

Issue #20

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RUST

# Dakar 2017<sup>Part 2</sup>

All To Play For...  
This year's runners and  
riders in more depth...

## All Come To Look For America<sup>Part 2</sup>

The Wieleckis continue their search, Las Vegas  
& San Francisco via the Grand Canyon...

## Metal Guru

Tech Tips from the experts

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GoldenTyre extreme enduro tyres

## Flying Solo?

Andy Dukes decides that on an  
RTW trip, solo is the way to go

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Honda







# PUSHING ON

BY JON BENTMAN  
PHOTO: JB

CHRISTMAS EFFECTIVELY MARKS the end of the year and so always prompts pause for reflection. It's been a mad year at RUST and while we haven't hit all our targets for development of the product, we've been running WFO nonetheless.

We need to start collecting Air Miles for a start; we've personally flown all over the world to create copy, it's a long list: Thailand, Madagascar, Portugal, Spain, Azores, Australia, Italy, South Africa, France, Germany, Sweden and Finland are some of the *'away fixtures'* that we can remember (*RUST being UK based*) – but then we are an international publication and our worldwide readership now outstrips the home team by a considerable factor, so travel we must.

We've of course been putting a lot of effort into growing our audience, too. Our Facebook page is probably the second biggest motorcycle-interest page in the UK (*after Motorcycle News*) and so when we inadvertently create a mini-video of cheeky interest it can score mad numbers, like 190,000 views of mate Jon Beck goofing as an American hick in the Aussie outback (*funny what triggers peoples' interest*). As it is our series of video reports from Australia ratcheted up a steady 22,500 views.







This growth in audience extends into magazine views. Our latest issue, number 19, was visited over 26,700 times in just its first three days, and over our entire portfolio –which stays live for revisits anytime – we’re tallying over 1,000,000 views through the magazine platform Yumpu alone. Among those we have some stand-out performers, like our Honda Africa Twin special issue which currently sits on 94,698 views – backed-up 60,000-odd views of the accompanying YouTube videos.

So with the numbers looking good, next year we’ll be looking to push ahead with content development to ensure we keep everyone entertained. It’s not an easy task and the schedule of ‘must-do’s’ created by publisher Warren M. makes for intimidating reading. But we’ll keep pushing on. And somewhere along the way we’ll get into riding our own bikes, our long termers, a little more often too.

Anyway, enjoy the festive season, and lets all look forward to some great rides in 2017...

A large advertisement for 6D Helmets. The top half features a rider in a colorful racing suit and helmet, with the 6D logo on the helmet. The bottom half shows two helmet models: a red and white 'ATR-1 HELMET PILOT NEON ORANGE' and a yellow and blue 'ATR-1 HELMET PILOT NEON YELLOW'. The text 'PROTECT WHAT MATTERS THE MOST' is prominently displayed. The 6D logo is also visible in the top right corner.

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**RUST Giveaway**

# WIN GoldenTyre Extreme Enduro Tyres

IT'S BEEN A great year at RUST, as said in the editorial, but we need to interact more with you, our readers. So starting here we're moving on with some competitions and giveaways as our way of sharing.

So here we're offering a free set of GoldenTyre enduro tyres and – noting the season here in the Northern Hemisphere: extreme season! – we're making them extreme-grade. So we're featuring the sensationally sticky GoldenTyre 216X Gummy rear (140/80-18) with an intermediate front, the GoldenTyre 216AA (90/100-21), a perfect combination for the extreme enduro enthusiast.

All you need to do to go into the draw for this sensational prize is to go to our website [www.rustsports.com](http://www.rustsports.com) input your email for a download of the latest magazine and press submit. Existing subscribers will automatically be entered. It's as simple as that. We'll make a draw for the winner on January 9, 2017.

There's an added bonus – once you've hit that submit button you'll get automatic email alerts for future issues. By the way, rest assured your email will not be sold on to third parties. However, we will, through 2017, be developing a RUST membership package with a view to creating partnerships with the dirt bike industry whereby we'll be able to offer some great deals and discounts to our subscribers. So along the line there'll be further benefits!



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**Terms & conditions:** It's a worldwide competition, so even if you're in Australia or Antarctica do send in your entry, we'll dispatch the tyres no matter where! We should set a closing date – essentially you've got to have submitted your email by 12:00GMT on January 9, 2017. And as usual in these matters, no correspondence will be entered into! Please note RUST Magazine cannot be held responsible for goods in transit, or any import duties/taxes payable in the winners home country. Many countries will not charge duties if the item is a competition prize, but some may do. Bah humbug... There is no cash alternative available.

**Note:** UK enduro enthusiasts can source the GoldenTyre enduro range through sole UK importer [www.adventure-spec.com](http://www.adventure-spec.com)







## Sandstorm

It's a curious addiction we Northern Europeans have – to go blasting around desolate beaches on our dirt bikes in the biting cold of mid-winter. Le Touquet was probably the original and best. Editor JB got to witness it before the dunes proper were made off-limits and he remembers the massive carnage at Le Goulet which combined a first turn with massive dunes. The noise of 1100 motorcycles trying to scream their way through the dunes was one thing, but the physicality – like a massive bar fight, only with bikes – was another. The Red Bull Knockout at Den Haag in Holland (in November) wasn't quite as tough, but riding beach sand is never exactly easy either...

Image: Jarno Schugers / Red Bull Content Pool







## Heroes

Sometimes you meet a rider who impresses you with skills and determination that go way above and beyond the usual. Here's a rider with a totally destroyed ACL (*clean snapped and now awaiting surgery*) – the result of a spill two days earlier – about to jump on a 2017 BMW R1200 GS Rallye and ride a solid 3000km (*adding to the 3000km already ridden*) into the outback of Australia – and, er, back. It's Ramona Schwarz and as you can see she's not half the size of the behemoth she's about to command. As well, she was not making so much as a squeak in protestation or pain despite the obvious agonies – albeit she was having to pop the painkillers like candy. She could have quit – but quitting is not her style. Ramona is also the mother of two boys and she mixes being a housewife with adventuring and adventure journalism. Like many women in adventure, she's breaking down stereotypes and preconceptions. Simply awesome, eh?

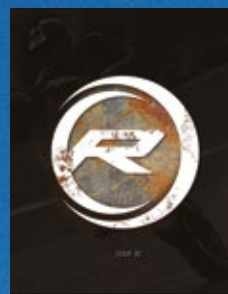
Image: JB



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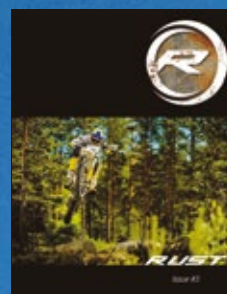
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The 2016 Beta and KTM model ranges tested. Warren visits the 2016 Motocross of Nations. Pitgirl rounds up the 2015 EWC Season, plus columns from Si Melber and Rick Kemp...



**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 from 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...



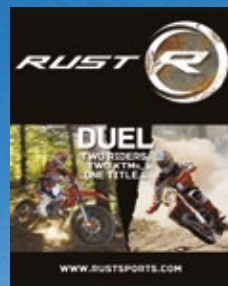
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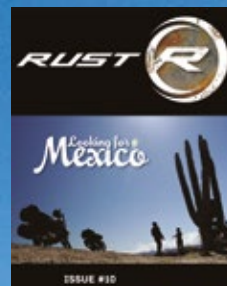
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Interview with David Knight OBE. What happened to the KTM 690 Adventure? Dispatches – In praise of the Honda CRF250L. The Michelin Anakee Wild adventure tyre. Chris Evans...



**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.



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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...



**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...



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



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



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



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



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# Dakar 2017 All To Play For

From our last issue we know which bikes are likely to be running at the front, but just who will be onboard? The entry list this year is fascinating, and with the departure of some of the most reliable front runners (*Jordi Viladoms, now sporting director for KTM, and Ruben Faria, now rider consultant for Husqvarna*) and with the arrival of some frighteningly fast young challengers, Dakar 2017 does seem to be wide open...



Words: Georgia Wells  
Photos: KTM/Husqvarna (Sebas Romero), Honda, Yamaha



SUCCESS IN DAKAR doesn't come easy – just ask Honda. You can have a brilliant bike and brilliant riders but Dakar luck is typically cruel, not benevolent, and defeat is regularly clutched from the jaws of victory. Different riders take different strategies, some go fast, some go long, but no approach is dominant, albeit in 2016 Dakar winner Toby Price we have a rider who does indeed do both – fast and long – and that will make him hard to beat. So who is going to take the fight to the new king?

Last year saw three former enduro world champions debut in the Dakar, with varying success. This year, older, wiser, can they rise to the top? With 10 Spanish titles, four World Enduro titles, and one SuperEnduro title under his belt, you can't argue with Ivan Cervantes' talent. The 34 year old is perfect Dakar material, with a sensible head, quick adaptation to every terrain and situation thrown at him, and the type of genuine caring character which will come in handy when the legendary '*Spirit of the Dakar*' camaraderie comes into play. Cervantes has had a troubling 2016 with his father undergoing cancer treatment, but if he can get his head in the game he will be more determined than ever to fulfil his lifelong dream of Dakar success. Riding with Himoina KTM, the small but committed

## Toby Price



Dakar  
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## Pela Renet

Spanish team, which took him to 16th place last year, there's also a good chance he could get picked up by the orange factory squad for 2018.

Ivan's world enduro rival Pierre-Alexandre 'Pela' Renet will be out to settle his own demons of 2016. In his Dakar debut the Frenchman suffered a terrifying crash on Stage 4 of the rally, which rendered him unconscious for almost five minutes. But Renet has proved time and again that injuries do little to deter him, and although he claims his only aim is to finish the race we have a suspicion he will want to run at the front with his team-mate, Pablo Quintanilla.

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**Pablo Quintanilla**





## Antoine Meo



For fellow enduro champ, Antoine Meo, injury recovery has not gone so smoothly. The Factory KTM rider crashed two stages from the end of last year's Dakar, and rode in immense pain to the finish. Prior to that, the Frenchman had been running in the top five and the sheer grit of getting to the finish line with injuries which would sideline him for the next eight months shows that Meo isn't ready to back down. But *'The Alligator'* will miss the 2017 race nevertheless. Some are saying he won't come back, but KTM – and Meo himself – will want to shut down those rumours as soon as he is cleared to ride in anger again.

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## RUST Rally

Aside from the influx from enduro, there has been rally raid interest coming from the top sand racers. Thierry 'Boom Boom' Bethys, makes his return to the Dakar after a four year absence, and while the three-time Le Touquet winner is unlikely to trouble the leaders on his Zongshen, he admits the draw of the Dakar was too much: *"Every year, watching everyone else start, I missed it so much. I simply had to come back and ride again. In the past I would have aimed for Top 20 (his previous best was eighth in 2007) but I'm 45 now so I just want to finish!"*

But fellow triple-Le Touquet winner Adrien Van Beveren could prove to be the dark horse of 2017. Finishing sixth last year VBA (as he's known) showed absolute blistering pace. But his wild on-the-limit style – every time he saw the heli-cam he'd pop wheelies and launch himself over any ridge or jump – could end up biting him.

To be successful at the Dakar there is a very fine line between pace and precision, typically the craziest riders end up disappointed, down and out. Take, for instance, Joan 'Bang Bang' Barreda. The long-standing Honda man has been one of the most entertaining riders to ever grace the Dakar but his gung-ho approach to riding has often seen him in trouble – either breaking his CRF450 Rally or himself. Riders like Joan are incredible to watch, but often don't make





Toby Price



the finish. But then you see a rider like Yamaha's Alessandro Botturi; the portly ex-rugby player often looks like he's just out for a pleasant trail ride yet the Italian has run in the top 15 at every Dakar he's attempted. Team-mate Helder Rodrigues is another example of 'slow and steady' wins the race. The popular Portuguese rider is pinpoint accurate with his navigation and his 'bolt upright' riding style often makes him appear to be cruising along. But last year Rodrigues bagged fifth place, his sixth result in the top five since joining Dakar from enduro in 2006.

### The Price is right

Toby Price struck an absolutely perfect balance on his second ever Dakar in 2016. The Aussie had his share of insane moments during his enduro, Finke, and Baja days, and anyone who has seen his legendary onboard videos will know that TP is certainly not afraid of keeping the throttle wide open. But he proved emphatically that he knows how to keep it calm enough, taking one of the most popular victories in Dakar history. This race takes perseverance by the bucket load and Price has learned the hard way to build mental and physical strength. In 2013 he suffered a sickening crash which wrecked his spine and hand and battered his entire body. He was unable to move for several weeks and underwent operations to rebuild his spine. Eight months later he had rehabili-

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## RUST Rally

tated sufficiently to ride again. Since then, he has become legendary not only for his thrilling riding, but for his endurance and pain tolerance, winning Australia's Finke Desert Race while riding with a broken foot and ankle.

Behind Price, Slovakia's Stefan Svitko bagged an incredible second place in Dakar 2016. His army of fans will be looking for the quiet Slovnaft-KTM rider to repeat the feat, but the charging Chilean Pablo Quintanilla (*third in 2016*) is ready to become the first rider from South America to win the bike class, and if his Rockstar Husky and race run smoothly there's every chance Quintanilla will manage just that. Kevin Benavides has been one of the most impressive talents to emerge in recent years and the young Argentinian was looking to better his fourth place finish and step on the podium at home in Buenos Aires in front of millions of local supporters, but a wrist-hand injury has ruled him out at the 11th hour – again, Honda must wonder when their luck will change.

It's easy to assume that those at the head of the field will be the same pack that made last year so exciting, but 2017 is absolutely wide open with not only Price, Quintanilla, Van Beveren and Rodrigues on flying form but many more to consider too; Red Bull Factory KTM's Matthias Walkner and Sam



Stefan Svitko





## Sam Sunderland



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## Mathias Walkner

Sunderland will both be favourites for the top. Walkner had a cracking year in 2015, winning the FIM Rallies title before heading to the 2016 Dakar, but the Austrian was sidelined after a violent crash which saw him land 20m from his bike. Prior to that, he'd run in the top three.

Sam Sunderland has all the pace and talent necessary for an assault on the top-three but the young Brit has endured a tough baptism into Dakar. In 2012 he retired on Stage 3, in 2013 he was unable to start due to an injury sustained just after winning the Merzouga Rally, in 2014 and 2015 he retired on Stage 4, and in 2016 he was again unable to start due to a broken femur. But KTM have





RUST Rally

Laia Sanz

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stuck with Sunderland, simply because they know he could win the thing. This year he wants to get through cleanly and see where the consistency takes him.

Another man who is longing to break his bad luck and stand on the top step is Honda's Paulo Goncalves, 'Speedy' is known to be one of the nicest people around the bivouac and his unbelievable misfortune over the years – bike failure when leading the race, getting lost at a crucial moment, freak incidents – has seemed cruel. He could finally prove in 2017 that age and experience beat youth and pace.

Not content with 'merely' winning the unofficial Women's class in the Dakar, Laia Sanz and her Red Bull Factory KTM will be ready for an attack on the top 10 if not the top five. Be prepared for Queen Laia to add even more Dakar success to her stunning CV.



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### THE LONG AND WINDING ROAD

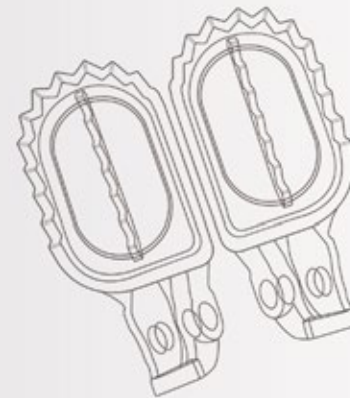
This year's route brings the excitement of visiting the 29th country in its history: Paraguay. On paper the route looks deceptively less demanding than 2016, with fewer Marathon stages and no '*tedious*' loop stages. But those in the know, including Sporting Director Marc Coma, have said that he expects it to be up there with the toughest.

2017 also features a '*back to front*' route – in at the deep end with sand dunes and high altitudes meaning we can expect an extremely high attrition rate from the get-go. The last days of the race will be centred around the fast rally roads on the run into Buenos Aires. While these stages are usually less demanding terrain-wise, they could catch out those trying to make up time – and with an entry list of strong contenders, close standings throughout seem highly likely.



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# RUST Rally

Uyuni in Bolivia has become an infamous stop on the route, despite the colourful and friendly welcome offered by the locals. In 2015 the salt flats caused mass bike failures and saw many riders close to death after developing serious hypothermia in the freezing conditions. Fast forward 12 months and the very same bivouac suffered both sand storms and hailstones which halted the race. We simply don't know what to expect!

But as usual with the Dakar, there will be absolutely no margin for error.

## DOING IT THE HARD WAY

In Dakar history books, even going back less than 10 years, you would regularly see the world's greatest riders sleeping on the ground with just a simple sleeping bag and tent. Nowadays, many of the factory riders sleep in hotels at any given opportunity, and many even bring their own motorhomes. After 12+ hours in the saddle, coming back to a team who will carry out all your repairs and maintenance and a comfortable bed to sleep in are top priorities.

In the Malle Moto class, however, the riders have NOTHING but a small container (*malle being French for box*). In this one container they must carry all their tools and spares and they must perform all mechanic duties themselves. This is undoubtedly the



Paulo Gonçalves





# Dakar 2017

All To Play For

greatest test of motorcycle and rider endurance in the world. But, whether you're a factory rider with a motorhome, or a rookie with just a box of tools, everyone meets at the beautifully set-up bivouacs every evening and they sit and chat and eat together. It's something many rookies are struck by, as Dutch hopeful Robert Van Pelt recalls: *"At my first Dakar I went into the bivouac after a terrible day in the dunes and got a plate of pasta, before I knew it Marc Coma was sitting next to me. I said hello but kept my head down, after all, he was the champ! But I was shocked as he began to ask me all about my day, and sympathise with how hard the route had been!"*

It's difficult to know just what wonders Dakar 2017 will have in store for us from its beginning in Asuncion in Paraguay, to its end in Buenos Aires. But as long as we have beautiful views, testing terrains, close racing, exciting twists and turns, and the conviviality of the Spirit of the Dakar, we'd be hard pushed to find a better thing to glue us to social media, newsfeeds, and the TV for two whole weeks in January.

**Next:** Five questions for Sam Sunderland ►



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# Sam Sunderland

## Five questions

27-year-old Brit Sam Sunderland has had a difficult run so far in his quest to top the box at the Dakar. The Factory Red Bull KTM rider has talent by the bucket load, but oft seems to be struck with bad luck or untimely injuries. Exciting to watch with an all-out style, and with a friendly and laid-back attitude off the bike, Sunderland would be a popular victor among rally fans. We caught up with Sam to find out his take on 2017.

**(R) You're yet to finish a Dakar, do you feel added pressure this year to bring home the goods? Or will you just be taking it stage by stage?**


*No, the team are really good like that; they understand the race and how many things can come into play. They trust in us the same as we trust in them. And for me it's all okay, as long as my want to win is more than the pressure from outside then it doesn't really effect me. I think the Dakar is a race that HAS to be taken stage by stage.*

**(R) Did Toby Price's win last year inspire you? Proving that a relative newcomer, and a relative youngster, was able to beat the older and more experienced riders?**






*Yeah, it was great to see Toby win. The past decade has been only Marc or Cyril so it was cool to see that change. The Dakar has changed a lot in the past few years and the young guys are kind of taking over, but at the same time you have to have respect for those guys and on their day when things are to their liking they can be a surprise and you can never count anyone out.*

** You have suffered more than most with injuries and major setbacks, how do you find motivation to keep pushing through months of recovery and gruelling physio?**

*I wouldn't say I've had more than most; the guy that just won Dakar had 27 broken bones at 27 years old! So really I just see it as being a part of our sport and it sucks, but I think every rider has been through it in some way. Mine seem to have been bad timing for sure, and they have made things harder than I would have liked mentally, but we have to learn from these things and hopefully progress and don't make the same mistakes!*

** Have your strong results in the FIM Rallies Championship this year helped you, not only with boosting confidence for the Dakar, but with putting past setbacks behind you?**








**Sam Sunderland**

# Dakar 2017 All To Play For

*Yeah for sure, to come back and fight for the world title all year has been nice especially with the time off and not really feeling 100% for the first part of the season. This year my goal was just to focus on Dakar and the team supported me in that, I tried to keep calm when situations would arise where there could be more risk, and not think about winning the world championship and just getting through each day and each race. Speed has never really been a problem for me and I knew if I could arrive each day I would be in a good position, and that way of thinking seems to have worked well even in the shorter sprint-type races in the World Championship, so I will keep going like that for Dakar.*

 **And finally, what is your favourite and least favourite thing about the Dakar?**

*Favourite thing has to be the passion of the South American people for this race! It's really cool to see all the fans on the sidelines stood there cheering you on, getting involved when guys need help and things. My least favourite is the lack of sleep and cold weather, it takes a lot of strength to keep clear and keep pushing when you're really tired and cold!*

**Next:** Four more Brave Brits are taking part in 2017, their stories follow...





# Brave Brits

As we are a UK based magazine it would be remiss of us not to mention the 'other' Brits who are facing Dakar 2017. It's a small but dedicated entry this year, just four (*excluding Sam Sunderland.*) David Watson, Kurt Burroughs and Max Hunt are attempting the race for the first time, whereas Lyndon Poskitt is a Dakar 'regular' back for more.

**David Watson**, at 53 years of age, is finally realising a long-held dream of starting the Dakar. He originally became interested in the race after hearing a friend's tales of competing back when it was still in Africa. Once he was hooked, that was it, and he spent the intervening years trying to raise funds to get to South America. In order to be accepted for the Dakar these days you have to prove requisite experience in similar races, and while riding in Abu Dhabi Desert







Challenge he broke his back and both ankles. Six weeks in a wheelchair was not enough to put Watson off his rally dream. He and his KTM will be on the start line in Asuncion.

*"I have the support of loads of mates, and also my wife, and I can't thank them all enough for helping me get to this point!"*

**Kurt Burroughs** has plenty of experience in rallies, but none so far in the Dakar. The 50 year old can even boast the impressive stat of being top Brit behind Sam Sunderland in this year's Rallies Championship after a strong result in Qatar.

*"I know it's what everyone says, but my aim is to finish the race! I have a 100% finish rate in all the rallies I've entered, and I'm hoping to maintain that stat come the middle of January!"*

**For Max Hunt** the Dakar and rally riding are a completely new venture, the 33-year-old son of billionaire property entrepreneur Jon Hunt has always been a petrolhead and from his beginnings riding a PW50 he graduated to competing in British Supersport and the British Superbike Championship. In 2016 his brother Harry Hunt finished 10th in the Dakar's car class, something that further fuelled Max's desert dream.

*"I'm really excited but It's hard to know how to approach the race, I finished 13th in the Atacama Rally this year so I'm tempted to*





*attack, but everyone is telling me to take it easy as it's such a long race. Hopefully I'll find a compromise! I was looking forward to meeting my brother each night in the bivouac but he broke his back in a crash and is out of Dakar 2017, so that's on my mind too."*

**Lyndon Poskitt** is well-known among the British community of off-road enthusiasts. His sheer passion for rally racing saw him start his 'Races to Places' trip around the world, becoming something of an internet sensation. He has ridden five major rallies on four different continents and travelled to 45 countries. In 2013 he bagged a top 10 stage result and 46th overall in the Dakar. His return to Dakar has been largely self-funded: *"It's amazing how much you can raise just by selling the junk you've amassed over the years!"*

Lyndon will compete in the terrifyingly tough Malle Moto class. *"Thankfully my internet activity has attracted some attention and I've been able to acquire a brand new KTM that should require less maintenance than my old bike and allow me to cut down on my mechanic duties!"*

Lyndon may even be able to challenge reigning Malle Moto champ (and former MotoGP rider) Jurgen Van den Goorbergh!

Keep an eye out for these brave Brits taking on rallying's ultimate challenge.

## Lyndon Poskitt







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# Guru

## Andy Sutton Poole Motorcycles

Welcome to a new series where we are talking to the guys who've been in the business man and boy, asking them for top tips, or simply an overview on how they see our pastime as it is today. For want of a better title, we're calling it 'Guru'

ANDY SUTTON IS the boss at Poole Motorcycles in Dorset, a business he's owned and run for over 30 years. Andy started in schoolboy scrambling (*motocross!*) and got as far as adult British championship level before diverting into business with his own bike shop. He held a Yamaha franchise from 1984 through to 2015, and supported a number of local riders in motocross and enduro as well as working with Steve Dixon in the British and World motocross championships in 2000/2001 where he looked after the Dane, Brian Jorgensen (*alongside Carl Nunn and a very young Billy Mackenzie*). So he's known the motocross and enduro scenes for decades and at all levels. What are his top five tips for better dirt bike ownership?







**RUST Tech**

Guru

### **1 Keep it clean**

If it's clean it'll work well. You don't need bling. You can have the blingiest bike in the world but it'll still be beaten by the rattiest bike if the rider is good enough. So keep a clean bike and make sure all the parts work well. The most important part to a fast bike: the suspension.

### **2 Follow the service manual**

Most of the problems we get, especially with four-strokes, come because [the owners just don't touch them. They need regular oil changes, do the valve clearances as prescribed, make sure the air filter is clean and also clean the air box out. If this customer I had the other day had kept his clean he wouldn't have worn out the valves as quick as he had.



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*twenty seventeen*

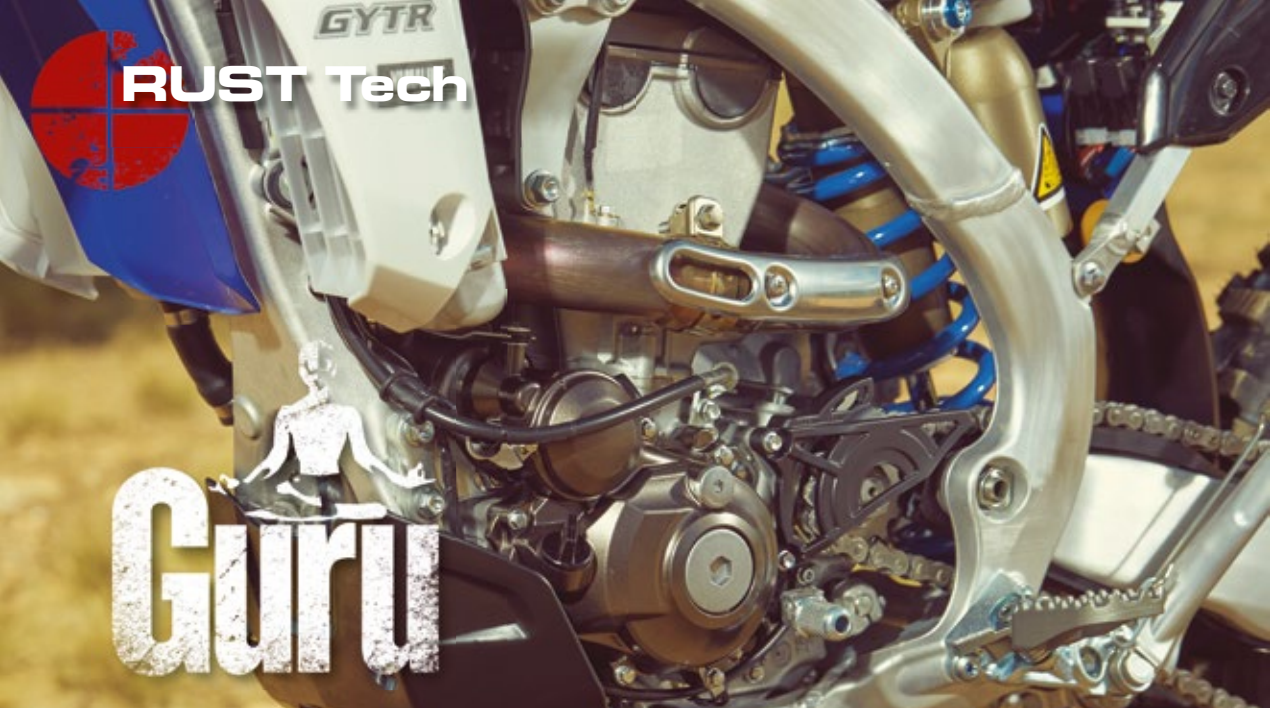
# EQUIPMENT GUIDE

**KTM**

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### 3 Four-strokes are easy to own

The latest four-strokes are excellent. If say I was going to buy a new WR250F, I'd run that for three years, doing the valve clearances every couple of months, doing the oil changes regularly, obviously the oil filter, air filter and spark plug. Then after three years I'd put a new (con-) rod in it and it'd do another three years. So for three years you do effectively nothing and for the sake of £3-400 you have the engine back up to scratch, so you could ride that bike for six years without significant maintenance – it's as easy as that.

### 4 Four-strokes are cheaper to own

Having said that, you can see they can be cheaper to own and maintain – contrary to what many may think. With a two-stroke a piston is £100 and you're going to put a new one in every 15-20 hours, so over the year that's probably three to four, then you've got two-stroke oil to buy... That said, given the choice it's two-strokes every day for me because I just love the noise and the smell. Every time!



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### 5 Suspension is key

I think engines have become fairly low-maintenance, but suspension still needs an intensive programme of servicing. A service every 12 hours on the forks, every 24 hours on the shock – that's running time, for the average Joe that's every fourth meeting. Of course most owners are not going to do that, but that's what makes the difference. However, if the average Joe at least spent the time properly greasing the various steering and suspension bearings he'd still be ahead of the game. Grease everything properly: take it apart, grease it up well, and it'll do a year's service, as simple as that.



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# RETURN TO DAKAR

BY CHRIS EVANS,  
PHOTOS: CHRIS EVANS

After 15 consecutive years Chris Evans thought he'd retired from Dakar service (*working with top riders and the ASO*), but he's been called back for 2017, by popular demand...

WELL, AFTER A year's break, I'll be back in South America for the 2017 Dakar. Good job that I've never been a huge fan of New Year's Eve celebrations... And strangely I'm really looking forward to it. I say strangely because after 15 years working for factory riders and all the stress that entailed I was suffering from a touch of Dakar burn out. The responsibility and the pressure that went with it was starting to get to me.

Just to give you one example, one of my jobs used to be calculating the fuel consumption. That meant looking at the terrain using the road book and the stage profile provided by the organisers and then telling your rider and his water carrier (*that's Dakar-ese for the team-mate who's job it is to keep the star rider in the race, no matter what*) how much fuel they would need on leaving the bivouac, during the liaison before the start of the special, at the refuelling during the special, at the end of the special and during the liaison at the end of the special. Obviously it isn't an exact science and you really don't want your rider to run out of fuel – and with it all chance of winning the



race. The rider on the other hand would get very grumpy if your calculations meant him hauling around unnecessary petrol all day. If there was more than two litres in the tank at the refuelling after the end of the special I'd be the first to know... I remember at the end of the last Dakar I did with Cyril Despres he said to me: '*good job, 15 years and no f\*\*k ups.*' It might sound like damning with faint praise, but for him it was the ultimate compliment – as he knew exactly how much potential to f\*\*k up there was. And having trained all year and risked his life on the bike he was understandably not particularly forgiving of anybody who compromised his efforts...

For 2017 however I will be the Polish Orlen team, who have a very close relationship with the KTM factory team and who for example entered Toby Price on his first Dakar, where he finished his debut in a remarkable third place. So it is a serious outfit, but assuming there are no potential Toby Prices in the 10 man team, it should be reasonably relaxed and I should be able to pass some useful experience on to them. Plus I have known the





Some teams have better vehicles than others...

Polish guys for years and they are pretty laid back and know how to have a good laugh when not busy sorting out their riders.

The other huge plus point this year is that I know who my van travelling companion will be and I get on with him really well. One of the 'charms' of the Dakar for everybody involved is that after three weeks of living in close proximity with people in a quite high stress situation you know your travel companions very well indeed. And you can have some unpleasant surprises... A couple of years ago I shared a camping car (*the driving duties, not sadly the night time accommodation*) with someone I had known for over 20 years and who I'd always thought of as a 'good bloke'. But by the end of our time together in 2015 I could barely bring myself to speak to him.

Hopefully this won't be the case with Benji, the young French lad who some of you might know from my road book enduro tours. His youth means he can get a bit overexcited if things aren't going his way but he is good company and above all a good driver. This might seem like a minor

consideration but you can start to really hate someone if you think they are putting your life at risk on roads that are considerably more dangerous than those you left behind in Europe. Ideally you need to be relaxed enough to sleep when you're not driving, to catch up on what was inevitably a short night. In the past I've been with people who I didn't trust to drive me out of the bivouac. In fact one bloke managed to get the back of the pick-up tangled up with the perimeter fence and took half of it with him. Above all, what you don't need is someone who continues to drive while falling asleep at the wheel, which can be an even bigger problem at altitude. In January we will be spending a whole week at over 4000 metres which can make you feel pretty strange and merely increases the fatigue.

The other good news is that for once we have suitable transport. In the recent past I have ended up driving a camping car and they really aren't adapted to conditions over there. I remember the first year they were allowed all the KTM mechanics placed bets on whether I would make it to the end of the rally and while they lost in the end, it was a close run thing. Going over the Andes between Argentina and Chile at about 4500 metres I got stuck in

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### DATES FOR 2017

22/23/24 March	Massif du Morvan
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7/8/9 June	Pyrenees
21/22/23 June	Lozerien Bis
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20/21/22 Sept	Pyrenees
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some fesh-fesh (*talc-like sand*) between two gullies. Just behind us in the dust was a giant six-wheel truck and I was out of the camper even before it stopped moving. The truck missed us by inches, fortunately going round by the side I didn't jump out of. This year we'll be aboard the ultimate assistance vehicle – a Mercedes 4x4 Sprinter. Ridiculously expensive but perfect for the off-road bits and oh so comfy. And a bit of comfort, on what will no doubt be my most uncomfortable three weeks of the year, goes a long way...



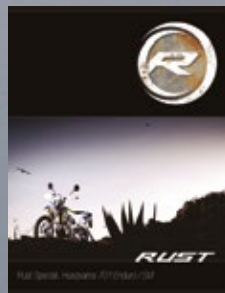
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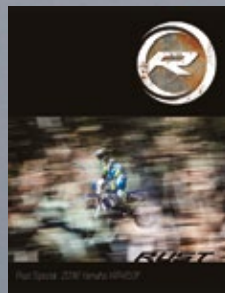
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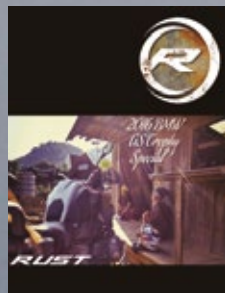
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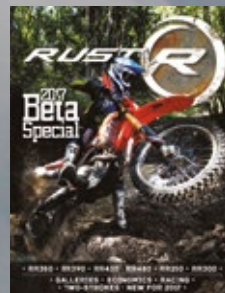
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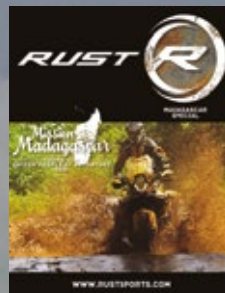
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# Flying Solo?

As he continues his preparations for The Marathon Ride, Andy Dukes reveals why despite plenty of offers, he's decided to go it alone...



## THE MARATHON RIDE

RUST is following Andy Dukes as he takes a year-out from work, family, life and everything and sets out on his big ride – a Round The World trip of a lifetime. Andy will be setting off in March 2017 and along the way will look to run six marathons on six continents – running be another of his passions. Check out previous instalments of his story in RUST 18 & 19...







SURELY OVERLAND TRAVEL is a lot less daunting if you share the moments, memories, decisions, responsibilities and costs with someone else? But how many times do you get to be in complete control of your destiny, day after day, week after week? That's why I'll be riding solo on The Marathon Ride.

I remember making a similar decision about 25 years ago. I'd done two years of a language degree yet still couldn't string a sentence of decent French together – I'd been too busy partying. A requirement of the university was that my third year had to be spent abroad, and all my friends had decided to continue the party in the sunny south of France. I made the tough decision to head for Paris instead, on my own, where I knew no-one and would have to fend for myself.





It turned out to be the best choice I've ever made. Within a matter of weeks I was speaking confidently in French, had met the girl of my dreams (*who would later become my wife*) and was even studying for my permis de moto on a Transalp (*it was 1992 and everyone in Paris was riding either these or Africa Twins*). Who knows what direction my life might have taken, had I not wandered past that rider training school with my new girlfriend and boasted of my motorcycling prowess?

Even now, deep into the planning stages for the biggest bike trip I'll ever do, I have to admit to a fear about travelling solo, but I can't see any other way of having a truly authentic overland adventure. My ride is all about engaging with the people whose villages, towns and cities I am passing through, and I'm not sure I could achieve the same level of interaction if I was travelling with a companion or in a group. I need to set off alone, so that I leave myself open to new encounters, if that makes sense.

I think it was Ted Simon who said that

## Flying Solo?

Photo: Michael Martin

many of his most memorable encounters on his first RTW ride came from the people who stopped to help him while stranded at the roadside. People always came to the rescue and this is something I've heard time and time again from many overlanders that I've had the privilege to interview over the past decade (*while working with an agency servicing BMW Motorrad's needs in international media and public relations*). The overriding theme seems to be that wherever you go in the world, 99 per cent of people are kind, interested, and want to help you.

I spoke to motorcycling photographer Michael Martin about this. With more than 100 expeditions completed to some of the remotest places on earth during the past three decades, he is convinced that the advantages of travelling by motorcycle extend much further than the machine's technical capabilities, because it is the perceived vulnerability of the solo traveller that opens up opportunities for special encounters.





*"A motorcycle is an ideal bridge to the locals," he says. "It's a perfect starting point for conversations, whether you are dealing with an American petrol pump attendant or a Chinese policeman. Riding bikes allows you to experience more of the elements and the landscape of each country, but more importantly, it brings you closer to the people."*

This is a view shared by Alicia Sornosa, who was the first Spanish woman to go around the world on a motorcycle. After just three months of planning, she left her homeland for Africa, travelling on to India, Australia, the USA, Canada and Alaska, before journeying south all the way to Tierra del Fuego on an 80,000 kilometres trip over five continents. Alicia's philosophy is quite simple: life is short and the world is big, so she wants to see as much of it as she can and riding alone is the best way to do it.

*"I'm never afraid of travelling alone because I think that most people are good and often very helpful. For sure, it's nice to ride accompanied, but I like it when you make trips alone because you meet many interesting people."*



# Almost Like Cheating

## The Scotts Rubber Sub Mount

A close-up photograph of a yellow Scotts Rubber Sub Mount installed on a motorcycle. The mount is a large, circular, yellow component with various adjustment knobs and screws. It is mounted on the frame of the motorcycle, below the engine. In the background, a motorcycle rider in a white and red racing suit is visible, along with an American flag and the text 'Made in the USA'.

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**Prasit Aphiphunyal**


Finally I asked the same question to Prasit Aphiphunyal, the guy whose bike I'm hoping to return on the first stage of my journey from Europe to Southeast Asia. His thoughts echoed those of both Michael and Alicia.

*"I'm convinced that once you reach a certain age, nothing really matters but to see the world. Life is very short, so take advantage as much as you can. My travels took me through many countries and I spent a lot of time alone on the road, but I learnt a lot about myself and I was able to prove certain things to myself, like what my capabilities are."*

So, in a nutshell, I need to set off alone in March on The Marathon Ride but my hope is that I'll rarely be travelling (or running) solo. I might be missing the experience of sharing the entire journey with one person or a group, but the chance to do it 100 per cent my way, to ride with lots of different people from all over the world, but to be able to strike out on my own when I feel like it and enjoy the hospitality of strangers – that's just too hard to resist for me.

Follow Andy Dukes' journey at [www.themarathonride.com](http://www.themarathonride.com)







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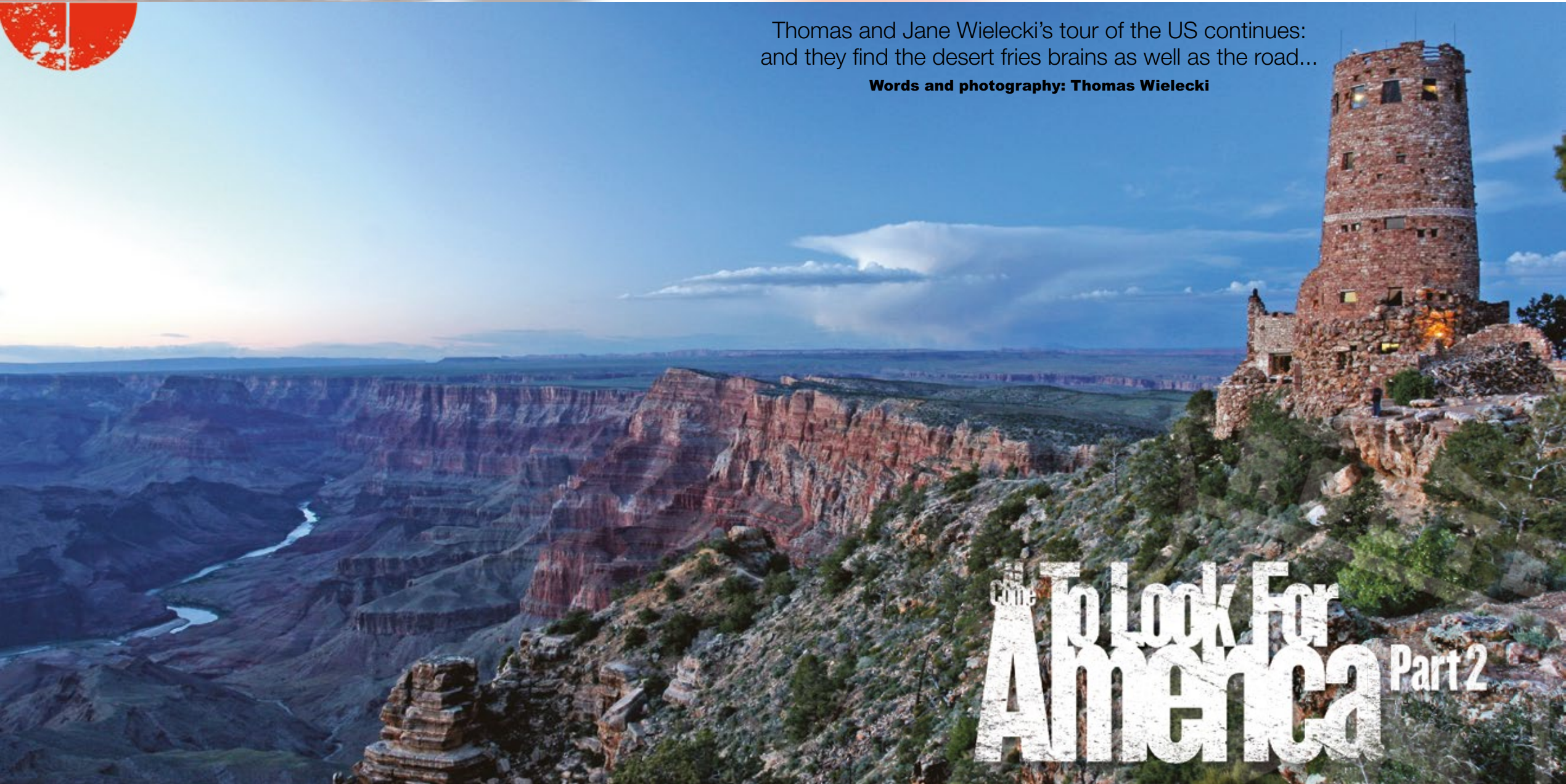
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Thomas and Jane Wielecki's tour of the US continues:  
and they find the desert fries brains as well as the road...

**Words and photography: Thomas Wielecki**



Don't Come To Look For  
**America** Part 2

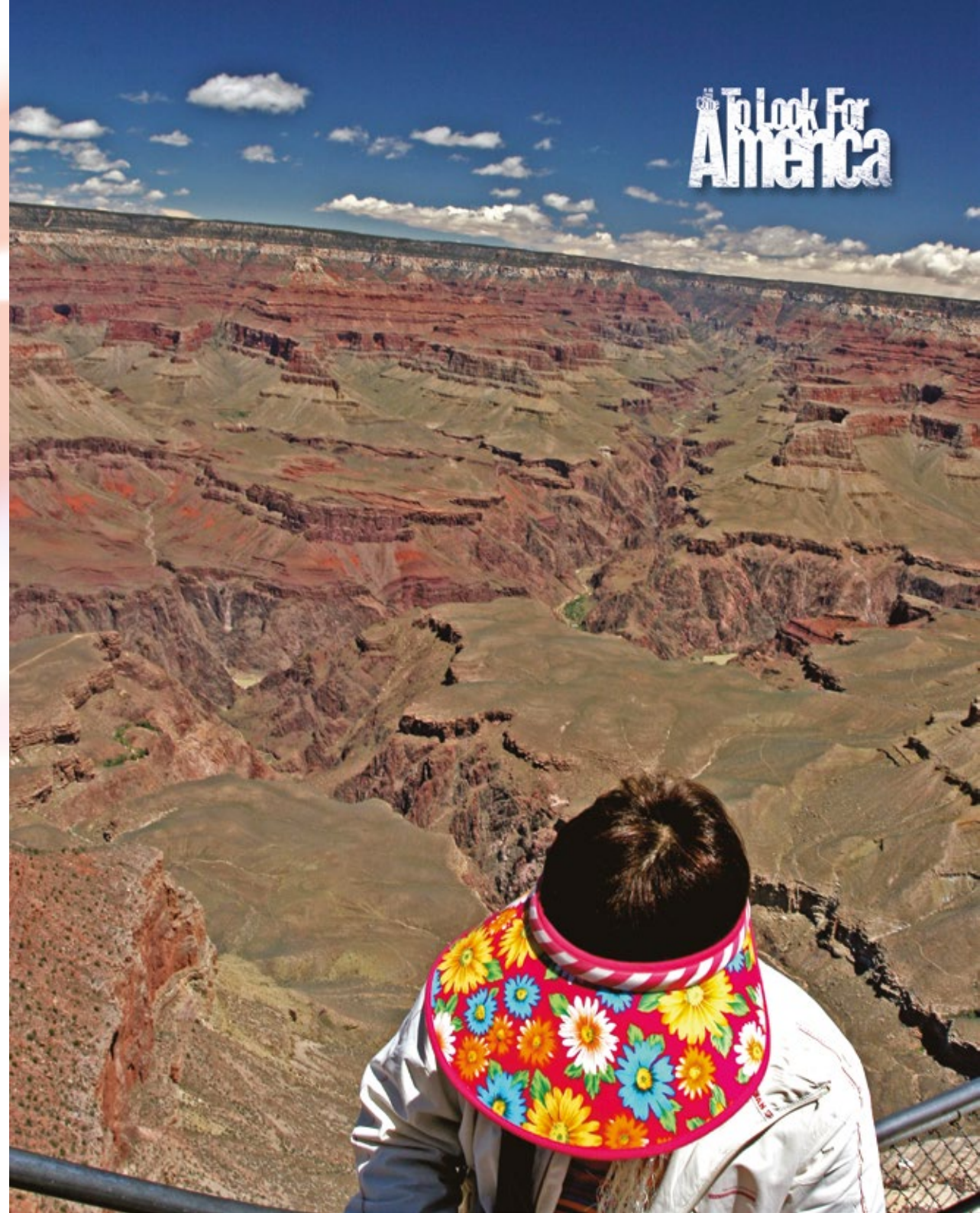






EAGER TO SEE it all at once, we race towards the world's biggest hole in the ground. In our excitement we overlook the fact that temperatures drop severely after sundown – and pay the price. I at least have the luxury of two cylinders to warm my frozen hands, even while riding, which I do alternating for the final 50 miles (*not cruise control – Matilda has a sticky throttle*). Jane has no such comfort. Deer pose another problem, keeping us on constant alert. We arrive at the village well after dark. Numbed by the cold and exhaustion we find a campsite. Jane sobs quietly as I try to scrounge a few sticks to make a fire.

Nothing can prepare you for the immensity of the Grand Canyon. Walking out to the edge for the first time leaves you struggling for breath. It completely confuses your senses and makes you want to say things your brain is not yet thinking – because it's not capable of fitting it all in. I can't say how long we stood there unblinking, but I vaguely remember slowly walking the path to the souvenir shop scratching my head. Everyone here walks the path to the souvenir shop. It's like all these people with wide eyes are funnelled to the store before the first-contact-hypnosis wears out.







I wake up somewhere between the 'mugs 'n spoons' aisle and the book rack. My eye happens to fall upon "*Deaths in the Grand Canyon*", a thick volume with a helicopter winching a body from its depths on the cover. I spot Jane by the postcards. Slow moving people block our escape route. We manage to break free and run into the sunshine to collect ourselves.

Just like Monument Valley, the Grand Canyon gets crowded. Only here instead of dilapidated outdoor stands you have large climate controlled shopping facilities and tours that are conducted in spacious buses with irritating commentary as opposed to rattly overfilled vans making their last run.

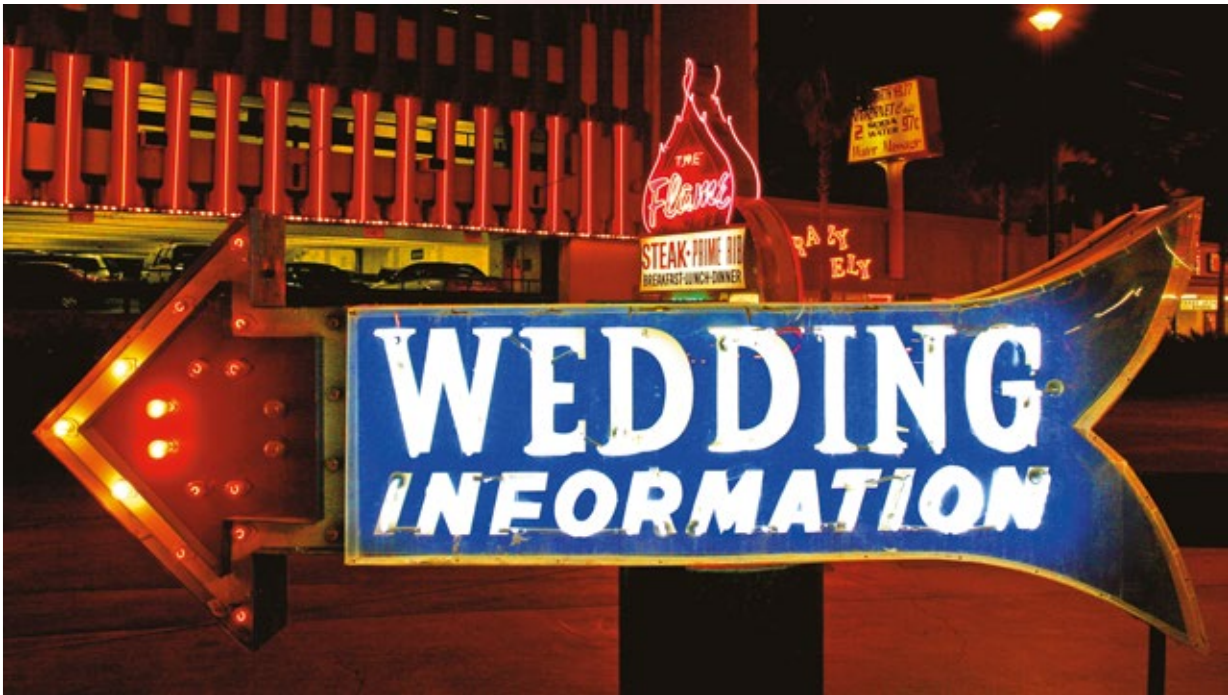


This piece of real estate is far too valuable to give back to the natives. Anyway, it's too late to do that; there's an airport here, an IMAX theatre, shops where you can buy practically anything, lodges and hundreds of people employed to run this complex. There are even specially bred donkeys for the specific task of hauling the lazier tourists in and out of the Canyon. And all this is just the South Rim village.

### NAKED IN VEGAS

With the return of the virus in Jane's Funduro, we tumble south towards Interstate 40 – Route 66 – and follow the old road west for a couple of days before shooting off north and towards Las Vegas. There is no direct way because of the 200 mile scar the Colorado river left on Arizona. The first thing greeting you as you go over the Hoover Dam into Nevada is a large glittering casino set against a bare mountain. Some miles further after passing a couple of parasitic towns and cresting a hill, we finally get to see what's responsible for the immense aura in the night sky – Vegas. It's like all the stars fell on the desert before us.

We lose ourselves in this sparkling sea and find that under all the lights, the sediment of the city is like any other. During the day it is a wasteland of auto repair shops, sprawling







suburbs and hundreds of seedy hotels. Everyone can gamble here. Even service stations have slot machines where you can lose your gas money.

It is along the Strip that Vegas comes alive at night. Yet not even Hollywood has revealed the sheer weight of pornography the city is sinking under. Mexicans hand out cards advertising adult services to everyone that passes. The pamphlets litter streets to the point where the Strip is carpeted with naked women. We find refuge in a casino hotel for \$26 a night. During the week they drop their prices to attract impoverished gamblers. The same room on the weekend costs \$89.





To stop you from sleeping, the large casinos bring the outside world in. Here you can walk along cobbled lanes where the sky is a giant ceiling painted with fluffy clouds and shop fronts bask in artificial twilight. Here, time is an illusion. They get you any way they can: with pirate ships, with mind-bending beams of light, with extravagantly cheap buffets, with golden nuggets. Their aim is to mesmerise you, hang you upside down and shake the last penny out of your pockets. And you see it all happen before your very eyes.



Don't Look For America







## ROLLING INTO RACHEL

We leave Vegas at lunchtime and head back into the searing Nevada desert. An hour into the ride it becomes obvious that riding in this kind of heat is suicide and detour into a place called Glendale, where we spend the next four hours drinking iced tea in a road-house. Before we leave, the man at the counter warns us that this is open-range country with black cows roaming freely. In Alamo, where we fuel up just before dark, we're warned again of the black cows. *"You kill it, you buy it. And they ain't cheap,"* advises Candy while Dixie jokes that the ranchers get them black so they're harder to see at night. Despite the extreme bovine hazard we decide to push on to Rachel.









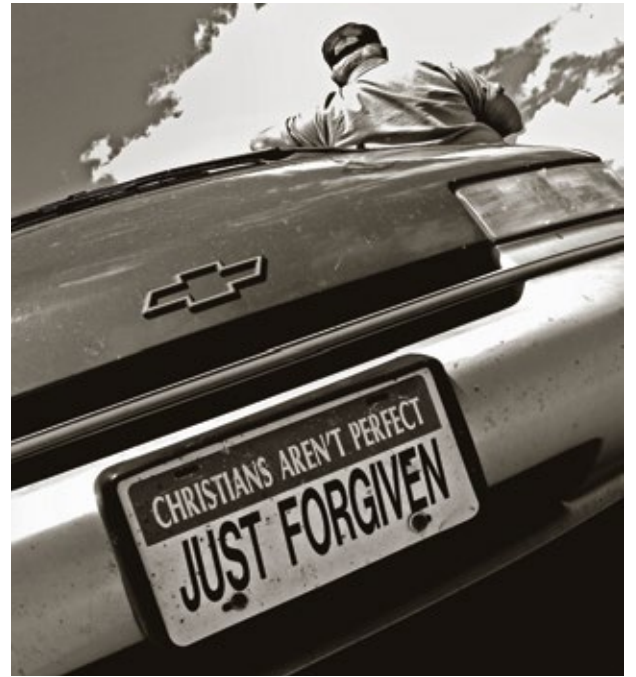


The plan is to ride in a staggered formation. Me ahead and towards the middle and Jane following closely and to my right. In case of undesired contact with a black cow I'm to hit first and hopefully land out of Jane's path. In the event I were completely incapacitated, Jane is to get help at Rachel or Alamo, whichever falls closer.

By far the biggest danger with riding Nevada Highway 375 on a dark moonless night, also known as the Extraterrestrial Highway, was getting separated and having to deal with aliens on our own. We never hit a cow, never even see one. The only black cow we pass is the one on the square yellow warning sign. And the only creatures we come across are some confused rabbits.

We roll into Rachel around midnight. A couple of buzzing lamps cast dim light around the loosely scattered pre-fabricated metal buildings. Everyone's either asleep or dead. A squeaky pick-up truck turns our way. I flag it down and ask if he knows where we can put the tent up. *"Anywhere you like so long as it's not in front of the sign."* His taillights disappear into the night.





In the morning there's no breeze and the sun quickly turns the tent into a little personal furnace. When Jane unzips the door, the first thing we see is a man sitting in a blue chair with his back to us. His head is set at thirty degrees and he has a pair of binoculars on his lap. He's studying the southern sky. I walk out into the hot morning and onto the highway. The road is empty and straight in both directions. I realise that we are in the middle of a huge basin, with hills all around that look at least 30 miles away. Rachel is a tiny speck of life in the centre of a huge frying pan.





### BMW not UFO

We learn that beyond the hills to the south is AREA 51. And that the man in the blue chair is waiting for UFOs. The Rachel settlement – town is too flamboyant a word to describe it – has one store and one church. Both little white tin sheds. The shop is called the ‘Little Ale-Inn’ and has green aliens with black-eyes painted all over it. There’s a lot more life inside than you expect from a place like this. The atmosphere is contagious. I approach the UFO topic delicately but people who live here treat it as if we talked about the weather. Dancing objects in the sky are just things that happen in Rachel.





*'It's an odd feeling to be scrutinised in the middle of the desert by individuals who have permission to blow your head off...'*

Getting directions on how to find the military installation is just a matter of asking. The only real advice we get is to not under any circumstances cross the line. *"You will be watched, but they can't do anything if you stay out."* So we go east along the highway a few miles and turn into the dirt road at the 'black mailbox' which has been white for some years because souvenir hunters would steal it all the time. The rancher got the shits and anchored a solid steel box into a huge chunk of cement and painted it white. Apparently this mailbox was used for special deliveries by agents dressed in black.



**The To Look For America**



We follow the gravel road for 3.5 miles to the water tank. As instructed we take the centre track and go to the stop sign lying on its side. From here, we ride south towards the hills beyond which is the Groom Lake site. According to some sources this is where captured UFO technology is tested. The area is so secret that even its very existence is denied by the American government.

Off in the distance, at the foot of those hills, a plume of dust follows a vehicle glinting in the afternoon sun. It's our welcoming party. We arrive at a bunch of signs spelling out that our presence here is unwanted. *"Use of deadly force authorised,"* reads one. There is no gate or fence. Loosely spaced orange posts are the only thing demarcating the no-go zone. Slowly you begin to notice small tripods with antennae, cameras and other devices standing in the brush at 50 metre intervals. The vehicle we saw approach earlier stands atop a hill about 150 metres away. With the long lens on my camera I can just make out two figures; the driver and the passenger watching us through binoculars. They are probably listening as well.

It's an odd feeling to be scrutinised in the middle of the desert by individuals who have permission to blow your head off. We hang around for ten minutes and go back. They follow us at a distance for a while, probably







**To Look For  
America**

*'Searching for something in  
particular you tend to find things  
you never expect...'*

to make sure we're as harmless as we look, then vanish back into the hills. You know, if there really is nothing there, why guard it so fiercely? And if there is, by doing what they're doing you can only assume that they are shielding something. As far as I'm concerned, it's the recipe for Coca-Cola or the president's private harem or some such thing. Then again, they could just be playing with us.

### **THE DISAPPEARING ROAD**

Nevada will always stay in our minds as the state of the disappearing road. For the next few hundred miles we follow highways that cut through a world so vast it feels like it has no beginning or end. Even time seems to stop with the evening twilight. The silence is impossible, as though you had plugs in your ears. It's easy to imagine all sorts of things out here, even flying saucers.

Tonopah is a small mining city in the middle of a blank space on the map. Stories of people wrapping themselves in tin foil to repel radiation from AREA 51 are not uncommon. Individuals who lose their minds and walk out into the desert only to be found months later by a hiker or surveyor in an advanced state of decomposition, are routine for the coroner.

When we cross back into California everything changes. Flat desert gives way to undulating farm country whispering with tall grasses. Soon we climb into high mountains.







Irrefutable proof that bears do indeed... in the woods...

**To Look For America**

Everything is green again. The air is cool and loaded with forest aromas. But we're also back on the tourist trail. On our way up to Lake Tahoe, magnificent mountain roads become torturously clogged when large motorhomes precariously thread their way along the escarpments. The occupants? Always a white-haired couple barely visible over the dining table sized dashboard.

We arrive at Lake Tahoe on Memorial Day weekend and the beginning of

the summer holidays. Sticky clumps of revolting teenagers keep innocent souls up till the early hours. Mornings tend to be quiet and peaceful littered with blank-faced zombies wrapped in sleeping bags wandering the campground. Despite this civil war it's impossible not to find the area resplendent in natural charm. It's on the last morning here that we come face to face with our first bear encounter of the trip. Right outside our tent we find a neatly deposited cake of bear poop.

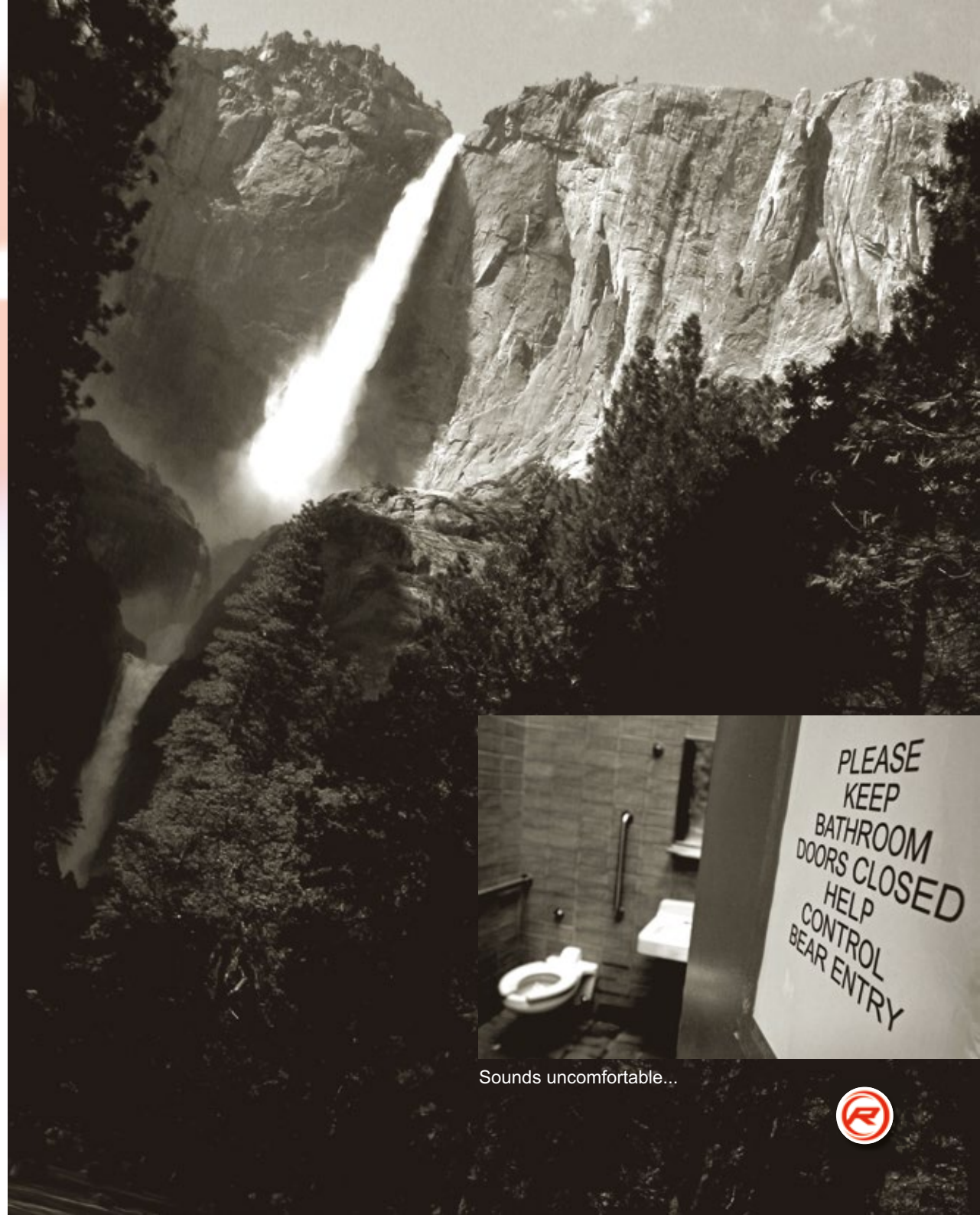




Because of the elevation and time of year, one pass across the Sierra Nevada is open: Highway 4. Hardly a highway – in places one lane wide – this road exquisitely winds its way up to 9000 feet. Embankments of snow six feet high and tall pines create a tunnel through these peaks. There's no traffic. The sky is clear and it's warm. We can't imagine it getting any better. Again Jane and I ride separately, each of us in our own personal heaven.

## WILDERNESS LOST – PARADISE FOUND?

Yosemite National Park salutes us – and the endless line of vehicles snaking behind with a traffic jam. Again like at the Grand Canyon, there's a village with shops, restaurants, parking inspectors and shuttle buses. It feels like we're in a busy city surrounded by a hologram of bare rock domes towering into the clouds and waterfalls cascading from unseen heights. Once upon a time this used to be the wilderness.



Sounds uncomfortable...







Yosemite's crowds prepare us for San Francisco. To heighten our excitement we decide to brave the afternoon traffic and make a beeline for the Golden Gate Bridge. I glimpse Alcatraz and picture Clint Eastwood. Sub-consciously I look for familiar scenes: a car chase down steep streets, Dirty Harry in pursuit of villains up a fire escape, a gun fight in Chinatown.

What we get is a marvellously cosmopolitan city full of secret places to explore, and wonder about life at 45 degrees. Can you imagine getting into your car if your driveway is so steeply inclined that opening the door requires superhuman strength? Imagine if a tram with people dangling off like grapes broke loose.





*'Searching for something in particular you tend to find things you never expect...'*

**To Look For America**



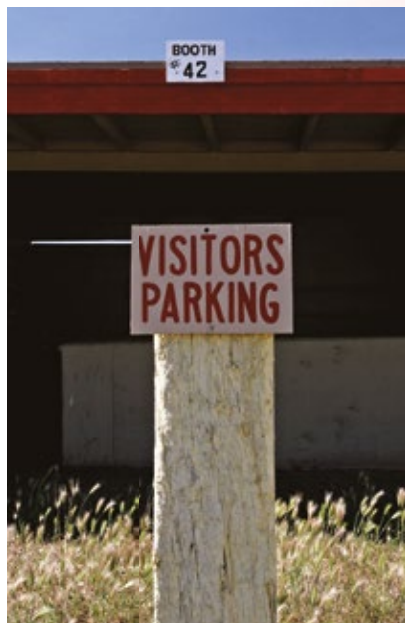
Somewhere just north of the California-Oregon border we hit 10,000 miles. Both bikes are on their second set of tyres. Jane's Funduro suffers occasional and unexplained mood swings. Matilda, my R60/5 has a growing oil leak from both base gaskets. Generally though, the four of us are in good shape.





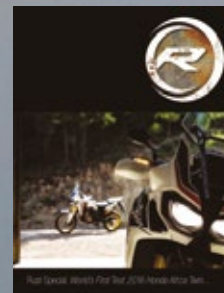


Hollywood has managed to paint a grand and sometimes terrifying picture of America. The problem is that it really isn't very representative of the place. At first I was a bit disappointed with what I wasn't seeing, with the things I unnecessarily prepared for and things I overlooked. But while searching for something in particular you tend to find things you never expect to be there. On a personal level, Americans are the politest, friendliest, most helpful people you will find.

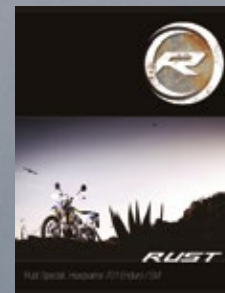


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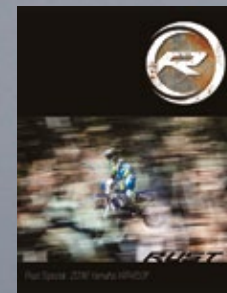
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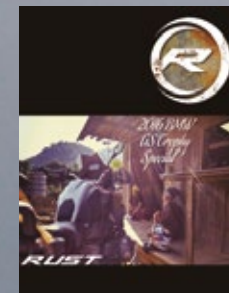
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**Thanks:** A quick call-out to Dave Lomax, Greg Villalobos and the lads at Adventure Spec for finding us images of Lyndon Poskitt (*last minute*) for the Dakar feature. You can follow Lyndon's 2017 Dakar campaign via [www.adventure-spec.com](http://www.adventure-spec.com) where our own Chris Evans will be supplying regular updates from the Dakar.

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WE'RE MISSING THE enduro action this time of year. So it's time for a flashback. This was 2012, the Eelmoor Enduro (*the final round of the British championship*), and here's a young Owain Humphries on his KTM 250EXC giving his all in a special test to secure a top-five in the Experts rankings. Owain ended up finishing runner-up in the Expert E2s to Steve Holcombe – who was also the Expert Overall winner in 2012. Now of course Holcombe is the 2016 E3 world champion. Owain has graduated too – today a top-five runner in the British Championship class.