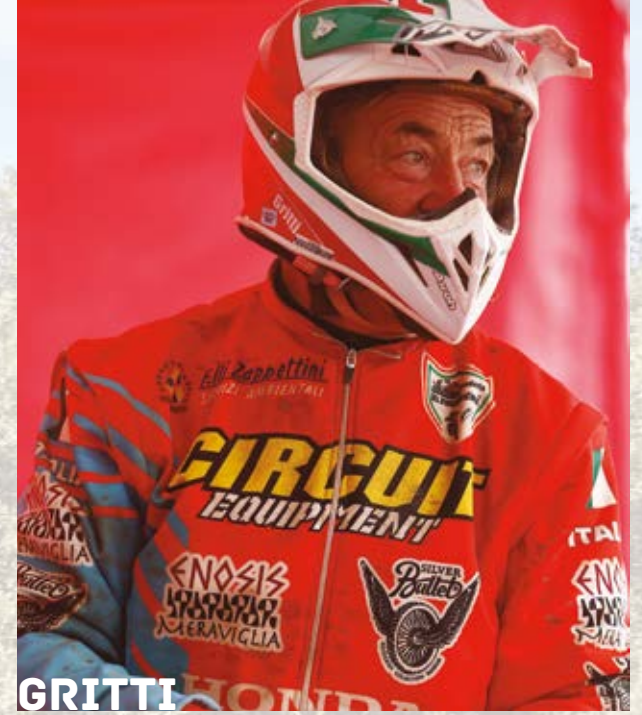
Despite complaining of the struggles of having to carry out tyre changes and the physical demands of the event, he managed to embarrass a large portion of the field. Gritti would stroll in, scarcely breaking a sweat, as streams of much younger Club riders would continue to come in long after the Italian had finished his pasta and headed to bed. He completed the race in 307th, which is pretty impressive when you consider there was a starting list of over 550.

The text "Viva España!" is written in a large, white, stylized font with a slight shadow, positioned in the lower-left corner of the image.

PAVONI





**SORECA****Viva  
España!****GRITTI**

With the addition of Gritti, the Italian squad could boast the rather natty fact in that they had both the oldest rider in the competition and also the youngest, in the form of 16-year-old Sardinian Claudio Spanu. In spite of the 54 year age gap, young Claudio was keen to learn from the legend: *"To ride in the ISDE this year was wonderful for me! The youngest rider in the race and the only Sardinian, I was very proud of that! A few days before the ISDE, I have to tell the truth, I had a lot of nerves, but I tried not to think about it. I only thought of the big opportunity that I was offered, and I tried to commit myself to the maximum. I learned a lot from all my team-mates and I owe them a huge thank you."* Spanu finished the race 117th overall.





### Youth beats experience

Youth, as in EnduroGP this year, seems to have the edge over experience. And in 2016, perhaps more than ever it was evident just how talented some of our newest riders are. In addition to Redondi topping the time sheets, Sweden's Albin Elowson set some exceptionally fast times, as did Italy's Davide Soreca. And while Nathan Watson (*2nd in E1*) and Daniel Sanders (*winner of E3*) were actually riding in World Trophy, both are young enough to be Juniors still. Spain's electrifyingly quick Josep Garcia, just 19 years old, took top honours in the E1 class and was the outright (*scratch*) winner on many of the tests throughout the week. He has the kind of pace which makes the crowd go "woaaaaaaah!" and the Catalan kid's excellent riding gave Spain something to smile about after the loss of Ivan Cervantes to injury on Day Four. Cervantes, possibly in his last Six Days before he leaves Enduro to head for Rallies, took a handlebar in an extremely painful place situated between his legs. But true to form, as he hobbled away to hospital, he took the time to thank everyone who had helped and made the event so special for him – what a gent!

As many of you know, RUST is a UK based magazine so it would be remiss of us not to give the Team GB boys a mention –

Viva  
España!



**GARCIA**





# Viva España!



GOTTS



especially as they did such a sterling job at this year's ISDE! The World Trophy team, comprising some of Britain's brightest stars, plugged away all week long to take an excellent second place. With their formidable combination of speedy riding and wise heads, they enjoyed a trouble-free week. Jamie McCanney was tasked with adapting from his usual Yamaha WR250F to the 450cc version for the event, and despite having very little 'seat time' on either bike this year due to a nasty foot injury earlier in the season, the young Manxman adjusted quickly and posted some very strong times in E2, ending up third in class. Similarly for Husky's Danny McCanney, the ISDE meant the switch from E1 to E3, but he really enjoyed the feel of the TE300 and came home fourth in class. Nathan Watson ended each day with his now familiar happy grin,





and the former motocross rider excelled on the faster tests of the event, including the Final Cross, where he wiped the floor with the competition.

For the McCanney brothers and Watson the second place, while hard fought and gladly received, was merely a continuation of a largely successful season of racing. But for the final member of Team GB, Jamie Lewis, the podium clearly meant so much more. The affable Welshman suffered a horrifying spinal injury a couple of years ago, an injury that might have resulted in retirement from racing for many people. The 30 year old, who is a plumber by trade and recently became a father, put in strong and consistent performances throughout the week, making it clear to any doubters that he was far more than just *'David Knight's replacement'*. Lewis went through months and months of rehab just to be able to sit on a bike again, and the joy of being able to stand tall on the second step of the podium was evident to see. His journey of determination and renewed success is, for RUST, a real standout story for the 2016 ISDE.

Team GB's Junior riders were also mightily impressive. Jack Edmondson riding with skill and speed and adding another of his own gold medals to go alongside his dad's record-holding tally of 18. The 2016 EY

# Viva España!



SEALEY



EDMONDSON





Viva  
España!



**WATSON**



**J. McCANNEY**

champion always had a smile on his face and a spring in his step, and is one of the most professional and likeable characters in the EnduroGP & ISDE paddock. Cornwall's Josh Gotts was excited to be starting his second-ever Six Days, and after the nightmare of engine failure on Day Three last year he was keen to get to the finish. Josh rode with confidence and pace all week long, and a big crash on the Final Cross could have spelled disaster for the young TM rider, but in his typical happy-go-lucky style, he picked the bike up and finished the job.

Edmondson and Gott's team-mate, Lee Sealey, was not so fortunate; the 19 year old had been going great guns all week until a piston failure rendered him out of the race. Particularly galling for Sealey, as he had planned to change it that very same evening on arrival to the paddock. His Yamaha YZ125 gave up about as far away from habitation as possible, meaning Sealey was 'lost' out in the (*chilly*) hills of Navarra for



## AUSSIE GIRLS



## CLUB TROPHY



Viva  
España!

**SANZ**

nearly five hours until he and the bike could be recovered. A disappointing end for the Juniors, as they had been looking likely to challenge for a podium spot.

The only thing Great Britain is lacking now is a Women's Team. Jane Daniels would be a superb addition to the race, and as her two biggest EW rivals – Sanz and Franke – were both present and correct at the ISDE, it must be all the more irksome to Daniels that she missed the opportunity to show her skills on a truly international stage. With the likes of Emma Bristow more than capable of providing a strong support to Jane, surely it's time to give the girls a go? This year the FIM scaled down the team sizes, going from six to four riders in World Trophy, and from four to three in Junior. Could these 'saved' extra spaces be used to put three women through the ISDE for Team GB? For other nations, too, who aren't currently supporting the class? We certainly hope so for 2017!





Viva  
España!

ROMANCIK

### Czech mates

One of the biggest surprises of the 2016 ISDE was the performance of the Czech Republic. While the four riders were clearly talented, we weren't the only ones struggling to place just where this staggering form had come from. Jaromir Romancik was very much the team leader, posting times in the Top 5-10 every day, and the rider from the European Enduro Championship even prompted some members of the public to question: *"How can he be this fast? There must be some mistake!"* but the fact of the matter is that Czech riders have long since had an affinity with the ISDE, winning the event 15 times in World Trophy and 17 times in Junior/Vase. Their third place in the World Trophy this year was a welcome return to form and the team were clearly thrilled.







### The cold, dark and missing lustre...

Held on the stunning plains of Navarra, between Spain's Basque and Rioja regions, the event had all the potential of being a standout in the history books, but somehow it had a slightly lacklustre feeling from the beginning. The paddock was held at the superb facility of the Circuito de Navarra race track, and the opening ceremony featured a parade through the picturesque streets of nearby Pamplona, but the crowds and crazy fans often failed to materialise and the lack of additional entertainment (*such as live music or stunt displays*) alongside the race and a lack of commentary on any of the tests led to some losing interest.

# Viva España!

No this isn't a shot from our archives, it's actually ISDE veteran Fred Hoess on his 1985 Husky 250 WR running in the ISDE Vintage Trophy...



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The biggest complaint from riders young and old, new and experienced, was a unanimous "It's too easy!" The tests, while very long, lacked any technical sections, and the rest of lap featured a lot of 'asphalt time' or straightforward dirt tracks. In fact the two biggest challenges of the event arose from climatic conditions. The 08:00 starts each morning were held in the dark, and worse than that, the thermometer often registered between 0 and 3°C. The Club riders would start in daylight, but finish in pitch black at around 19:45 each evening. Many said this punishingly late finish was the hardest part of running as a Club rider.

Throughout the race, but on Day One in particular, dust caused serious issues for everyone. Daytime temperatures rose to

Viva  
España!

WILSON





around 23°C, meaning every rider – male or female – would return with a sweated-on dust moustache and beard combo. But the biggest problem with Navarra's desert-like dust was the visibility, the frustrated riders felt unable to push in the impossibly hard conditions. One third of Australia's winning Women's team, Jemma Wilson, explained it perfectly: *"I knew there was a long fast straight coming up on the Extreme Test but the dust was so bad that I didn't see a rock, it nearly took the bars straight out of my hands! I was lucky. After that I had to calm down a bit! It was the same for everyone, we just couldn't see if there was a rock or tree root, or an animal, or another rider, or anything in the track! It was impossible to really fully open the throttle without taking a huge risk!"*

## Viva España!



BARRAGAN





**ROBERT**

Viva  
España!

**BAYLOR**

### **And the winners...**

But if this year's race has taught us anything, it's that swagger and confidence can get you very far indeed! Team USA made their intentions clear from the beginning, strutting onto the stage at the opening ceremony, adorned in stars and stripes, and chanting "USA! USA!"

The team lost one of their top riders, Ryan Sipes, to injury just days before the Spanish Six Days. Sipes had been a stand-out performer in Slovakia the year before and was one of the favourites for the outright win. But this loss didn't appear to dampen the American spirits in the slightest. And day after day the team showed the Europeans, and the Aussies, that they were in charge. The bearded Baylor brothers may look like they'd be more at home behind the wheel of



## RUST Enduro



a truck cruising down Route 66, but Grant and Steward clearly have plenty of speed – taking the Junior team to second place. And while Taylor Robert has been impressive in EnduroGP this year, few tipped him to win not only the E2 class, but also the event outright. It's been a long time coming for the USA. In the 91 years since the Six Days began, America have NEVER triumphed! And you can just imagine the elation and celebrations! But who can blame them? They scarcely put a foot wrong all week long, and it's doubtful that even a fully fit Australia, Italy, or Spain could have got near enough to worry the unshakable Americans.

Perhaps with the USA taking the cake this year, the handbags can finally be stowed and the scars healed, allowing for a return to greatness for this wonderfully mad, punishingly long, cruelly beautiful race in 2017?

# Viva España!



## RUSSELL

## 2016 INTERNATIONAL SIX DAYS ENDURO NAVARRA, SPAIN

### TEAMS

#### WORLD TROPHY

- 1 USA 13:46:40.93
- 2 GB 13:50:19.59
- 3 Czech Republic 14:16:23.26

#### WORLD JUNIOR TROPHY

- 1 Sweden 10:30:55.69
- 2 USA 10:31:40.94
- 3 Italy 10:35:17.21

#### WOMEN'S TROPHY

- 1 Australia 07:56:39.29
- 2 Spain 08:01:27.96
- 3 Germany 08:15:47.75

### CLUB TEAM

- 1 Italy 10:55:42.48
- 2 Trail Jesters (USA) 11:00:56.17
- 3 Eric Cleveland Memorial (USA) 11:06:36.14

### RIDERS

#### E1

- 1 Josep Garcia Montana (HVA – ESP) 3:23:32.8
- 2 Nathan Watson (KTM – GB) 3:26:37.2
- 3 Victor Guerrero Ruiz (KTM – ESP) 3:27:14.7

#### E2

- 1 Taylor Robert (KTM – USA) 3:22:46.6
- 2 Kalib Russell (KTM – USA) 3:25:22.5
- 3 Jamie McCanney (Yamaha – GB) 3:26:13.9

#### E3

- 1 Daniel Sanders (KTM – AUS) 3:23:04.5
- 2 Giacomo Redondi (Honda – ITA) 3:24:00.7
- 3 Luis Correia (Beta – PRT) 3:24:15.3

#### EW

- 1 Maria Franke (KTM – DE) 3:51:58.6
- 2 Laia Sanz (KTM – ESP) 3:52:50.9
- 3 Tayla Jones (Yamaha – AUS) 3:54:25.3





**RUST Enduro**



**Viva  
España!**

From the left:  
Danny McCanney, Jamie  
Lewis (UK), Thad Duvall,  
Taylor Robert, Kailub Russell  
and Layne Michael (USA) and  
finally Jaromir Romancik (CZ)



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Tested



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[www.polisport.com](http://www.polisport.com)

## POLISPORT PIT MAT

LONG GONE ARE the days of parking your bike on an upturned milk crate in the middle of the farmer's field – although, yes, we miss those simple times. Today our motorcycle federations are increasingly environmentally aware (*no bad thing*) and ask that we use pit mats whenever we're working on our bikes in the open, and especially at enduro service where a fuel spillage isn't a possibility, it's a probability.



Tested



## POLISPORT PIT MAT

Pit mats, sometimes called environmental mats, are typically little more than rubber-backed carpets. But not all. Our Warren M. being something of an OCD-type caught sight of Polisport's polypropylene (*plastic*) folding pit mats – which work so well with their folding bike stands – and knew these were for him.

What's to like is that this mat is a real man's solution to the pit mat job. The folding plastic panels come together (*they're hinged*) to give a clean and, importantly, flat working platform. There's a proper recess – with absorbent mat – ready to catch up to a litre of spilled liquids. And we like the wee pockets arranged around the outside which are ideal to place nuts and bolts, caps etc temporarily removed from the bike – so it offers

an easily ordered working platform. It is easy to keep clean (*invariably it gets jet-washed*) and so doesn't look so much like an environmental disaster after just a couple of uses, as mats can. The moulded-in handle makes it a doddle to carry around too.

It's a highly functional piece of kit and once folded you can simply slide it into the back of the van nice and neat, although we could argue the one downside is it takes up a fair bit of room and isn't as easily stowed as a rolled mat. It weighs a bit too – so two negatives there. But on balance we like the Polisport pit mat a lot. At about £80 (*in the UK*) they're a steady £20 or so more than a decent mat, but the extra outlay is worth it.

JB



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*twenty seventeen*

# EQUIPMENT GUIDE

KTM

Husqvarna  
MOTORCYCLES

Beta





# FANTASTIC Voyage

Words: Rick Kemp  
Photos: JB

---

RUST mate Rick Kemp decided to take inspiration from the history of his local dirt tracks to create a special one-day ride. As ever, big ideas become even bigger headaches when reality bites. But riding two superlight trail-enduros from Italian firm Fantic Rick quite possibly found redemption...

---



OKAY, I'M NO saint but neither am I looking for redemption. The decision to ride the Pilgrims' Way wasn't to rack up any credits with the big guy in the sky – to do that you've probably got to make the trip barefoot and butt naked. I was just needing a spot of trail riding with a purpose. There are many reasons why we trail ride: because it's fun, because it's good exercise and much cheaper than joining a gym, because it's a more interesting way of getting from A to B, because we want to improve our skills, or just because...

Then there's a slightly spiritual aspect. We're blessed in the British Isles with many ancient rights of way. You can spot them a mile off on a trail bike – perhaps a sunken lane with gnarly old trees to either side. As you find yourself riding through loam and leaves, the mechanical part of the brain is handling the bike riding, judging distances, the weight transfer needed to get the best grip, what gear you should be using and all that stuff. Another part of the old grey matter is thinking about who may have passed this way thousands of years ago. Call me a sensitive (*some do, though no, I don't cry when I hit my finger with a hammer, I just swear a lot*) but I do think it's possible to feel a trace of something that's no longer there. Take, for example, the experience of riding



**FANTIC**  
Voyage





# FANTASTIC Voyage

Dean Clements  
and Rick...



a road bike (*this doesn't happen in cars*) west along the A4 past Avebury, Silbury Hill and Beckhampton. There's a bit where the road drops off the Downs towards Calne that always makes the hairs on the back of my neck stand up, even with a crash helmet on. Or, if you've ever been to Isle of Lewis, there's a stone circle up there, and I still get goose bumps when I think about the effect it had on me 45 years ago.

## LOCAL PATCH

I regularly ride bits of the Pilgrims' Way in Kent. It's my local patch, so perhaps the thought of riding from Canterbury Cathedral to Winchester Cathedral wasn't that strange, despite the fact that genuine pilgrims tend to go in the opposite direction before crossing the Channel on their way to Santiago de Compostela. There was another reason for starting at Canterbury. Clements Moto is a few miles from the city and it imports,



among other motorcycle brands, Fantic. I contacted proprietor Dean Clements about using a Fantic for the 'pilgrimage' as the idea of being able to do it on an inexpensive, learner-legal trail bike, albeit one that had been electronically de-restricted, was quite appealing. Dean was more than happy to aim the 125 E Performance press bike in my direction – so happy, in fact that he wanted to come along too, on the Fantic 200 Competition.

Not a bad idea as it turned out. Conventional wisdom has it that, for personal safety reasons, trail riding shouldn't be a solo activity but, with smartphones, GPS and so on, these days it's not a problem. For a fairly complex route, however, a second opinion was always going to be useful, not to mention another bike with back-up navigation. For the wary pilgrim the trip is about 140 miles. Obviously on a motorcycle the route is going to be different, with only highways and byways at our disposal. But which ones? For this we enlisted the help of the TRF's map supremo, John Vannuffel. Initially he came up with a more southerly route, which he said would be far better riding, but it was nowhere near the Pilgrims' Way. In the end we compromised on 'one he'd made earlier'. This was an East-West, coast-to-coast route







**FANTIC**  
tas  
**Voyage**

which we could adapt for our purposes and, as it was in GPX format, it went straight on to my Android phone. Dean had a Garmin GPS with OS mapping with the route overlaid. What could possibly go wrong?

### **A DAYLIGHT DASH?**

The plan was to complete the trip in daylight, which in mid-August gave us about 13 hours. Little did we know that it would also turn out to be the hottest day of the year, with the recorded temperature at Gravesend in Kent a gnat's under 34°C. It is possible to get a Pilgrim's Passport, which you can have stamped at 24 participating churches including the cathedral at either end. This passport also entitles you to discount hospitality en route. The other thing that that marks out a bona fide pilgrim is the scallop shell, usually worn around the neck – apparently there's seafood aplenty once you've crossed La Manche and the shell was an outward sign that you were grateful for the Lord's / planet's / what-have-you's bounty. After careful consideration the passport idea was abandoned, as the churches were off the route and would be too time-consuming. In the event, the nearest I came to wearing a scallop





# FANTIC Voyage



shell was doing a sketchy u-turn on a local petrol station forecourt.

In terms of machine preparation, the only extras involved fitting a USB charger to each bike and mousers were fitted all round, so we wouldn't waste time with punctures, but the trade off is that road speed needs to be fairly modest to avoid overheating. To make sure we didn't overheat, my Acerbis Adventure suit was fitted with the optional Aqua Pack and Dean wore a CamelBak.

## AN EARLY START

We rolled into Canterbury at about 6.45 am to meet up with JB and son, young Archie, for a farewell photo session outside Christ Church Gate. It costs 12 quid per head to get to the other side of those great wooden doors but, if you make an appointment, pilgrims can get a blessing. At that time of the morning, you're mixing it with all the delivery vehicles which need to clear the city centre by 7am.

To give ourselves a better chance we picked up the Pilgrims' Way at Charing, home to the 13th-century Archbishop's Palace, favourite hangout of Thomas Becket, though perhaps not for much longer if Historic England has its way. Part of the Pilgrims' Way is now blocked by the Eurostar rail line, though there are some good lanes along Crundale Downs and you can go through the villages of Wye, Boughton Lees and Westwell to pick up the



Pilgrims' Way proper.

We couldn't have been more than an hour out when we met our first and only pedestrian pilgrims. They had set out from Winchester eight days previously and were self-contained as far as accommodation and catering were concerned – they were carrying everything they needed in their rucksacks and were averaging about 15 miles a day. We were only packing plastic and our little Fantics needed to average a bit more than that... per hour.

There are only two major obstacles on this route: one the ancients would've had to contend with and the other we made ourselves – the River Medway and the M25 London Orbital Motorway. Both can only be crossed at a few designated places. For the mighty Medway, Aylesford Bridge was the target and for the M25 it was just north-west of the town of Sevenoaks (*known locally as Sixoaks after the Great Storm of 1987*).

### **THE RIGHT TRACK**

You know when you're on the right track when you come upon hostleries with names like The Dirty Habit, as you do at Hollingbourne where the Pilgrims' Way crosses the road to Sittingbourne. Between there and Aylesford, there's a loop off the Pilgrims' Way up towards Blue Bell Hill and down to



**FANTAS**  
**Voyage**



Burham. These are classic downland trails, chalk with some flint, some maintained and some not. A mixed blessing; the unmaintained trails tend to wash out into a steep V-shape, so you're riding over rocks in what is effectively a single big slot; the maintained version has gravel boards across to stop the soil washing down the hill which, with time, turn into high-rise steps and can be a bit of a bone-shaker. It was on one of these that the route on Dean's Garmin fell over. OS-mapping was still available, however, and I had the route on my Android phone. We soon developed a technique whereby I led the way on the road and where the route indicated we should leave the tarmac I would wave Dean through and he would reference the OS map. Not ideal but it worked.

Since we crossed Aylesford's medieval stone bridge, another Medway crossing has opened and now vehicular access is restricted over the Old Bridge – let's hope it helps this listed monument to survive. For those that don't know, the River Medway separates the Men of Kent from Kentish Men and likewise Maids of Kent from Kentish Maids – in both cases the latter should be born west of the water and come from Saxon stock, while those in east Kent are descended from the Jutes. So there you have it.

Moving swiftly on, our chosen path took us under the M20 twice before skirting round Laybourne Lakes Country Parks and then

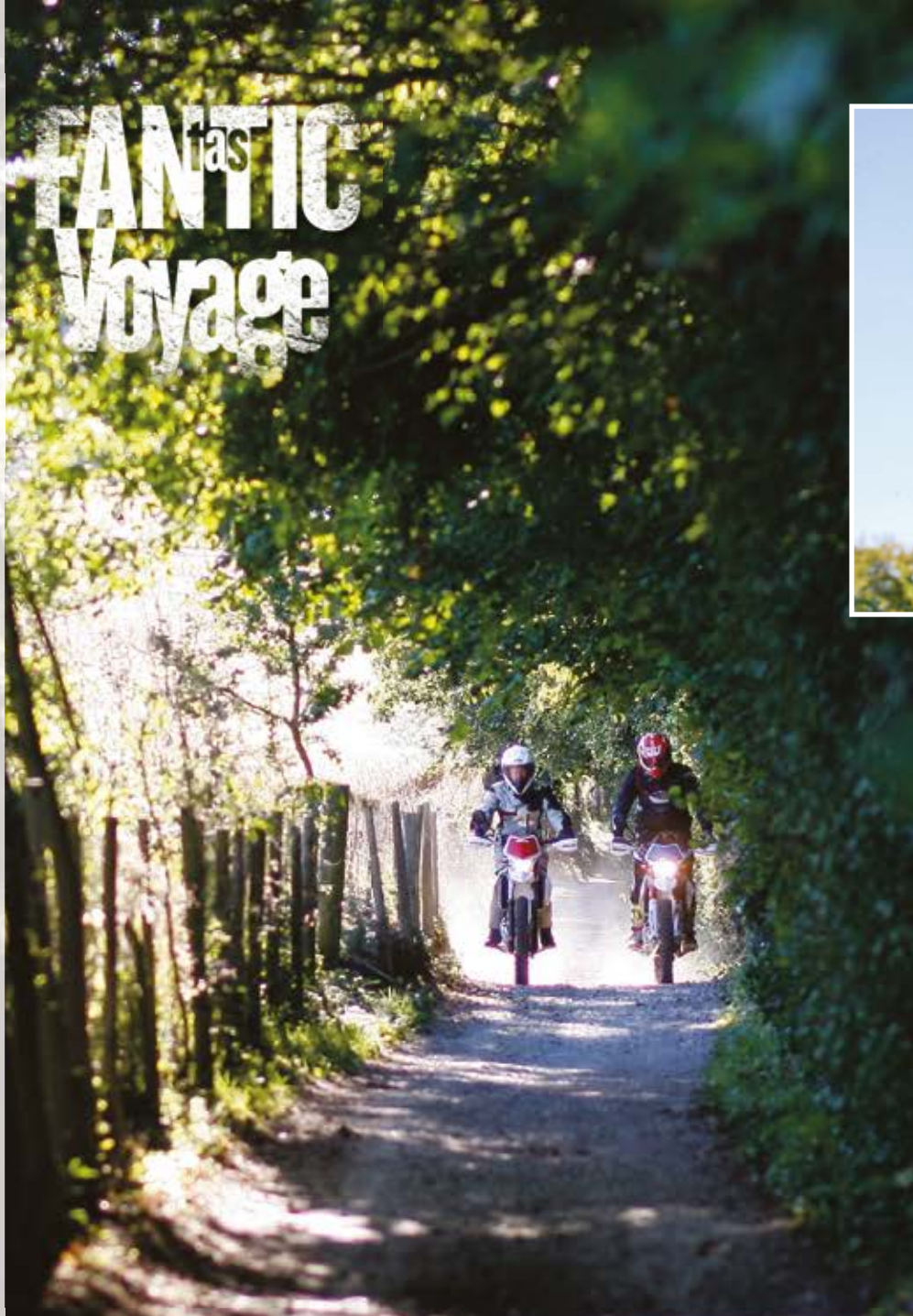


picking up another downland byway from Holly Lane in Great Buckland, the most northerly point on the route, before looping round and crossing under the M20 again at Wrotham. As they say, there's a pattern developing here: essentially we were riding east-to-west but the majority of the byways run across your direction of travel, so you have to balance the amount of lanes available versus the amount of progress made in the right direction, with one eye on the clock. And before you say anything, the GPS computer can't do this for you in real time. Unless, of course someone out there knows different?

From Wrotham it's a fairly hard slog on back lanes, which included many an encounter with White Van Man, in the morning delivery rush hour. This is a relatively recent phenomenon due to the rise in online shopping, whereby boys and girls from central Europe tear-arse around the countryside, following their GPS plots and delivering god-knows-what as a self-employed independent subcontractor for nationwide logistics companies at about half the national minimum wage.

On a single track road there's no room to overtake WVM. The vans stop in the road to unload and if you should meet one head on, because they're more used to driving on the right, they swerve into your path. Progress

# FANTAS Voyage



## PILGRIMS' WAY STATS

**Odometer reading:** 223 miles

**Total time:** including; photography, fuelling, feeding and getting lost 11.75 hrs

**Lowest point:** 27ft Aylesford, Kent, crossing River Medway

**Highest point:** 965ft the top of Leith Hill, Surrey

**Quote of the trip:** From a female Ranger who nabbed us while we were exiting a restricted byway and 'fessed up' to not having permits (we do have have them now, honest). "Well, you don't look like the usual scrotes we find up here."

**Note:** Permits to use Byways Open to All Traffic (BOATs) under restriction are free and can be applied for online via your local county council rights-of-way officer.





# FANTAS Voyage

through west Kent was slow.

Still following roads named Pilgrims' Way, or Pilgrims' Way East or West, we crossed the M25 at Twitton and then wound our way to Knockholt at which point we were less than 30 miles from central London. The route led us due south and we took a very welcome wooded byway off Silverstead Lane. Then, once back on black stuff, we crossed yet another Pilgrims' Way before ducking under the M25 at Brasted and heading on to Edenbridge. At this point, should you feel like a cultural break, you're spoilt for choice. There the castles of Heaver and Chiddingstone, Winston Churchill's country house Chartwell and the historic cutesie-pie villages of Toy's Hill and Ide Hill, both as you would imagine set on high ground – but sod all in the way of green lanes. So we pressed on.

We crossed the county border into East Sussex and headed towards Dormansland and Lingfield, it had taken us five hours to get out of Kent. A quick blast up the track that is Willmot's Lane let us cross the M23 at Smallfield. After this it was keep your head down and beware low-flying aircraft as you hit Horley and the Gatwick Airport sprawl. You kiss the airport perimeter before going through Charlwood, one-time home to Barry Sheene, Britain's last 500cc Motorcycle Grand Prix World Champion. The route took us cross-country to Newdigate and Beare Green and on down to





Ockley before almost looping back on itself and heading for what are perhaps the jewels in the crown of this particular route: Leith Hill and Coldharbour.

### **HIGHS AND LOWS IN THE HOME COUNTIES**

After a fair amount of roadwork it was good to get to, what are for trail riders in the South-East, some of the most legendary trails. Not exactly the Strata Florida and Monks' Trod of Mid-Wales but not bad for Surrey. We were in the Home Counties, where land and property is disgustingly expensive and even the best-behaved off-road riders are treated with utter disdain. Speaking of which, we witnessed what architectural atrocities can be committed by people with more money than taste. Down one byway, which was fenced, we saw a white-marble mansion under construction complete with swimming pool and heliport that would be more at home in the Hollywood Hills than the Surrey Hills.

There's one point on Leith Hill that resembles an ancient spaghetti junction where byways, footpaths and bridleways all converge. We stopped to consult the OS map and have a look round for a byway leading in the right direction, to commune with nature and rehydrate – even though it was after midday the heat wasn't showing



**FANTASTIC**  
Voyage





# FANTAS Voyage

any signs of fading. Dean was seemingly quite cool in his flexible armoured vest and MSR race shirt and pants. My Acerbis suit had everything open – chest vent panels, rear exhaust vents, thigh vents and the elbow to wrist sleeve vents. The sleeves do zip off but as I only had a T-shirt underneath I thought better of it. Perhaps the only drawback of unbroken sunshine is the difficulty in reading a smartphone screen, which necessitated hunting the cover of trees or holding your left hand in a position to shade it. Neither is an ideal solution.

After the glorious sandy descent from Coldharbour, we picked up more lanes south of Ranmore Common and headed south past Cranleigh and Dunsfold Aerodrome, once the headquarters of the BBC's Top Gear programme. From there we bashed on to Chiddingfold and, still keeping to the back roads, carried on to Haslemere and the spectacular Devil's Punchbowl; all the more spectacular now thanks to the Hindhead tunnel, which hides all the traffic and noise. In fact there is now a trail going over the tunnel, which has to afford one of the best views in southern England.

## **AN END BEFORE EVENSONG**

After this the going stays quite open as a series of lanes takes you into Hampshire via Frensham and south-west, past the Ministry of Defence training grounds familiar to enduro riders in the South Eastern Centre.





By this stage we were beginning to have one eye on the clock. According to the map we had two loops left, one either side of the A31 near Alton, before heading for Medstead, the point at which we had planned to leave the route and head for Winchester. Maybe it was the heat, tiredness and the lack of a good pub lunch (*my intake for the day had been three energy bars, a petrol station sandwich, some fast-acting glucose tablets and the contents of my Aqua Pack*). We became slightly disorientated and map-reading was hard work. However, eventually we found ourselves in Medstead and Dean made an executive decision to abandon the GPS and follow the signposts to Winchester.

By the time we arrived at the Cathedral it was near on 12 hours since we'd left Clements Moto HQ. Fortunately, Dean had organised the works van to bring us back to Kent. Of course, as soon as I got the camera out to record our arrival a gentle rain began to fall. We loaded the bikes into the van and headed for home.

On reflection Dean said he'd rather have included more off-road and taken two days. I can see his point, but I think there was a greater sense of achievement fitting in a reverse pilgrimage between Matins and Evensong. Did we amass any celestial credits? I doubt it. Did we make a special journey? Definitely.

*Many thanks to the good folk at Clements Moto for all their help.*





**FANTIC**  
Voyage

## THE BIKES

### **Fantic 125 E Performance** **Fantic 200 Competition**

The world of the specialist, off-road motorcycle manufacturers can be quite turbulent as you're dealing with small-production runs, limited finance and seat-of-the-pants management. You may remember that Clements Moto was the Gas Gas Enduro distributor for the UK till the factory went bust only to be refinanced and available in the UK once more from another distributor. In the meantime Fantic had become available so Clements Moto stepped in.

The Enduro range comprises, 50, 125, 200cc versions and the recently added 250cc model. The smaller capacity three are available in three variants; Performance (*basic*), Casa (*better*) and Competition (*best*) we'll stick with these as the 250 won't be available to ride till after the show season has finished, probably the new year. The 125/200 motor is a Yamaha WR lump, the 200 being an over-bored version. But it's the chassis package that Fantic does so well. The chrome-moly perimeter frame with conventional forks and steel swingarm of the basic Performance model is a huge 30kg lighter than the standard Yamaha and a little shorter too. The Casa models have USD forks and aluminium swingarms and Competition versions offer more adjustability



on the suspension and is supplied with Tommaselli 28mm fat bars.

If Motards are your thing all these three models are to be had in that guise too and in the three specification levels.

As mentioned, for our Pilgrims' Ride, I rode the basic 125 E Performance (£3,799.00 *at today's rates*). Don't know about you, if I'm riding a lightweight I tend to tread lightly with it whereas with a 450 you treat it a bit more like a bulldozer, sit back and give it loads and bash your way through obstacles. From the outset I will say that the basic Fantic design is to keep the bike narrow at the top to allow for plenty of rider movement, and in order to keep the seat height manageable there is minimal padding. If you want to spend all day in the saddle get a BMW. In the literal sense, the Fantic ends up being a pain in the arse.

The first Big downland climb I encountered bearing in mind the surface was bone dry, hard and loose I felt that the gearing was wrong with the culprit being the gap between second and third (*of six ratios*). As usual this turned out to be pilot error, I was pussy-footing about because it was a lightweight. At the next opportunity I employed Plan B, hit it hard in third and use the power created higher up the rev range, after all a 125 is never going to be torquey. This worked a





# FANTIC Voyage



treat and the little Fantic responded well to more of the same. Being so light you felt that you could change direction in mid air. Also, low weight inspires confidence braking on a loose downhill due to lack of momentum and if necessary you can always have a dab without fear of ankle damage.

On the road the 125 is unremarkable and that's a good thing. Even running on mousses which can feel a bit lumpy it steers true enough. Back to the gears, it took me a while to realise it had six ratios as top is something of an overdrive. If the road is right, sixth would extend the tank range, as it was it managed more than 200 miles with a top up.

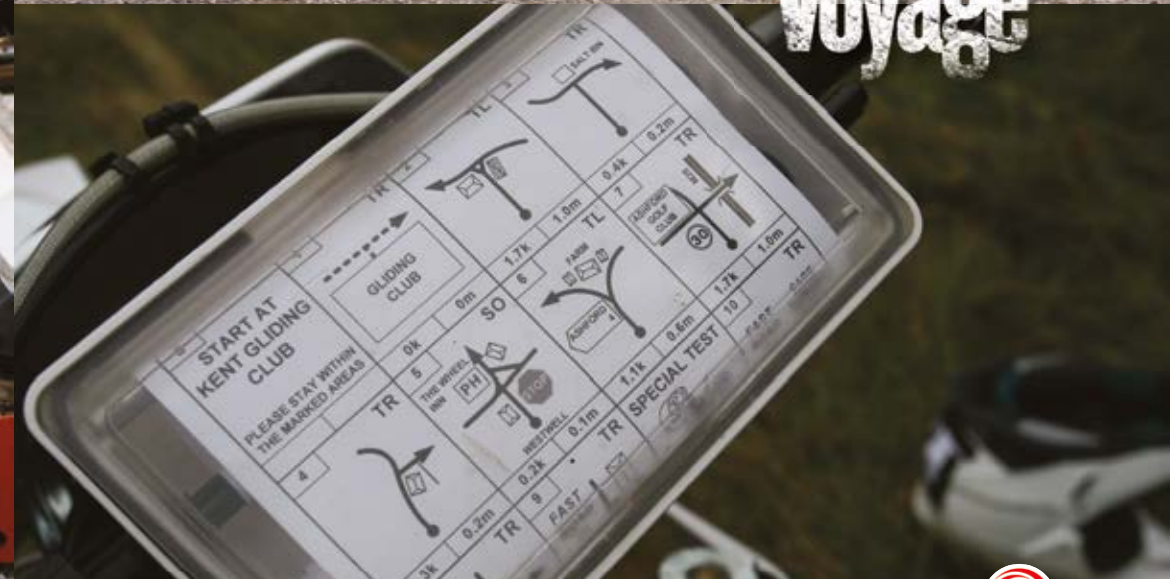




The LED lighting is a gift for bikes like this, very bright in daylight without sapping too much power and if the bike does go over, a bulb filament won't break because there aren't any. The rear lamp is tucked neatly out of harm's way. Indicators on a trail bike make riding on fast roads – where the speed differential between a 125, albeit an unrestricted one in this case, and most other road users is quite high – both easier and safer. The electronic instrument panel is multi-functional, but as long as you can speed in mph, check the trip and make sure you've cancelled the indicators the rest of the functions aren't vital.

After 12 hours of mixed on-off-road riding I have to admit that the Fantic 125 E Performance is a very capable motorcycle and it provides a huge amount of fun out on the trail – and it's learner legal. I wish they were about when I was a lad.

The 200 ER Competition has the full-spec chassis and suspension package and being an over-bored 125 it weighs slightly less than the basic 125 at 95kg thanks to more alloy components. A large chunky rider could double the weight of the bike. Having stuck to the same bikes on the Pilgrims' Way ride my chance to ride the 200 came at the Timber Woods Long distance trial. Everything we've already said about the 125 obviously applies to the 200, the one







big difference is that the extra power with my sylph-like 80kg means you can 'float' the front wheel over obstacles. Not that this attribute made much difference to my abysmal trial-riding abilities.

I was pleased to have a low start number which hopefully meant that I could go through the day without having to queue at the observed sections. This lasted for all of 15 minutes till the first section which was the special test, they do that just to catch you out. The test turned out to be a taped route through various natural hazards which had to be completed as close to 70 seconds as possible. Dean had mentioned to not turn the ignition key off as there was a surge when it was turned back on which blew the main fuse. So I just used the kill switch leaving the ignition on. However pulling in the clutch and hitting the starter button had the same effect all the lights went out and that was it dead.

Fortunately Editor JB was on hand to save the day. He was present to photograph me making an arse of myself for your entertainment. As luck would have it the Kemp workshop wasn't far away so we jumped in the editorial motor, collected some fuses and returned to the scene of the crime. New 30amp fuse fitted I lined up for the start of the test, the bikes were frisked for time-pieces just in case. I set off counting to myself one thousand, two thousand, three thousand etc. All was going well, I was in sight of the finish, just a simple descent to





the tape and by my reckoning I needed to slow down a bit, rolled off the throttle and 'chuf' it had stalled. By the time I'd restarted and crossed the line I'd taken 81secs, without the stall, who knows?

Worst of all, the delay had meant that I was now running near the back of the field with riders in the 70s (*my start number was 8*). I took a five on the next few sections and rode on until I'd got some space round me. After the stall, I'd turned the tick over up, too much as it turned out as I attempted to wobble round my first section. Fortunately I wasn't in it to win it so I decided just to press on a bit to see how the bike behaved.

One annoying feature that came to light on a byway on Romney Marsh where there were lots of gates to open and close, the side stand is too long, it takes longer to park the so it won't fall over as it does to open and shut a gate. Apparently this situation is in the process of being resolved and it wasn't as pronounced on the 125.

The motor was happiest on an opening throttle with good response presumably a relatively light flywheel compared to piston mass. Slow running was still erratic though it held a neutral throttle cleanly. Clearly a bit more work needed to get it fully sorted but a very good starting point. The final section of the day was along a single slot with a transverse log at the end. The bike is so balanced that slots and ruts are easily ridden giving you time to focus on the log, too much time





probably, but in the event a handful of throttle had the front wheel on the log and a steadying dab had the job done as the rear wheel rolled over. At the finish I was running with bikes in the low teens so had almost regained my number eight starting place, not the point of the trial but it made me feel a whole lot better. After riding the 200 for a while I can't wait to try the Enduro 250 with the Cami motor.

**[www.fanticmotoruk.com](http://www.fanticmotoruk.com)**

# FANTIC<sup>tas</sup> Voyage





# PIRELLI SCORPION RALLY STR

With the super-adventure market showing no sign of slowing, Pirelli have designed a new tyre to suit the kind of adventurer who likes to ride off-road and do big miles...

ADVENTURE BIKE TYRES have been somewhat polarized for a while now. There are those adventure tyres that – despite manufacturer's assertions they're dual use – look for all the world to be simply street tyres, rubber like Metzeler Tourance come to mind. Good for 10,000 miles on the street, but seriously sketchy when shown so much as a wet blade of grass, let alone mud. Then there have been the out-and-out dirt tyres with limited longevity, such as the Continental TKC80, which work well in everything except heinous mud, but will be chewed to bits by tomorrow lunchtime if you're less than judicious with the throttle on a 160hp monster adventurer.

Now Pirelli have gamely created a real halfway house of an adventure tyre, that bravely







## RUST Adventure

tries to marry the virtues of both camps: off-road capability and longevity – meet the Scorpion Rally STR. And to be fair to Pirelli, if they were to place this new tyre in the market they'd probably place it halfway between their existing adventure offerings, the Scorpion Trail II and Scorpion Rally. Having recently ridden a Triumph Explorer 1200 on almost motocross-spec'd Scorpion Rallies in seriously testing conditions in Madagascar – and found complete delight in the performance of that aggressive knobbly tyre – we're confident in Pirelli's capabilities in this sector and more than keen to hear what this new tyre can offer.

Pirelli say the Scorpion Rally STR *"is aimed at those seeking versatility, balanced on and off road performance and a knobbly tyre with an aggressive look that does not sacrifice grip, safety on wet roads, mileage, stability and comfort."* And that's no tall order. Similarly aimed tyres, such as the Metzeler Karoo 3, come close to that ideal, offering fairly decent off-road performance but still lacking the longevity to make a 5000km round trip. The likes of Mitas and Heidenau have also got close to offering such a mix – reasonable off-road grip and high mileage capability – but the wet road



### PIRELLI SCORPION RALLY STR

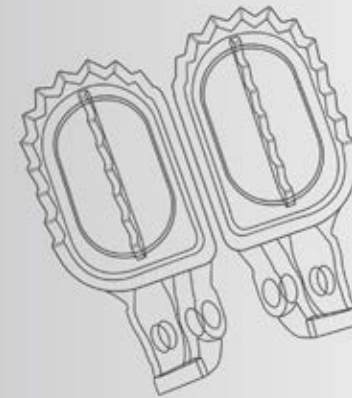
grip has typically been compromised to achieve the longevity. And frankly we wouldn't want to be fitting either of the latter tyres if we were talking riding a high-power £15,000 (€20,000) adventure bike with any gusto on the street. So the Rally STR looks to be potentially a winner in this difficult battle for the middleground – if it can improve on the existing options. ▶

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## RUST Adventure



And you can see how Pirelli has sought to achieve this. These are knobbies, but the blocks are only of a limited height and are of such a size as to keep block movement – and so heat build-up and wear – to a minimum. Pirelli says this brings stability on the highway without compromising off-road traction.

Keeping to a fairly rounded profile also helps with keeping a check on wear. That said, the lack of knobby height on the edges will affect side grip, but then banking a 250-kilo behemoth into a turn off-road has always been a bit of heroes' game. There's lots of tech besides, in the choice of silica compound and the construction, which Pirelli says maintains their 'variable rounding

### PIRELLI SCORPION RALLY STR

*philosophy*' that increases the tread contact area.

On visuals alone the tyre looks effective. Probably not as grippy as a Karoo 3 off-road, but plenty good enough to cope with the likes of the ACT Portugal ride we documented in RUST 16, and hopefully with enough durability to do the transport miles there and back too. So quite possibly a very useful tyre. Hopefully we'll get to try it soon.

There will be a decent range of sizes, including 19" and 21" fronts and 17" and 18" rears. For more details check out their web site at: [www.pirelli.com](http://www.pirelli.com)



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[www.youtube.com/watch?v=xH0E2Ra1TL4](http://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](http://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](http://rustsports.com).



[www.youtube.com/watch?v=RwK49cZ4yvs](http://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](http://rustsports.com).



[www.youtube.com/watch?v=JjZEeDKEYY](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://www.rustsports.com)



[www.youtube.com/watch?v=L8ePyI2E4M](http://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](http://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](http://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](http://www.youtube.com/watch?v=9oHMTpB0RNw)

### 2016 HONDA AFRICA TWIN

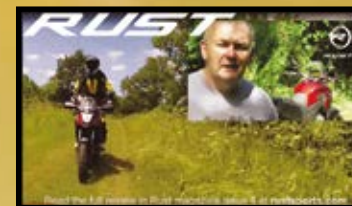
Exclusive first test of the new Honda CRF1000L Africa Twin... Read the story in the RUST Magazine Special Edition at [www.rustsports.com](http://www.rustsports.com)



[www.youtube.com/watch?v=mLpIT6Z-ACQ](http://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](http://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...





# IN PRAISE OF THE CCM GP450

BY CHRIS EVANS & KELSTON CHORLEY  
PHOTOS: CHRIS EVANS, CCM & KELSTON CHORLEY

CCM have now sold over 300 of their hand-built GP450 adventure bikes – one of which drifted toward our-man-in-France Chris Evans. After a day in its saddle he's their latest convert...

IN MY LAST column I mentioned a brief ride I 'enjoyed' aboard a BMW R 1200 GS, and how hard I found riding it off-road on anything more complicated than a gravel track. That experience was bought flooding back to me the other day when I met up with the man who'd been my riding partner that day and who very honestly, maybe a little too honestly, stated that he'd never seen me look more uncomfortable on a motorcycle in all the time we'd been riding together.

Now of course it is never pleasant to have your deficiencies pointed in such blatant terms but there was no denying the truth of his comment. Although I've never actually owned a big trailie, I've done a lot of kilometres on them and yet have never shown the sort of confident style you can witness on a Chris Birch video. This is almost certainly because I don't possess Mr Birch's talent, but then, as we're being brutally honest

RUST Magazine reader Kelston Chorley has already ridden his first CCM GP450 5000 miles in South America from Buenos Aires across Argentina, Bolivia, Peru and Chile without any problems...







# RUST Adventure

Right: Inside the CCM assembly plant showing the hand-built bikes in various stages of construction.  
Bottom right: The frame of the GP450 is assembled from a number of forged aluminium sections bonded together with hi-tech adhesives.



IN PRAISE  
OF THE  
CCM GP450



here, nor do most of you. And while I am under no illusions regarding my ability on a dirt bike, I do ride a huge number of hours a year and have been doing so for an awfully long time.

## SLIGHTLY BAFFLED

Having said all of this the current craze for adventure bikes has me slightly baffled. They're number one in the sales chart and are apparently *THE* growth sector in the industry and are undoubtedly giving a lot of







CCM offers a plug-in power booster unit which offers 50bhp, with the less than reassuring caveat that its use voids your engine warranty...



## IN PRAISE OF THE CCM GP450

people a great deal of pleasure. But what I can't help wondering is what are people actually doing with them. There are a few events organised specifically for them and I know people like Si Pavey down at (BMW) Off-Road Skills in South Wales are busy teaching people how to ride them, but looking at the sales figures I suspect that all this is catering for a tiny minority of people who are actually buying them.

My guess is that a lot of these bikes are being bought to fuel the 'one day I'll ride around the world on a bike' dream that all self-respecting motorcyclists harbour. It is a dream that I have nurtured off and on virtually since the day I threw my leg over a BSA Bantam, so I'm not going to criticise anyone else for keeping the flame alive, but if I was actually serious about achieving that ambition I think I'd want something a bit lighter and a lot more simple to maintain. Which was why I was so keen to try one of the CCM GP450s that one of my customers brought along on a recent Le Havre to St Tropez.





**IN PRAISE  
OF THE  
CCM GP450**

## **SECOND OPINION**

RUST reader Kelston Chorley bought one of the first GP450s and he's enjoyed it so much he's now replaced it – with a second GP450. Here are his thoughts...

*"Prior to the CCM I had a KTM 690 – a good bike but I found the height and vibration a real annoyance on long trips. So, last year (December 2015) I purchased a CCM GP450 and shipped it to Buenos Aires in South America and travelled across Argentina, Bolivia, Peru and Chile. In all covering 5000 miles of which 1000 were full*







## IN PRAISE OF THE CCM GP450



off-road, tackling extreme heat, cold and altitude – all with no problems. Many people think that 450cc is too small but the bike will cruise at 70-75mph all day if you want (though the fuel consumption goes up at these speeds) with no more vibration than any single-cylinder KTM. It was light, easy to pick up on my own (in the middle of nowhere in the dark and wet when exhausted).

“It has been reliable and I recently spent a day with the TRF on a 80-mile off-road trial in the usual wet and rutted routes around Salisbury Plains and the bike kept up well with the KTM 450s and 300s even with semi off-road tyres. Everyone who had a go on it was well impressed. I think this is a bike worth looking at as a true global lightweight adventure bike.”



CCM offers a range of adventure accessories for the GP450 including luggage, bash plates, a high seat, centre stand, lighting and suspension upgrades... Also available is a high power generator giving 50% more charge, along with an optional fused auxiliary wiring loom mounted behind the dash to power accessories such as a satellite navigation system...



## IN PRAISE OF THE CCM GP450

### ◀ REINCARNATIONS

Now CCM have had a number of reincarnations and I remember being less than impressed by a Suzuki DRZ400 powered CCM that I rode with Team TBM back in the early days of the Dawn to Dusk (*an endurance enduro held annually in South Wales*), so I can't say I was well predisposed towards the brand. And in keeping with the brutally honest theme of this column, when I saw the first pictures of the bike on the web I was dubious to say the least.

But after a whole day aboard the machine I have to admit that I was very much won round by the concept. Let's get the negatives out the way first. We're talking small scale production here, so some of the fit and finish isn't what you might find on something Japanese or even European. I'm not sure if the choice of engine is that judicious either. Basically it is a detuned version of the motor out of BMW's defunct 450 enduro bike, made by







Kymco I believe. It is a little bit vibey, doesn't hold a lot of oil and I doubt if you'd be falling over spares for the thing in the more far flung corners of Africa. And I'd rather try and fix a carb than an injector by the side of the road. On a more subjective level I couldn't say I found it a thing of great beauty either, though I do admit it has a certain rugged charm. But actually riding the thing was a revelation.

### **RELATIVE LUXURY**

On the road it was, as I have already said, a little vibey at speed. But then surely the whole point of that round the world trip is to take your time and soak up the scenery. At a steady 60mph (100km/h) it chugged along in a

very unruffled manner. Plus compared to my EXC, it was armchair comfy. The seat is similar in profile to the one fitted to the Yamaha 660 Ténéré but much more welcoming. You could wedge your butt into the dip at the back and ride for hours in relative luxury. Which is handy as I never had to fill the thing up all day, thanks to the voluminous fuel tank. Now normally these things equate to a disastrous riding position but I'm going to go on record here and state that I have never ridden a bike with such a natural standing position. You weren't bent over, your weight was positioned just right, man and machines were in total harmony. Plus the suspension and brakes were all top quality and the rally type fairing took off a useful amount of wind pressure.

Also on the trip were five KTM 690 Enduro Rs, which until then I'd considered the ultimate bike for the trip, but the CCM outshone them in almost every department. The seat height was much more manageable, the weight was lower and all in all you felt more in control of your own destiny.

If you hadn't guessed by now, I was very impressed. I'd expected to ride

CCM also offer an SM kitted GP450RS which includes WP forks, a spare set of 17" wheels/tyres with cush drive, discs and sprocket, brush guards, stainless number plate holder and extra decal pack...



**IN PRAISE  
OF THE  
CCM GP450**







# RUST Adventure



something half-finished, what I actually rode was something that had really been thought out for its intended purpose – adventure riding in its purest form. The bike's owner Simon Collis was in many ways as untypical as his mount. For a start he had graciously put up with all my ribbing about his bike choice before actually agreeing to lend it to me for the day. He was also untypical in that he'd actually been using his bike for its intended purpose and prior to coming riding with me had taken it on a six week trip over the Trans Am Trail – with, I hasten to add, no breakdowns. So all in all I reckon CCM could be on to something here. Sure it's a niche product, but it is nevertheless the first bike I have ridden that allowed me to get my head around the whole adventure bike concept. Somewhat more worryingly, it actually rekindled my own 'one day I'll ride around the world' pipedreams. Now I'm sure I saw my copy of Jupiter's Travels around here somewhere...

## CCM GP450 Adventure

### SPECIFICATIONS

**Engine:** 449.50cc DOHC, four (Titanium) valve, liquid-cooled single-cylinder four-stroke  
**Bore & stroke:** 98.0 x 59.6mm  
**Compression ratio:** 12.0:1  
**Transmission:** 5-speed gearbox, wet multi-plate clutch  
**Power:** 40.23hp @ 7000rpm  
**Torque:** 31.6 lb-ft @ 6500rpm  
**Frame:** 6082 T6 forged aluminium sections, bonded  
**Front suspension:** 47mm USD telescopic forks  
**Rear suspension:** Linkage to single shock, aluminium swingarm  
**Front wheel/tyre:** 90/90-21  
**Rear wheel/tyre:** 120/90-18  
**Front brake:** 320mm disc, Brembo caliper  
**Rear brake:** 240mm disc, Brembo caliper  
**Wheelbase:** 1510mm  
**Seat height:** 890mm (*low and high seat options available*)  
**Dry weight:** 125kg  
**Fuel capacity:** 20-litres  
**Average fuel consumption:** 22km/l / 52mpg  
**Service intervals:** 8000km / 5000 miles  
**Price:** £7459  
**Contact:** [www.ccm-motorcycles.com](http://www.ccm-motorcycles.com)



Road-book Enduro Tours in France

### DATES FOR 2017

22/23/24 March	Massif du Morvan
19/20/21 April	Cantal
7/8/9 June	Pyrenees
21/22/23 June	Lozerien Bis
6/7/8 Sept	Lozerien Bis
20/21/22 Sept	Pyrenees
4/5/6 Oct	Cantal
18/19/20 Oct	Dordogne
8/9/10 Nov	Massif du Morvan
15/16/17 Nov	Normandie



All trips are priced at 620€ (*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 a sweeper, plus for 2017, a rather classy T-shirt. Please don't hesitate to contact us if you would like any further information.

**Chris Evans, Sport Adventure,**  
44 Rue des Gravilliers,  
75003 Paris, France.  
Tel: 0033 662 487190  
[chris-evans@sport-adventure.com](mailto:chris-evans@sport-adventure.com)  
[www.sport-adventure.com](http://www.sport-adventure.com)





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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...



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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...



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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...



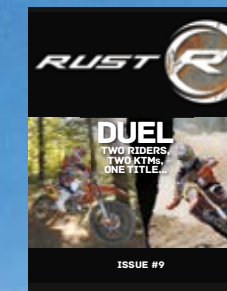
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Yamaha's 'new' WR250 tested, the Royal Enfield Himalayan adventure bike, Iron Men – 3000 miles off-road on Harleys! The Adventure Motorcycling Handbook – 7th Edition.



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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...



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**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...



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



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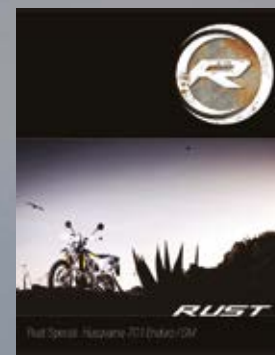
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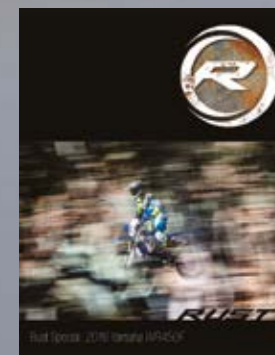
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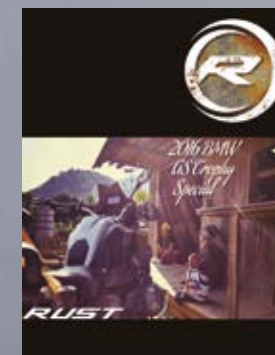
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JB braved the heat and went to  
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Florence to test ride all the  
latest 2017 models...



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Warwick House

The Grange

St Peter Port

Guernsey

GY1 2PX

**Editor:** Jonathan Bentman

[editor@rustsports.com](mailto: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](mailto:james.linane@rustsports.com)

**Managing Director:** Warren Malschinger

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