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COVER IMAGE Ricardo Andres







# ITJUST NEYER GETS OLD

BY JON BENTMAN PHOTO: JB

WHAT IS IT with riding motorcycles? We simply never tire of it. I rode four days back-to-back in Portugal, came back to the UK for one day and was already revved up to go ride a trail bike we'll be featuring in our next issue. You can end one day totally flat, exhausted, but by the morning be revved-up ready to go again.

Portugal was a wonderful, rejuvenating experience. After a few months riding adventure I was more than ready to get back on the enduros. And the Yamaha WR250F is such a great bike to ride, so simple, so easy to ride – and yet so competitive. It took me a while to get up to speed – I'm a slow cautious rider at the start of every day – but after a couple of hours in the saddle everything starts to click.

Chasing our guide, Pedro from Horizon Adventures, and of course Warren M., I got faster and faster as our two days of shakedown rides (before the first round of the R3 road book rally raid series) clicked by. I was enjoying the workshop time too, at the end of each day, fettling the WR, although trying to sweat a certain tyre and mousse onto the front rim was perhaps one task I'd have happily set aside.

Riding rally raid was something new, and I found it every bit as exciting as Warren M. did (in RUST 21). It's a great sport and the trick of reading a road book accurately and trying to pedal at speed is certainly a difficult one – one that should keep me occupied for days to come given our commitment to the series. I never fully appreciated the appeal of this kind of riding before, but I'm hooked now. Just got to be a little more practiced – I lost 25 minutes to wrong turns on



day two – and beating the boss is the ultimate carrot on a stick.

This issue we check out some other guys getting back onto their race bikes after a long layoff. Yep, we found our way to the famous and fabulous Hawkstone Park to see many of the MXGP riders on their first day out after winter hibernation. As you know, we may be too old *(and too slow)* for motocross, but we still love it – and there's still no greater adrenaline buzz than a first turn of a grand prix, for riders and spectators alike. After all that action it's neat to be able to contrast that with the story of a bunch of mates chilling out and taking on another icon of off-road – the Trans America Trail (See page 53). It's on our bucket list too.

Yep, it's great to be out on the bikes. Anytime, anywhere. I hope you enjoy the issue!







# Another chance to Another chance to Scott Hustle MX enduro goggles

As said recently, it's been high time we had some competitions and giveaways, as our way of sharing.

#### You want these!

Everyone needs a pair of decent goggles. Editor JB has spent a lot of time wearing Scott's Hustle enduro goggles and he loves them. The slim frame allows for great airflow around the face, while the optical clarity of the Truview lens – always clear thanks to the ACS air controls system – makes watching the trail and picking a good line that much easier. Ideal for enduro, especially woods riding.

#### Here's how!

All you need to do to go into the draw for this sensational prize is to go to our website www.rustsports.com input your email for a download of the latest magazine and press submit. It's as simple as that. We'll make a draw (from all our subscribers) for the winner on March 6th, 2017.

#### Plus...

There's an added bonus – once you've hit that submit button you'll get automatic email alerts of future issues. Rest assured your email will not be used for marketing purposes or sold onto 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 offers and discounts on the products to our subscribers.





WINNER!

Winner of the Scott Hustle MX goggles from RUST Magazine Issue 22 is Andrea Bianco from Italy. Andrea, we'll be in touch soon to arrange delivery of your goggles!

# HAPPY DAYS

Our first competition winner John Miller from Somerset was delighted to receive his Golden Tyres.
Rocking some great period JT gloves there John...



**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 goggles no matter where! We should set a closing date – essentially you've got to have submitted your email by 12:00GMT on March 06, 2017. 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. There is no cash alternative available.

**Note:** To know more about Scott goggles go to www.scott-sports.com

## Back Issues 1-12



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#### ISSUE #1

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



#### **ISSUE #5**

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



#### ISSUE #2

ISSUE #6

JB's first editorial. Interview with

Jonny Walker. Dispatches – The

Patsy Quick, boss of Desert Rose

Racing. RUST long-termers Pt1.

Tested - Products for the Honda

CRF250L. Gary Freeman column

TRF answers back. Profile of

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 offf-season blues and columns from JB and Gary Freeman...



#### **ISSUE #7**

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



#### **ISSUE #8**

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



#### **ISSUE #9**

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



#### **ISSUE #10**

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



#### ISSUE #11

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



#### ISSUE #12

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

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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...



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...



#### **ISSUE #20**

Part 2 of the 2017 Dakar preview, Part two of the Wieleckis US Odyssey, Andy Dukes is going solo RTW, Poole MCs Andy Sutton offers sage advice and Chris Evans is Dakar bound...



#### ISSUE #21

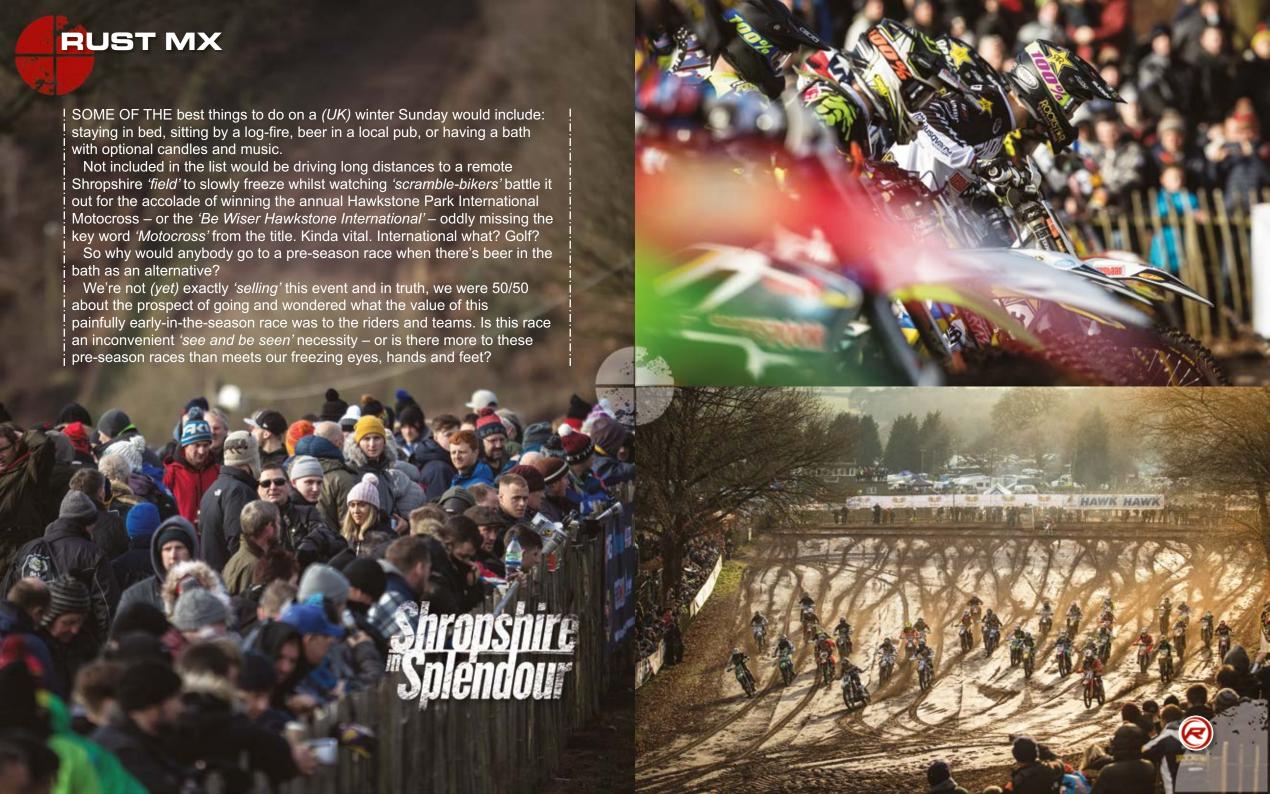
Exclusive first ride of Touratech's BMW R1200GS Rambler!!! 3 Plucky Brits tackle the Red Bull Sea to Sky, Warren M. takes on his first road book rally, and we test 100% goggles and the 6D ATR-1 helmet...

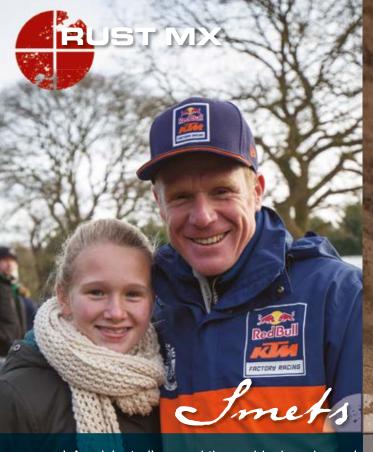


#### **ISSUE #22**

Is the new Sherco 300 SEF-R clubman friendly? RUST gets and exclusive ride on the Royal Enfield Himalavan, Andy Dukes gets some last-minute RTW tips, and we pick our fave clothing to keep us warm in winter...







A quick stroll around the paddock and we immediately bump in the five-time world (motocross!) champion Joël Smets with his daughter Aileen, so we ask if he thinks these races are important?

# Joël Smets: Red Bull KTM Factory (Motocross Factory Racing Sports Director)

"Oh course they're very useful. You want to pick up some race rhythm before you go into the GPs. So from my point of view I really support the pre-season races. We budget to come and we need to be here for our testing and development.

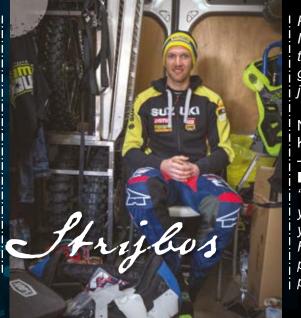


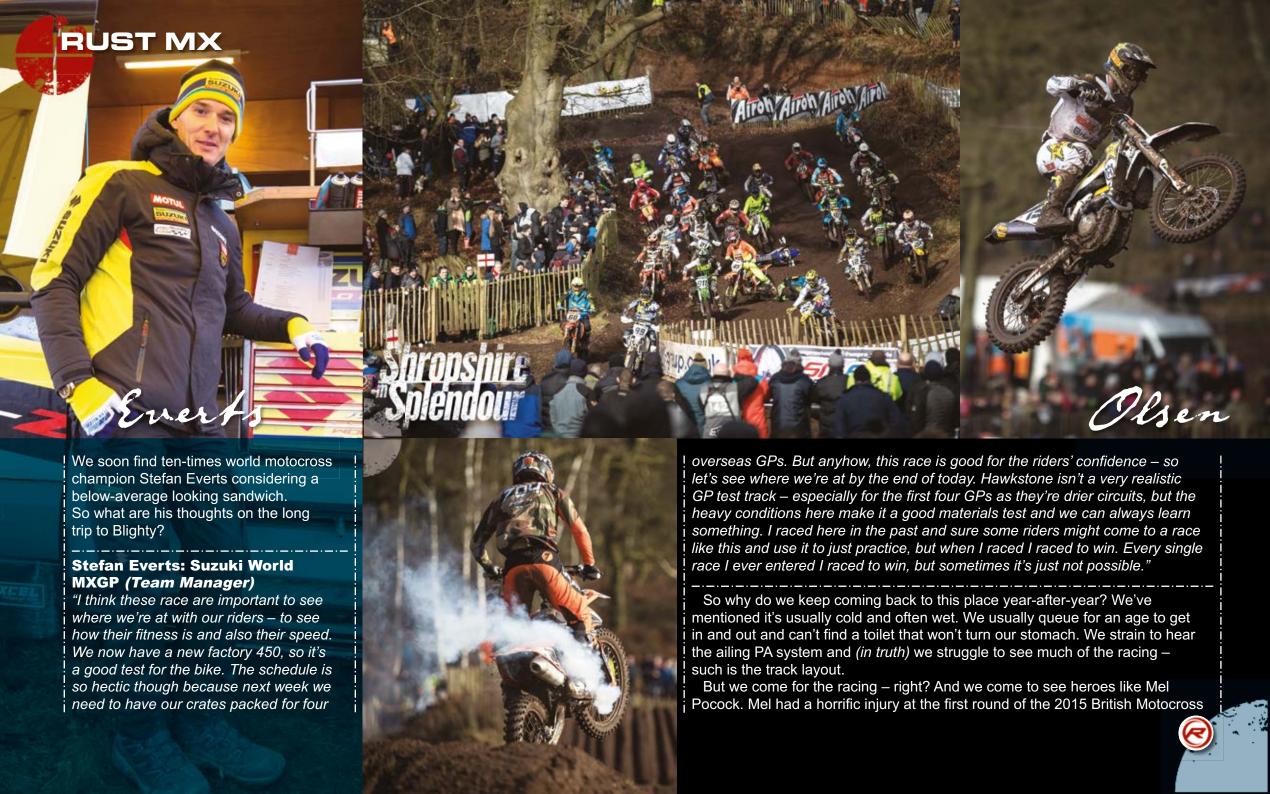
Personally, I've always enjoyed racing at Hawkstone, but most of the GP races I did here were in the summer. I recall battling with Stefan Everts in 2004 or 2005 at this event and we took it to the wire the whole race and that's why these races are good – as we get to catch up with our opponents from the world championship and judge ourselves and our material compared to the others."

Next up we take a look at Kevin Strijbos' gleaming new factory Suzuki and spot the Kev-sta buried deep in the back of his Sprinter van – no customised semi-trucks here.

#### Kevin Strijbos: Suzuki World MX GP

"It's good to get some races under our belt before the GPs start and also to see where you're at bike-wise and how you feel yourself. If something's not right then at least you have some time to work on it before the first GPs. I think the first year I came to Hawkstone was 2001 and I've come here more-or-less every year. It's a really special place and a nice track too. Most of the time we're unlucky with the weather but today is pretty good. It's a bit soft in a few places but the sun's out so it should be good."







#### Jordie Tixier: Monster Energy Kawasaki Racing Team

"Hawkstone is a really good pre-season race and I think motocross tracks should be natural like this - unlike many of the tracks we now see in the GPs. Today was tough though with my crash and bike problem. I had no idea if I could even ride in the SuperFinal race and then with two minutes to go the team managed to swap the engine and I ended up second. They did a really great job."

Max on the other hand won race one by almost three seconds and even stopped for a goggle swap towards the end of the race. His race two crash saw him claw his way through to fourth by the finish and he backed this up with third place in the SuperFinal after an average start.



Championship losing part of his thumb and lacerating his arm and missed the entire 2015 season. With no contract for 2016, in July that year he was drafted into the Hitachi REVO Husqvarna team for the remainder of the 2016 season, as a fill-in rider for James Dunn, and renewed his contract with the team for 2017.

Then there's KTM UK's Nathan Watson on his *(erm)* enduro bike. Yes, we said enduro bike – finishing seventh overall in the MX1 class. Waddahero.

Unfulfilled potential awards must go to Jordi Tixier and Max Anstie. Jordie had a big crash in race one and whilst leading race two suffered a mechanical failure with two laps to go. He made amends in the SuperFinal posting second place to the on form Max Nagl.







#### **Max Anstie: Rockstar Energy Iceone Husqvarna Factory**

"It's so nice to have a run-out at these races. Our bike setup's working really well and I feel really fit at the moment. OK in the races I went down, made some mistakes, had to come in for goggles and got a bad start in the last race, but to be honest I'd rather have a hard time here than in the GPs. I still feel like I rode well and came through the pack. Apart from the Motocross des Nations this year we won't get to race in the UK. I think Hawkstone is good for the fans and for everyone here. The crowd turnout is great and the club put on a great event."

But it was Max's teammate Max (the other one) Nagl who took both the overall MX1 Class and SuperFinal wins.



take these races a little bit easier because I don't want to crash. I just want to focus on my riding and if I'm first, second or fifth at this race – it doesn't matter to me."







Sure, we could have stayed at home today, but we made effort to visit what is a legendry circuit of the sport. Hawkstone Park - the grand old lady of motocross, first used as long ago as 1938, as a hill climb using the still infamous 1-in-3 hill. Hawstone was a centerpiece of motocross through its heyday in the 50s and 60s when crowds as big as 54,000 would flock to the limestone cliffs (oh how MXGP would kill for crowds like that today). Even the name sounds cool. This place is beautiful. It really is. Did we queue for too long to get in and out? Not really. Were we too cold? No – and that's our problem anyway. Were the toilets bad? Yeah . . . but we've seen worse. The food was (at last!) great though, the racing was exciting - and it's just

great to get outdoors.





# Jack Burnicle: Photographer. Journalist. Commentator. All round good human.

"Everything we've heard from the riders and the team who've had a successful day has been positive. They've benefitted from being here and it's added to their testing program. Joël Smets deliberately brought Pauls Jonass here rather than leaving him in Italy where he'd raced

last weekend – because it meant virtually two full-length motos in the sort of testing conditions that he wanted the lad to ride in. If you look at this race from a crowd perspective – Hawkstone was buzzing today and they all seemed to be enjoying themselves in this very kind weather."

Yes, it's motocross. A muddy field and a bunch of bikes scrambling around in circles. It's more-or-less been like that for a lifetime at Hawkstone Park and for some unfathomable reason we love it. AMA it is not. FUN it is. And baths are overrated.



## **Special Issues**

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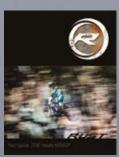
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HONDA CRF1000L AFRICA TWIN SPECIAL EDITION RUST gets the exclusive work



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



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



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



2017 BETA RANGE SPECIAL EDITION JB braved the heat and went to Beta's home town just outside Florence to test ride all the latest 2017 models...



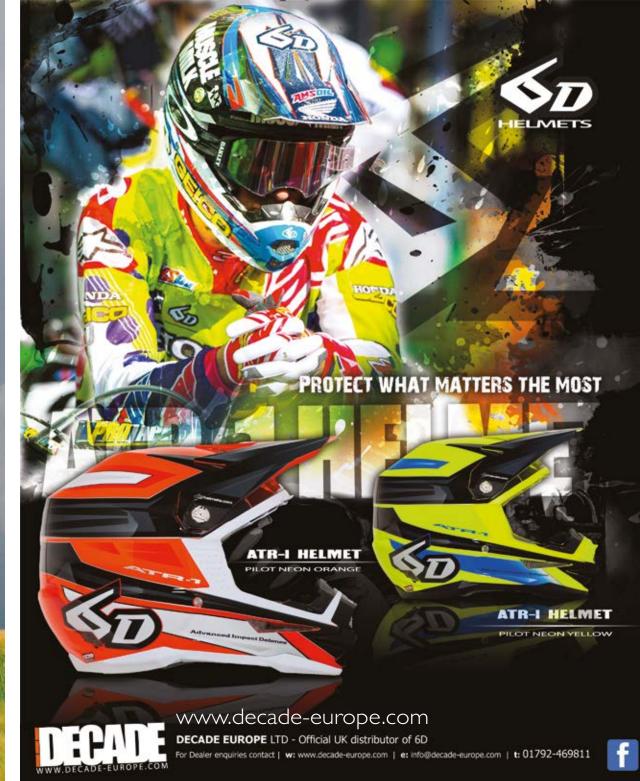
MADAGASCAR SPECIAL EDITION JB joins the Touratech United People of Adventure expedition to the island of Madagascar...



2017 HUSQVARNA SPECIAL EDITION Full test of the 2017 Husqvarna model range, with New for 2017, some history and the final conclusions on JB's favourites...



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IN RUST 21 Warren M. got totally seduced by the rally raid experience in Portugal, so much so he vowed RUST would return in 2017, in force. True to his word, RUST is back — with Editor JB along, too — slightly startled by the whole thing — riding shotgun. And we'll probably have more riders yet. Rally Raid takes our passion for all things enduro and adds a virtual shot of Tabasco, it really is a whole new flavor-twist on something we already love.

# Here's what JB found on his initiation...

#### 1. IT'S NOT SO COMPLICATED

The navigational equipment on first introduction looks rather complicated, intimidating even, but really it isn't, and the tech, by modern standards, is very simple. Here's what's you need to know.

**Power** – As in electricity, very necessary to run the road book motor and the electronics. Power is taken direct from your bike's battery. Two simple pre-made universal-application wires – with inline fuse and the correct block connectors for the nav kit – are attached to the positive and negative terminals of the battery then you run the cables along a frame tube up to the headstock area where they connect to the nav kit. There's a master switch *(on/off)* that stops power being drained while you're not riding.









Road book - Looks flash but really is just a metal box with a removable clear screen (plexiglass we'd assume) and a basic electric motor that runs two spindles to scroll the paper sheet up and down. A basic switch by your left thumb toggles back and forth to activate the up/down movement. Colouring-in, or 'painting' the road book instructions is a matter of common sense. Paint your course on each 'tulip' (diagram) green, paint hazard warnings red, mark speed restriction zones double (so you don't miss them and accrue massive penalties), outline 'chronos' (timed sections, ie against the clock) in your brightest luminous yellow marker so you know when you should be pushing on. It would pay to learn the abbreviations used in the road book (which are in fact French) beforehand – easy to find with an internet search.



ICO – Y'know we don't actually know what ICO stands for, but we do know that it's a resettable tripmeter. You set this to zero at the start of the day and then you match the readings to the instructions on your road book. The beauty in this quite simple beast is that if you overshoot and add say 2/10ths of a kilometre to the reading then by the simple press of a button you can take those tenths off again so your reading is spot on for your location. In fact with the slight variations in readings (and serious navigational errors) you spend much of the day resetting the ICO to correspond with the road book. But it's your number one friend after the road book.

**Antennae** – It's a little black box on top of the road book bracket that beeps up at the world's satellites so as to give your ICO its distance reading.

**GPS** – We had a basic Garmin unit sat on the handlebars using a RAM mount. It was set to two basic operations – speedo (important for speed-restricted zones) and compass (aka CAP). Sometimes you have to go off-piste (called HP – horse-piste) and all you'll have is a distance on the road book and a heading to go by, so the compass heading is important here. Also, of course, it's useful to check you're travelling the right way down a track (most road book instructions come with a CAP heading (eg. C.160°).







Organisers' transponders – Bit of Big Brother here, and by the way, we think they supply two in case one fails. Anyway these transponders transmit (again via satellites) back to the organisers' laptop and plot your position and speed (penalties accrue for speeding where you shouldn't) in real time. There's some kind of an alarm system, too, so if you stop moving for too long the organisers will call your mobile (which you're required to carry) and make sure you're okay – if not the transponders mean they have your exact co-ordinates to guide emergency support to you.

# 2. IN SOME WAYS IT'S QUITE RELAXED

You can imagine the sense of anticipation coming into an event like this. Warren M. entered us in the Pro class (jeez, I'm barely Sportsman!) and as well as being run to FIM/FIA rally rules this event attracted some proper rally aces, including at least one man just back from Dakar. Being 12th starter in a field of over 70 we anticipated some serious paint swapping on the trails.

In fact it's much calmer. Riders set off at one a minute and the trails are generally quite wide so there's room for everybody and almost no argy bargy. Even when the 1000cc race buggies come screaming up on you there's some gentlemanly conduct, some have sirens, some call out – all give a wave of thanks. So you can settle into your own pace



and try and figure out what the heck to look for. Maybe it's not like that in proper pro races like Dakar, but here it was very agreeable indeed.

#### 3. IT'S FAST!

Generally the trails allow for a pace that's quite a bit faster than you'll find in a closed-course enduro and quite a few times each day we found ourselves on well-graded open tracks that meant you could go flat-stick in sixth for minutes on end. On the WR250F that meant a fish-tailing 120km/h, on the TE300 about the same, but slightly more stable. Bigger bikes of course went much faster. These high speeds make the fitting of a steering damper a serious consideration.

#### 4. BUT IT PAYS TO SLOW DOWN

Speed is one thing, but going that fast and navigating at the same time is very difficult. Even the top riders strike a balance between speed over the ground and taking the time to be accurate with the navigation. Rallying is a study, not a harebrained rush.

So you find fairly quickly a happy point where you can ride relatively smartly and still hit 90% of the navigational marks. Hitting them all is nigh on impossible; a perfect day's navigation is something even Sam Sunderland dreams about. It'll take practice to get the navigation down pat, but as you become familiar obviously you start processing everything faster and so make faster times. But for where we are now we make bigger gains by going slower and getting the navigation correct.











#### 5. IT'S A LONG DAY

We like this; you get plenty of hours in the saddle with rally raid. Which means you'll need to marshal your energies and keep an eye on your bike's condition (chain especially). Did we get tired? No, proper racing snakes we are.

#### 6. IT'S TECHNICAL

Rally raid is not a beginners' event. The trail is long, but it doesn't lack technical moments, we found some awesome downhills (max concentration) and great climbs (sketchy when wet) and one particular river crossing was borderline on depth. And there was deep sand for long-long stretches. Nothing a seasoned clubman can't cope with, but no walk in the park either.

#### 7. IT'S A MASSIVE BUZZ

Boy it's addictive. You'll love it when you get the navigation right and your riding is flowing – and you're making time on your rivals. You'll go stark raving nuts when you get lost and you're scrabbling around trying to regain the route, minute after minute slipping away.



### Rally Raid number two -Post race lessons learned with WM

Firstly, be better prepared! I don't know why or how this always happens, in over 35 years I just can't seem to get to any race meeting without being late.

So here are my top-tips (to myself) and possibly you on how to improve race results (none had by me so far, a 13th overall at the last event):

- 1. Your race pace is largely dependent on your road book preparation and instrument layouts and being able to decipher them quickly at speed as I've come to find out. Don't do the mark-ups well enough and then try and go too fast and you'll screw up the navigation, and too slow and you might as well forget competing.
- 2. Develop your own method of marking-up your road book. This may take you an event or two to figure out, but have the confidence to give it a go. I was glad to have guidance from local ace João Soares at my first rally, which I carried over to this race. After day one I realised that I needed to change my 'painting' method to make sure that I could decipher my markings at speed with a cursory glance, a feat that had so far eluded me . I changed



my 'paint' colours and started linking icons and information differently – it worked. On day-two my new and improved marking method helped me with my navigation and consistency markedly. I still made mistakes but much less than I had the previous day.

3. Once familiar with the instruments and tower, don't leave the tower set up to anyone else. Make sure that you do this yourself. My suggestion is to mount the instruments displaying your CAP and speed at eye level. It's too easy to become distracted when instruments are out of line of sight. This all sounds very technical but it's pretty easy and is accomplished by removing a few bolts and screws on the mounting plate and







THIS IS MY third rally raid. I started in October last year, I came with Rob Hughes and Mathias (*from Offroad Portugal*) for a weekend to learn road book and then rode the Tour of Portugal and now the R3 champs.

Once you've ridden rally raid you'll love it, there's varied terrain, long days, no ticker-tape. Sure there's the frustration of getting lost but this is outweighed by the feeling of achievement in finding your way. And you can ride at your own pace. And everyone is so friendly: the other riders, the organisation, the farmers, the locals – everyone loves it, they take motorsport to their heart.

I rode enduro a long time ago, then took ten years off, got back into it, but after watching Dakar for years I was attracted to this kind of a challenge. It suits our age, asking for concentration and skills. Going back to standard enduro I found its for the youngsters. For me, rally raid is it, I'm totally hooked.

We have a good team for this, too, sharing costs by putting six or seven bikes in a van to come over. Whoever drives the van will leave on a Wednesday, catching the overnight ferry, while the rest of us fly down on a Friday (from Bristol Airport) and fly back Monday. We all chip in on the van costs and the driver has his trip for free. To be honest once the bikes are down here everything else is so affordable, from accommodation to hire cars to food. It's maximum enjoyment for the money!



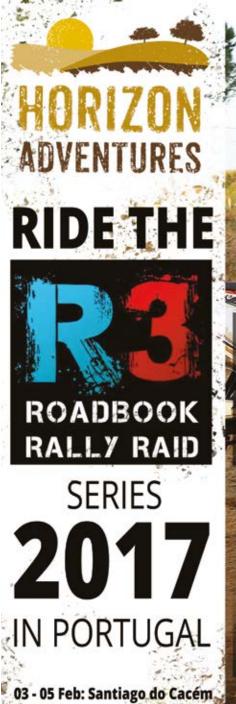


repositioning the instruments. Spend some time with this and I'm convinced it'll help your results. My ICO died just after CP 1 on day two so I'll be adding a second ICO to my tower that will provide a more detailed 'heads up' display as well as acting as a backup unit.

**4.** Add a 'rally pack' to the back fender to minimise weight in your waist belt (it is also advisable to carry a good tool kit). This will allow you to carry lighter kit options such as spare gloves, a lightweight water resistant windbreaker and a spare pair of goggle lenses (for example) in your pack. I use a







28 Apr - 01 May: Fafe

15 - 17 Sep: Mação

10 - 12 Nov: Faro



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Scott Six Days pack, this is my five-star secret product. It is unbelievably comfortable and doubles as a kidney belt / lower back support due to its elasticised fasteners. Given the hours spent in the saddle a light pack really is a must.

**5.** Don't get caught speeding! I had to have had the highest penalties awarded for speeding in limited zones – arghh!!! Speed penalties are calculated by adding 1 second per km/h per 10 metres that you exceed the limit. (eg. you do 55 in a 50 zone for 10 metres then the penalty is: 1sec x 5km/h x 10m = 50seconds) and believe me it's really easy to miss the speed limit zones. Over the two days I lost over nine minutes to these pesky limits, and yes I was being careful.



# WHAT'S NEXT?

# R3 Roadbook Rally Raid, round 2: Fafe April 28-30

Cool, this one is a three-day competition – that should test the stamina. WM is planning on a new four-stroke race bike by the time this comes around...

For more info: www.horizonadventures.pt





#### **Looking ahead**

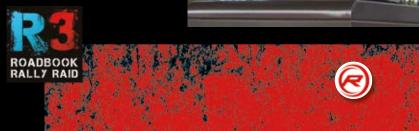
Typically I like more extreme enduro competition or tough hare and hounds and being physically challenged and that previously kept me from rally raiding. Theses events however appeal too as they are typically fast, long and held over multiple days, with you spending six hours or more a day in the saddle. What's not to love, besides the added bike time and constant mental focus needed for long periods helps immensely when it comes to improving skills all round. It's more strategic than physical and sometimes its just plain maddening but its also magnificent fun. So yes, I've started a love affair with this new genre of our sport! I've met new friends, continued to learn new skills and its fuelled dreams of bigger adventures as a result of me realising that I am becoming more capable at navigation and self-sufficiency. Merzouga anyone?





We look forward to seeing you out on track... Come and join us or just give rallying a go at a local event near you. We are supported by Horizon Adventures in Portugal who are a great bunch of blokes. A big thanks to both Pedro and João for their continued assistance. If you're into rally raid too, do drop us an email at **editorial@rustsports.com** about your experiences, we'd love to hear from you.











FIRED FIRST KICK...(NOT)

JB is of course going to tell you the Yam fired-up on first press of the starter, and it did. Kudos. The smoker was being a little more petulant and was having none of it. Once I got the bike into the RUST workshop in Portugal, I stripped down the carb, gave it a full clean, new fuel, oil, plug change and general once-over. She fired-up first go after that lot at least, but I found out in short order on our first test ride up in the Serra de Ossa mountains near Evora that she was jetted all wrong for the new location. So I dropped the main jet from 175 to 172, adjusted the float levels and re-cleaned the pilot jet – and voila, problem solved, the TE was running like a dream.

I can't say the same for myself, and a rusty me did faceplant into a rather deep water hole after misjudging the approach, which ended with me taking a deep

and soaking bath. I emerged from the hole drenched, but the Husky emerged with the Renthal Twinwall bars at a very weird angle. I removed the bars trackside and found they had not bent at all – in fact, I had bent the left hand bar mount bolt instead. After some serious jimmying I got the bolt back to barely bent, put the bars back on and managed another lap before calling it a day.

#### **SUSPENSION SETUP**

The WP forks (expertly tuned by Stillwell and fitted with the Stillwell Performance A-Kit) needed some adjustment from the slower and softer setup for UK conditions. I dialed in the compression two clicks (12) to stiffen up the front end after bottoming them out on the hard-pack rocky ground and I slowed the rebound one click. Surprisingly that worked a treat, I was impressed how well they adapted to the new terrain, but I guess that's what quality suspension is about.

Still in the field, I also put in a mobile call to Martin Craven at FatCat Suspension – the WP agents in the UK. Martin listened to my comments and on the spot came up with new settings for the Trax shock he'd supplied. I set about slowing the rebound and adjusting the high-speed settings to what he suggested.





A big thanks to Martin, the settings worked a treat. Fantastic service and insight from FatCat.

The last adjustment was raising the forks in the triple clamps from 5mm to 8mm to improve the 300's cornering – I had concerns that it may destabilise the front end too much but after some further testing this setting seemed to be right on the money – the bike tracked well and felt stable at high speed.

#### **ONE RALLY LATER...**

Post race, and 400km of rally raiding later, the Husky had performed flawlessly. The Husky could have done with being geared up to extend its legs on the top end along with swapping out the FMF Gnarly pipe which is meant for single track rather than this fast stuff. I would have preferred a DEP pipe (a favourite) which has a similar power delivery to the stock pipe – but adds more horse-power in the mid range. Or better still in the fast conditions, a Pro Circuit

HUSQVARNA TEEDO







Platinum 2 pipe – the PCP2 is the horsepower king of the bunch and would have been best suited for this terrain.

The Regina chain and Dirt Tricks sprockets have held up well to being in storage and neither has shown any signs of rust. The GoldenTyre 216 AA (GT mousse fitted) has now done 800km and I can see the combo doing at least another 600km before being replaced. The tyre provides a predictable response, even though it can push and slide a little on tight flat hard pack corners, but not so much that it makes them feel nervous. I fitted a MEFO 130/80-18 Sand Master rear to the rear which worked fantastically – more of that in Products. The P3 carbon skid plate and the Bullet Proof Designs (BPD) shark fin rear disc cover have both seen their fair share of abuse without incident and continue to do what they say on the tin. I always have the confidence that I can tackle rocks and logs without a worry. The BPD swingarm guard combined with the TM Designs chain guide has also been an awesome combination and is hassle free.



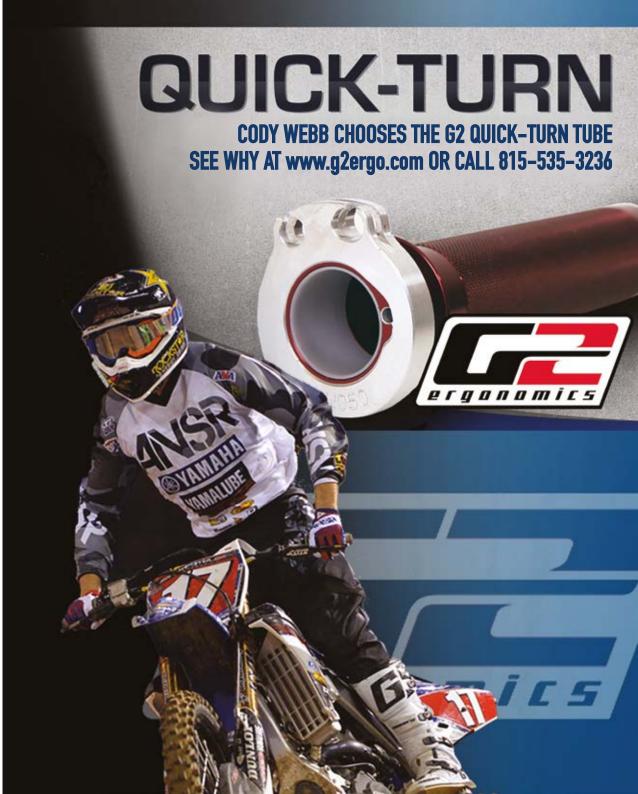
I did have to replace throttle tube on the TE300 and took the opportunity to install the G2 Ergonomics aluminium

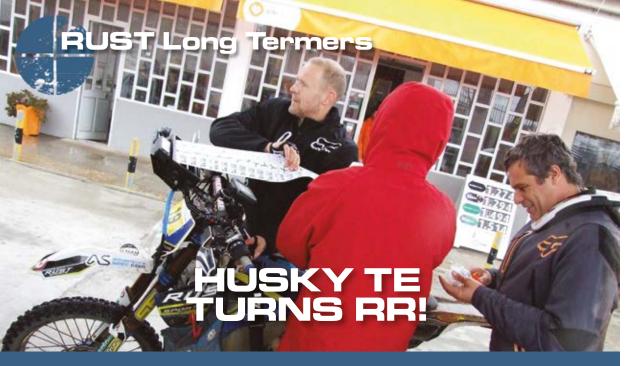
throttle tube with a 'Jimmy Twister' bar end. It produces a really smooth throttle action with maximum protection, but the thing I like most is that the Jimmy Twister bar end can be fitted UNDER the grips so gives a fluid unbroken feel on the grip rather than the traditional break / ridge between the grip and a traditional bar end that you have to cut the grip to install – nice touch G2.

The TE300 continues to perform really well and has moved across from Enduro weapon to Rally Raid racer with aplomb. I have to address fuel range for the next events so am looking to add a bigger 11.7-litre IMS tank and replacing the Keihin carb with the new Lectron 38mm Power Jet carb along with a bolt on S3 head to aid with range and fuel efficiency.

I'm also going to add a precision milled water pump impeller from Checkpoint along with a Samco hose kit and Evans waterless coolant to keep the engine

# HUSQVARNA TEZDO





operating as efficiently as possible. Last, but no means least, I'm going to try a new two-stroke premix I've not used before – Amsoil Sabre 100:1 mixture

which I'm going to run at 80:1 – sounds crazy but I have reliable intel from US enduro tuning guru Jeff Slavens that in his opinion this is the best two-stroke premix around. It also comes in a small bottle option that enables you to carry a spare in your waist pack without hassle. Given the 80-mile distances on some of the longer rally stages this is pretty handy.

I'll keep you posted on how things are progressing as I prepare for two more rallies in Portugal before the three-day epic Trèfle Lozérien French enduro.

#### **USEFUL CONTACTS**

WP Suspension UK:
www.fatcatsuspensionuk.com
Stillwell Performance
(suspension specialists) USA:
www.stillwellperformance.com
Jeff Slavens, Slavens Racing USA:
www.slavensracing.com
G2 Ergonomics: www.g2ergo.com
GoldenTyre (UK): www.adventure-spec.com
MEFO (UK): www.dirtbikespec.com
Bullet Proof Designs USA:
www.bulletproofdesigns.com
Dirt Tricks USA: www.dirttricks.com
P3 carbon USA: www.p3carbon.com

TM Designworks: www.atvsonly.co.uk

# HUSQVARNA TEEDO





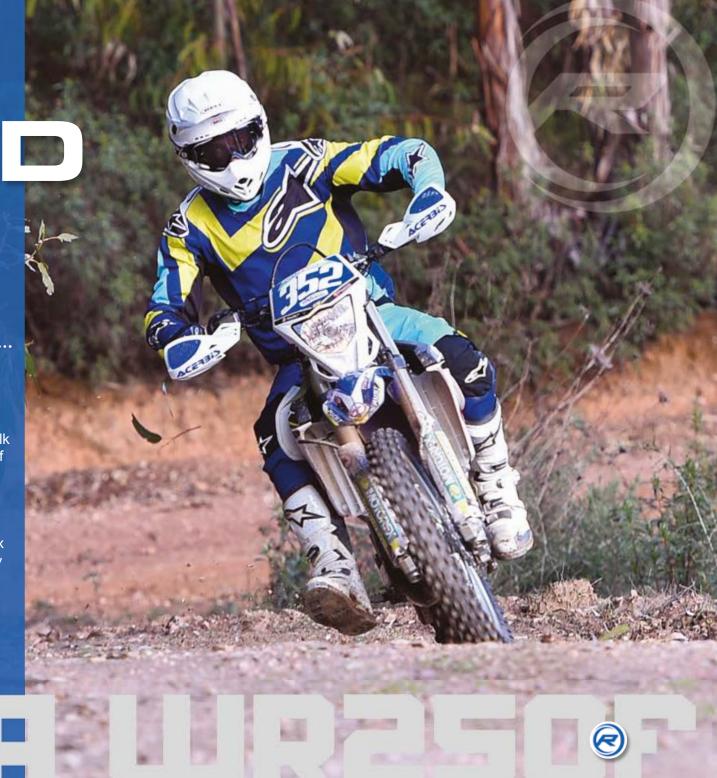
# NICE AND EASY...

Editor JB's Yamaha WR250F comes out of hibernation, doesn't bat so much as an eyelid, just gets on with the job

WARREN M. HAD BEEN hard at work on his Husky for at least a day before I arrived in Portugal. I got to the RUST workshop to find him with the TE300 in not exactly a million, but many pieces at least. I felt a little sympathy for him. And you have to admire his allegiance to the cause. Two-strokes rock his world. That's cool, but I knew I could just casually walk over to our 2015 Yamaha WR250F long termer give the throttle a couple of pumps, press the start button and it would fire. So I did. And it did. I think Yamaha should rename the WR series WG, for wash'n'go.

I'm not entirely cold hearted though, and I do have some mechanical empathy. So having started the WR I warmed it thoroughly then dropped out the old oil and replaced it with new. I then lifted the cover on the air box but immediately replaced it, the filter was, as I expected, clean and still oily enough to do its job. No need to create work.

I noticed that the clutch cable at least showed some signs of distress for all the months of activity, so I disconnected it from the lever and drowned the inner cable in WD-40. I then meticulously cleaned the pivot to the GYTR folding lever, gave the pivot a fresh coat of red racing grease and reassembled the pair. The result – a feather light clutch action.





I took the wheels out next and regreased the axles, after having checked the bearings (pulling the dust seals out and adding some more red grease there too). The chain I gave a decent scrub with a soft wire brush then lubed. The brakes were just fine.

Finally I removed the ugly metal number plate holder (and electric horn) that had been left on to comply with Welsh Two Days Enduro rules and fixed a new small number plate on the fender – once I've sourced an extender that fits with the WR's unique tail light I'll reposition this properly. Last job was to drill a hole in the left side panel and cable-tie fix up a rubber strap to act as safety support for the sidestand (which means even if the spring falls off the stand stays put).

Prep done I sat back for five minutes to watch Warren still beavering away on his side of the garage, then took pity on the poor Saffie and started helping with his ongoing efforts. It was a late night I can tell you.

We put in two days riding after that – and poor Warren again had issues to deal with, while the WR positively purred – before another serious clean and lube followed by a tyre swap, to a GoldenTyre 120/80-21 216AA front with GT mousse – and it was a damn tight fit – and a MEFO 130/80-18 Sand Master and MEFO mousse – a much easier fit – on the rear. Both changes effected using our newly purchased Rabaconda tyre/mouse changer (a life saver).

# **ONE RALLY LATER**

Actually before the Yam went into the rally we of course fitted an F2R roadbook setup. When I say 'we' I mean Pedro (from Horizons Adventures) did 95% of the work, with me assisting. It was cool to follow the procedure, from fitting the power cable to positioning the roadbook, then connecting the wires, both power and for the handlebar control unit. This was the first time Pedro had fitted one of these units to a Yamaha so we had some extra figuring out to do on cable routing and fixing points, but everything eventually found a place and — essentially — worked.





The Yamaha brushed-up well. I love the alloy rims, they don't 'age' so quick as black rims do, the plastics are high quality as is the finishing on virtually every component – in fact the quality of build shines through, the WR still looks like new. And it still looks trick, that reversed cylinder head design remains unique to Yamaha.

Two days rallying of course left the WR utterly unfazed, it took it in its stride. It might

only be a 250 but it's a fast one alright and I don't recall having any issues with speed, and I'll take a top end of 'only' 120km/h in exchange for ease of use in the tricky stuff. The addition of the roadbook tower might look ungainly but it didn't adversely affect the steering – I was quite surprised. The WR's economy

meant even with a small 7.5-litre tank it was never a sweat to reach the refuels and being a four-popper it could be filled straight from the pump (no premixing).

YAMAHA WR25OF

MEFO (UK):

www.dirtbikespec.com

Yamaha GYTR parts:

www.yamaha-motor.eu **F2R 'Free-to-Ride'** 

roadbook equipment:

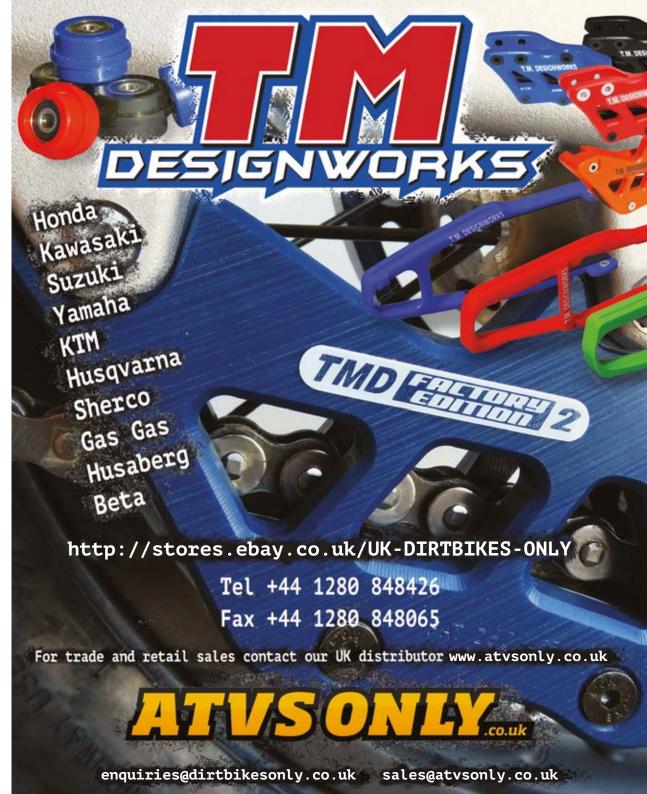
www.f2r.pt

**Horizon Adventures:** 

www.horizonadventures.pt

Rally Moto (for UK road book rallies):

www.rallymoto.co.uk

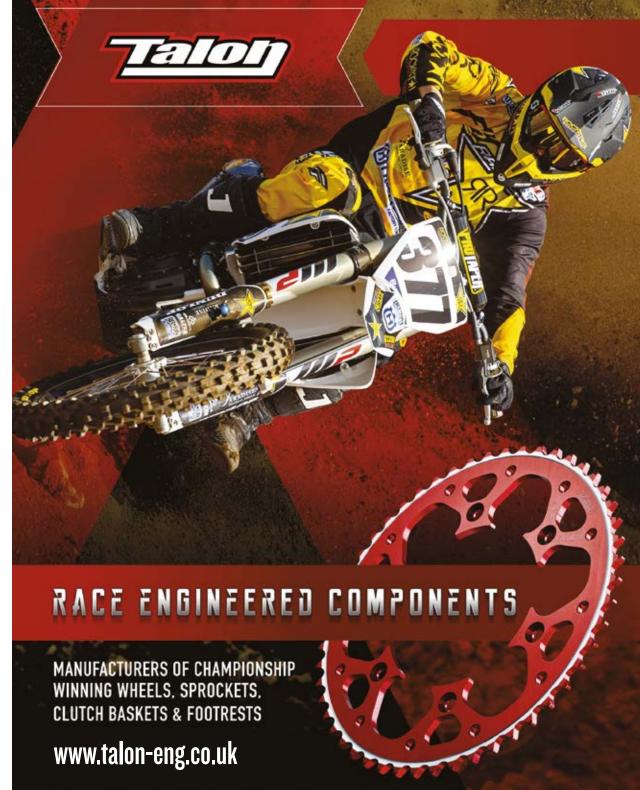




So much bike time was a luxury and I'm a changed rider after this experience, much more confident and faster as a result. The WR still wants for nothing. But I'll need to do some housekeeping before the next event all the same. It's time to check the valve clearances, I suspect a change of chain and sprockets will be due soon as well and I'm concerned for the wheel bearings – they got soaked repeatedly and I don't like leaving them standing after that kind of abuse. Hopefully the grease did its job.

One thing I would like is a switch on the handlebars for a second engine map option. I've got the mapping set-up for snotty Welsh going at the moment and while this was spot on over the tricky hills we encountered on this rally, I'd like to switch it up to a top-end map for the high speed sand work (actually I need to get my riding improved in that going too). I'll have to investigate if such a thing has been developed yet (anyone know?).

# YAMAHA WR25OF





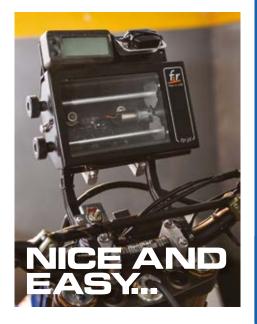
But boy do I love this bike. It's a delight to ride and on the tyres it has now I have total confidence in it in any conditions. It is a weapon. Oh, and one more mod, after six hours getting deafened by the roar from the airbox (it's under your chin, being behind the headstock) I think I'll need some earplugs for the next rally...

# **ROAD BOOK**

What does it cost?

We've been talking on and on about the road book, but what does it cost? We've been loving the F2R bolt-on kit that Horizon Adventures have supplied us to use on our bikes, it's well made, properly fit-for-purpose. You can go onto their website www.f2r.pt to find out more but here's a rough approximation of the costs involved:

Road book €285
ICO €325
Handlebar switch €220
Handlebar mount €125
Mounting bracket €65



That's about €1000, but there'll be more costs like cables, master switches etc. Don't forget you'll need a GPS/speedo/compass as well. So it's probably about €1250 plus whatever you want to spend on a GPS. That might seem expensive, but given the cost of say an Akrapovic titanium exhaust system (we've seen enough racers – beside ourselves! – with them) it's not entirely hellish. And the kit can be transferred from bike to bike, lasting years, so you'll recoup the outlay in years of smiles!







# RUST

## **WE GET TO RIDE THE 2017** SHERCO 300 SEF-R

Join JB for a ride on board the Sherco 300 SEF-R to find out if the EnduroGP winning model is actually clubman friendly or a bit of a handful...



www.youtube.com/watch?v=RwK49cZ4yvs

# 2017 BETA Range Launch

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



www.youtube.com/watch?v=6Sy-azHjAKM

## THE FINAL ROUND OF THE 2016 **R3 RALLY RAID CHAMPIONSHIP**

Our intrepid reporter Warren M. tackles the last round of the R3 championship in Portugal, and finds the Algarye a little moister than usual...



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.



**BMW R nineT, Scrambler, Cafe Racer** 

The BMW R nineT seems to be the flavour of the

month at the 2016 EICMA Show... The range of

truly mind-boggling...

bolt-on accessories, and modified bikes on show is

# 2017 KTM Range Launch

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



**RUSTSPORTS.COM: THE EICMA** 

**MOTORCYCLE SHOW MILAN 2016** 

RUST Magazine takes you for a walk around the

Milan EICMA show with all the new models and a

whole load more interesting stuff...

# Montage of scenes from the South-East Asia GS Trophy featuring comments from Kurt Yaeger, Tom Wolf and our man Jon Bentman...



# **2016 HONDA AFRICA TWIN**

Special Edition at www.rustsports.com



WWW.RUSTSPORTS.COM

Visit www.rustsports.com for the latest video content, social media feeds and issues...

To view any of these videos just click on the link below the

thumbnail to go direct to the Rust Sports youtube channel...

www.youtube.com/watch?v=xH0E2Ra1TL4

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



www.youtube.com/watch?v=7 EGuentg3s

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



## 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=HQBr THE TRAIL RIDERS FELLOWSHIP

# Read the story behnd the ethos of the Trail Riders

Fellowship in RUST Magazine Issue 5 available FREE on the website www.rustsports.com



www.youtube.com/watch?v=\_L8ePyI2E4

## 2016 V-STROM 650XT

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



# **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...



# **2016 HUSQVARNA 701**

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

Exclusve first test of the new Honda CRF1000L Africa Twin... Read the story in the RUST Magazine



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

## **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=ntK07I63tu/

# **HONDA CB500X ADVENTURE**

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

**RUST Products** 

ON TEST NOW...

# MEFO SANDMASTER MFC16 EX-P 130/80-18 Plus MEFO 18-1EX MOUSSE

Supplied by www.dirtbikespec.com (MFC16: £79.99, 18-1EX: £120.00)



SOMETIMES WE SUSPECT we live under a rock. We'd not heard of MEFO before being introduced to the brand by international extreme enduro rider Paul Bolton at dirtbikespec.com. We'd called him up searching for some GoldenTyre enduro tyres (which have been low in stock in the UK) – and Paul strongly suggested we try instead the MEFO MFC16.

He had reason to, as he's had a hand in the tyre's development. It's a broad spectrum tyre suitable for sand (as the name implies) as well as mud. It comes in two compounds too: soft, suitable for extreme events, and medium, which seems to suit just about everything else, so while this tyre is called a Sand Master it's actually a go-anywhere tyre.



We liked the tyre immediately. The block pattern makes sense, looking like it'll clear easily (it did!) and we like the full height blocks too – to this day we're not sure the FIM height limitation on enduro race tyres really works as an eco solution (those lo-height tyres are wasted in a day, how's that green?). And as well we like the pliability of this tyre, it feels like a soft compound and the sidewalls have a fair amount of flex, too. Oh, and we like the unusual 130-section sizing, it suits perfectly both long termers, the Husky TE300 and Yamaha WR250F.

Fitting was a breeze (using a Rabaconda) and the 130-section MEFO 18-1EX mousse that is matched to the tyre proved an easy fit. Thumbs up, as well, to MEFO, for the neat tub of mousse lube (plus latex gloves) they include with the mousse.









So far we've done the one event – the R3 Rally Raid – and with over 400km apiece on these tyres we're very impressed. They've lost a little off the leading edges, but actually haven't worn down at all as yet. The grip is excellent. The rally raid event offered every kind of terrain, from deep sand to hard pack, with typical forest riding in between – oh yes, and wet tarmac – and the MEFO hooks up so well and feels so predictable everywhere. Matched with a GoldenTyre GT216AA front the setup was just perfect.

So who are MEFO? Well, we're struggling to find that out what with Paul being overseas right now, but they're a German company, first established in 1977, and have made quite a name in sidecar cross (so we're told) but as well with some excellent adventure tyres which, like the MFC16 here, boast excellent wear and grip performance. They're clearly the most excellent tyre you may never have heard of.

Obviously we've more testing to come with these. So we'll let you know how they go, but so far they've been excellent!





# RUST Products

There's also an outrigger system for the strap which is said to create a better fit, while the frame is made from 'O Matter' – Oakley certainly went to town on the trademarks!

# How do they rate?

**Warren M.:** These are my goggle of choice more often than not. I have two major points I look for in a goggle. The first point is all about protection. In the past I have had a number of instances were I have taken rocks to the face and one particularly nasty branch, all of which could have resulted in loss of an eye. Lens strength and frame integrity is vitally important. The Airbrakes are the first goggle to feature a near rigid lens and I can see these being the last word in protection.

The second point is about visual quality which is impacted by lens compound, contour, geometry and light management technology. I suffer from Photophobia (*light sensitivity*) so having a good quality goggle is a must for me. The Oakley PRIZM lenses are unique in that they allow the transmission of variable light wavelengths, either amplifying or lessening them. The resulting contrast of colours achieved help your eyes to differentiate between the various colours by turning up the contrast which is delivered in lower light conditions and toning down the contrast in bright light.

The black iridium lens I was using was the wrong choice for the early morning start (the light was really low as a result of some storm clouds) but I stuck with them and although not perfect in these conditions they weren't a hindrance either. Within an hour the sun had come out and Iwas thankful to have them. I love the Switchlock lens system on the Airbrakes, changing lenses is a cinch, they are very comfortable and the sweat absorption of the triple foam layer is excellent. These bad boys leave the pocket hurting so while I think that they are worth the spend, I would be buying them with the Jade Iridium lens as my best all around choice.



**JB:** Warren loves his Airbrakes. It's going to take a while longer for me to be quite so enthusiastic. I used these for the first time at the rally raid and I've probably been running with the wrong lenses for the conditions so far (need to go back to the manual) and when using the clear lens option in rain I got a very odd reaction that seemed to leave my sight unfocussed, in the end I rode goggle-less! Curious. Now I'm not saying the goggles are duff, I'm just saying you too might not get instant satisfaction, like me, so be ready to bear with them and work through the tech. They're a beautiful design, comfortable, solid and the Switchlock is great, but I'm going to need more time with them to make them truly work for me!



**RUST Products** 

# BELL MOTO 9 FLEX

Bell Moto 9 Flex (from £424.00) Supplied by www.racefxb2b.com

# What is it?

Bell's top of the line helmet. Not cheap, but the tech is formidable. Lightweight carbon composite shell, three-layer liner designed to manage impact-created energies, adaptive fit (it actively moulds to your head shape), rotational energy management – a slip-zone allows movement between the layers and so reducing rotational energy transfer (which leads to concussion) – and through segmented liner design a superior airflow/ventilation system.

# How does it rate?

**Warren M.:** I love Bell's Moto 9 Flex. This helmet features the most advanced safety tech available on the market today, in that the helmet allows for limited rotation of the head within the helmet (in an impact) so as to reduce the transfer of energy and thus reduce the possibility of concussion type injuries. Bell use a triple layer of liners each with varying densities with the capacity to rotate or 'slip', 6D use omni-directional suspension (ODS) and TLD and Fox offer MIPS (Multi Impact Protection System) in their premium helmets.





I've not yet had cause to test the tech but the helmet impresses nonetheless. Its easily the most comfortable helmet I've tested so far – two days at the rally raid, plus the Welsh Two Day with an earlier example – and no issues. I rate the ventilation as probably equal best in the market, with 6D's ATR-1 Carbon and TLD's SE4 Carbon. I like the comfort of the liner, and given time I would indulge in the fit customisations that you can achieve through opting for different cheek pads supplied by Bell.



In all, I'm convinced that this safety tech is the way forward for helmet design – Bell, have taken an intelligent next step that goes beyond simply expecting some Styrofoam to absorb an impact.

Star rating 5/5



JB: I expected quality with this helmet, and I got it. The fit and finish is excellent and the tech is convincing. The helmet creates a bubble of comfort and the ventilation certainly allows you to keep a cool head. The peak comes without a centre locking screw so you need to keep the two screws nipped up tight, or tightish – it was handy to be able to lower it slightly when riding directly into the sun.

Goggle aperture is ample and worked well with both my regular Scott Hustles and new Oakley Airbrakes. The magnet that locates the end of the strap next to the D-ring helps too – nice detail.

Supremely comfortable and reassuring. I just hated it when I struck the odd low-hanging branch in the woods, this is too nice a helmet to start scratching so soon...





Rabaconda 3-Minute Mouse Changer & Rabaconda 5-Piece Pro Tyre Lever Set (€275/€75, £234/£64.99) Supplied by www.endurotyres.com

WE NEEDED A tyre and mousse changer and when it came to looking for one of these off-the shelf there was really only the one name to consider – Rabaconda.

**RUST** Products

There are other, cheaper, options but the Rabaconda is the one you see most often in the professional paddock. Why? Probably because it's such a

great simple design, that's easy to put together and packs away in its own neat bag (making it real easy to transport). It also works seamlessly. Top to bottom it's the go-to mousse changer.

We like the quality, we like the adjustability (so you can adjust the supports to match the wheel size you're working with) and the bead breaker is a never-fail item.





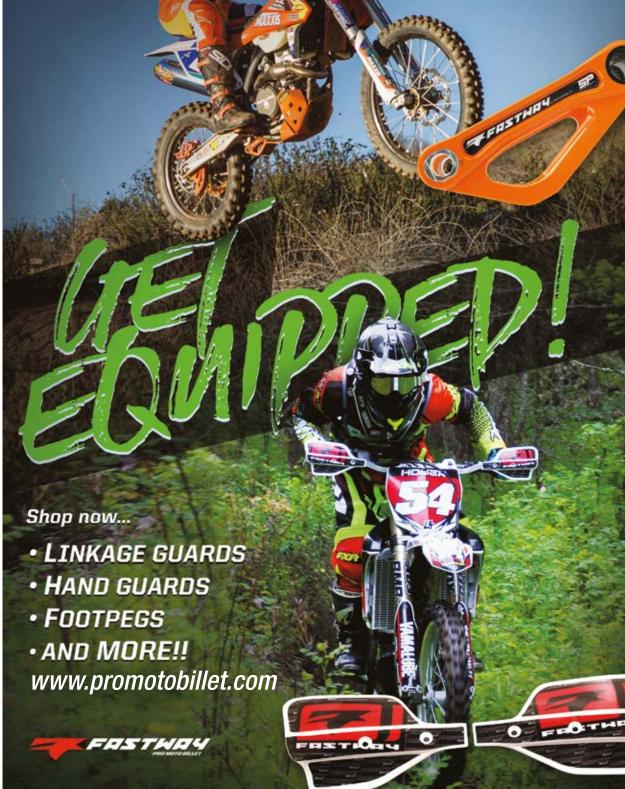


The Rabaconda arrived well packed although we suspect we were missing half the instruction booklet. It didn't matter because it is such a simple intuitive design you don't need to be a genius to assemble it.

Of course we're not yet practiced well enough to crack the three-minute mark on mousse changing. We can tell you, fitting a GoldenTyre GT216AA 100/80-21 front tyre complete with new GT 100/80-21 mousse was still a major effort – jeez that mousse is so damn big. But fitting the new MEFO MFC16 130/80-18 rear with its matched mousse was a proverbial breeze. Without the Rabaconda both would have been a far tougher proposition, and that GoldenTyre would have probably been a complete fail.

In all, great designed kit, well made and indispensible to our workshop.





# Back Issues 1-12

# WWW.RUSTSPORTS.COM

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# ISSUE #1

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



# **ISSUE #5**

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



# ISSUE #2

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



# ISSUE #3

THE 2016 Husqvarna model launch. The KTM 250XC-F tested. The Suzuki V-Strom 650 and Pitgirl's analysis of the 2015 EWC Season. Columns from Chris Evans, Gary Freeman and Si Melber...



# ISSUE #4

Race test of 2015 250EXC and 2015 Husqvarna TE350 on the Grappe de Cyrano. Testing the Honda CB500X Adventure. Pitgirl on beating the offf-season blues and columns from JB and Gary Freeman...



# **ISSUE #7**

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



# **ISSUE #8**

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



# **ISSUE #9**

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



# **ISSUE #10**

ISSUE #6

JB's first editorial. Interview with

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Patsy Quick, boss of Desert Rose

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TRF answers back. Profile of

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...



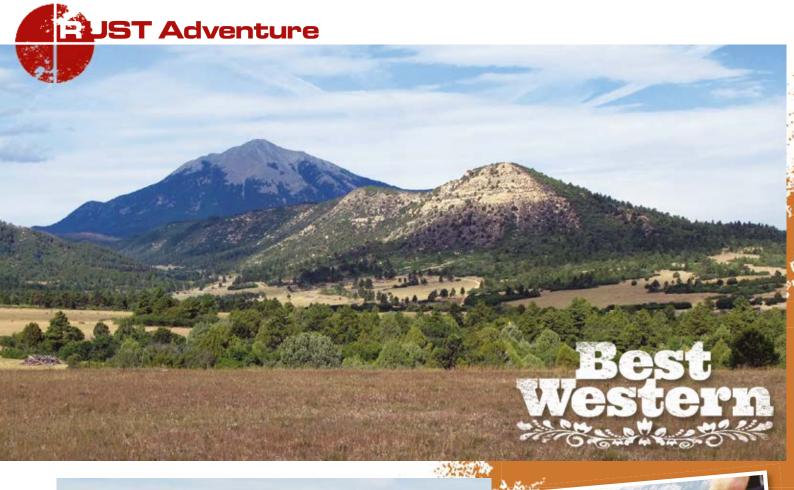
# **RUST** Adventure

THERE WE WERE, sat around a campfire in Australia's Tanami desert, batting away the flies and discussing our next adventure. We were literally half a world away, but I'd had the Trans America Trail (TAT) in the back of my mind for a couple of years so I proffered the USA as our next big ride.

'Big' would be the operative word. The trail starts in Tennessee and runs all the way to Pacific coast Oregon - some 5000 miles - so we decided that the whole of the TAT would take too long. A spot of Google Earth research and a gander at the trail maps revealed that by starting in Colorado and heading west we'd see some of the greatest riding and scenery the TAT had to offer and still be back at work before anyone realised we were indeed dispensable. So this isn't a tale about the whole trail, but the 'best of the west'...











# The A-Team

First we needed to confirm the team. Well, amongst our ranks there's half-a-dozen of us who'll sign up for madcap, three-week, adventures far in advance, without much consideration for leave passes or suchlike. The full rollcall was myself, Tim Stephens, Tony Armstrong, Grant Dalton, Terry Dunn and Scott Wilson. So that was easy...

Then six riders needed motorcycles. This was always going to be a personal thing, and it's really HOW you want to do the trail that affects your bike choice - there's no doubt you could ride it (eventually) on a Honda 90 Cub! You do need road legal bikes, so that limits the choice in the USA. There were the dated-but-dependable KLR650 and DR650, which have a loyal following in USA, but Yamaha's XT660 wasn't an available option. We didn't fancy going bigger (some of us having F800GSs at home) as we wanted a more trail/enduro type ride, and we didn't want anything smaller either. Really, there was one bike which fitted the bill perfectly - KTM's 690 Enduro. The 690 has awesome power, controlled by a deceptively mellow throttle, and will hit Utah's 85mph limit with ease, keeping going well into three digits. Add-in its dirtbike specifications and it was just what we were after for fun and misadventure. So, with a base in the States to store the bikes for future escapades, we each shelled-out for a new 690.

















Bikes sorted, our true ace card was Tony's wife, Robyn, driving a support van. We could have weighed ourselves down with all manner of kit, masses of spares and tons of tools. But why go through that when we could keep the bikes as light as possible, have a real blast, cover 200-250 miles every day, and then pop out at a town with a Best Western hotel. There Robyn would have cold beers in the fridge, our bags in our room, and the log-in for the wi-fi all sorted. This worked pretty well for us..!

# **Hit the Dirt**

We air-dropped into Denver, Colorado, on a Friday evening in mid-summer and by lunchtime Saturday we were riding 180 miles down the blacktop of the Ronald Reagan Highway to Trinidad, where we joined the TAT. Good advance preparation had allowed for a lightning-quick turnaround in Denver but we had left some things to bolt on in Trinidad. The Kouba-link lowering kits needed fitting for the shorties, and I still had to load the routes onto the GPS from my laptop. It was a late night, and the excitement of hitting the trail in the morning made for little sleep...

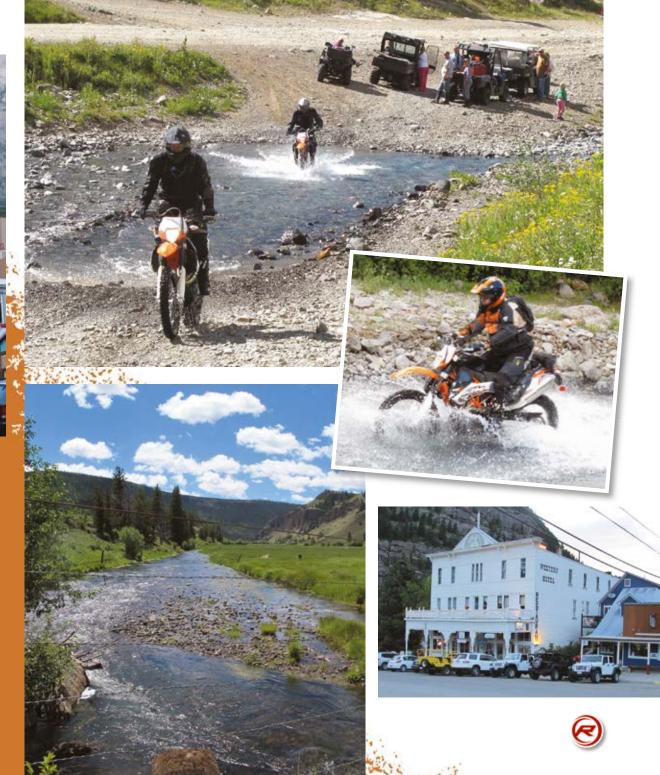




It was hot, but that was fine - it was a nice dry heat. The routines involved in riding together were already resurfacing as we headed west, almost immediately onto dirt road. The pace was pretty fast, probably not the best way to start a three-week adventure, and with rocks becoming more frequent we did well to make it as far as mid-morning before Grant suffered the first impact puncture.

It was all good fun, though. We drew tyre levers, found the best way to prop-up the bike, and got to work. Grant grimaced as Tony scratched his rim with the tyre levers...

This was a 240-mile day and as we headed west we started to climb, leaving the ranch lands for the thicker birch woods of the San Isobel forest range. As it was summer our arrival in Salida at 6.30pm meant we had plenty of daylight left. The evenings ahead would allow us time to relax but on this day we changed-out the bikes' 'running-in' oil and did the last of the fettling. This really wasn't such a hardship as Robyn was standing-by with cold beer, chips and dips.





High up, it was cooler and it was stunning. The bikes didn't give a damn though. The fuel injection adjusted to the thinner air and continued to lure us into misadventure. We seemed to be on our own through Marshall Pass (10,800ft) but in Gunnison National Forest we came within range of daytrippers and quads on forays out from Ouray and Lake City, and we shouldn't have been surprised by oncoming, er, surprises. But Scott was. Dropping over the crest of a hill, he caught sight of an oncoming 4x4 just in time to grab too much front brake, hit the floor hard, and slide under the front of the vehicle. Fortunately, everyone else was fine, and both car and bike escaped without damage. Scott's shoulder wasn't quite so lucky. Treat every trail as two-way! Lesson learned!

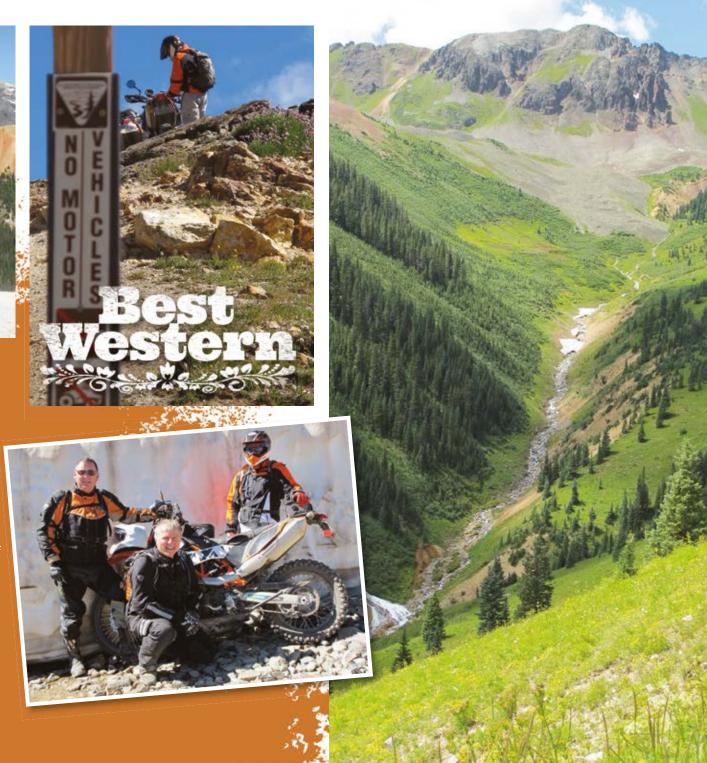
We refuelled at Lake City and started to climb even higher over the famous Cinnamon Pass. It was the first real high pass (12,490ft) of many we would encounter in the next two days in Colorado. Mid-August, mid-summer, and the snow was still banked-up in the shaded spots. It wasnt just the altitude that had us breathless. This was indeed Rocky Mountain High and there were so many places to stop and take in the view.

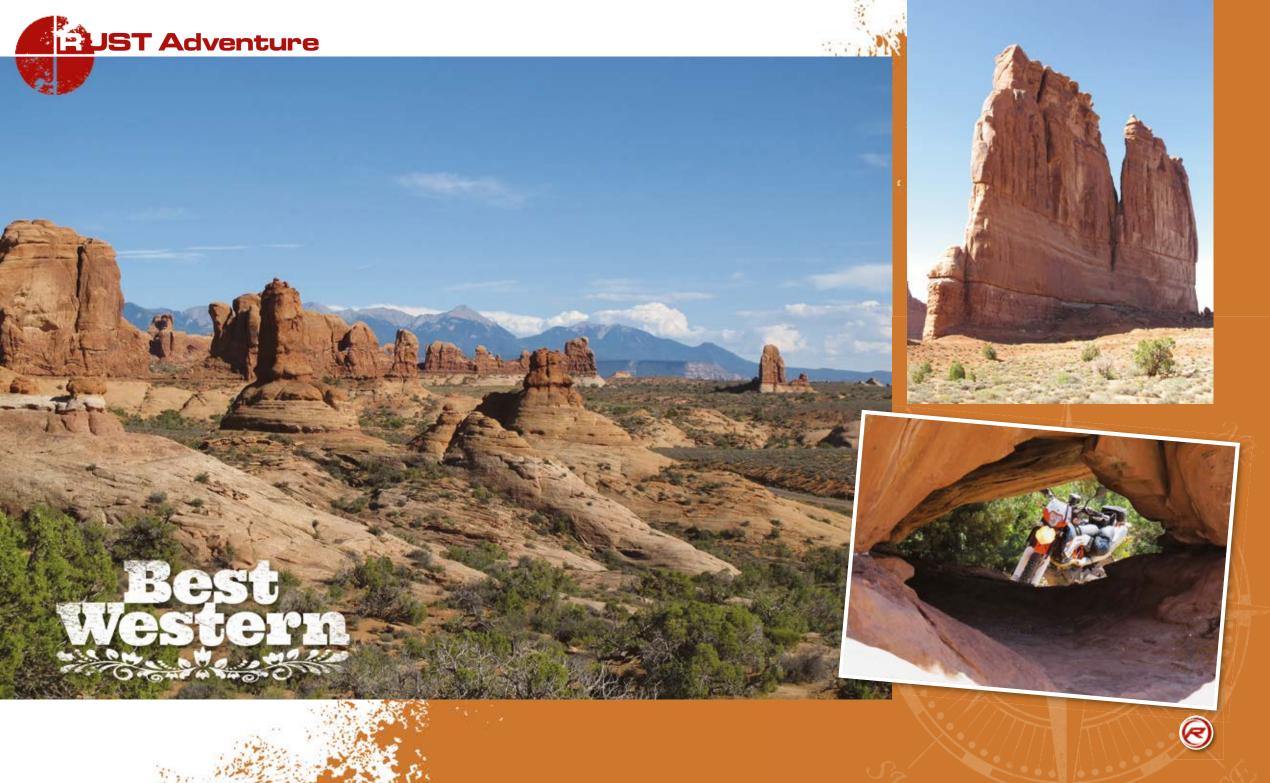




As evening approached the temperature dropped and it was prudent to head down into town. At Silverton we joined the Million Dollar Highway, the tarmac 'special stage' into Ouray (the Switzerland of America). It may have been blacktop but it was seriously switchbacked and the 690s got to show their roady side. As we rehydrated that evening one of the team commented that 'today was one of the best riding days I have ever had in my life'. He wasn't alone and he wasn't wrong.

Reluctant to leave this terrain behind we detoured out of Ouray the next morning. While the plan was a short day of 116 miles west to Monticello we mischievously headed back east! It wouldn't hurt to do a little loop, would it? The Corkscrew was a name worth investigating and it easily lived up to it. It began as a rocky, genuinely steep wind back up to those glorious views of the day before. In fact, it was so steep I was questioning why I didn't swap sprockets the previous evening to lower the gearing. But after 30 minutes of hard slog we were back on our first mountain pass at 12,263ft, and we continued onto Hurricane Pass (12,754ft) before reaching the highest point for the day, California Pass (12,972ft). There were no coughs or splutters from the KTMs but a few wheezes from the over-50s amongst us!







It was probably 11:00am by the time we hit Silverton for coffee, with the realisation we probably should start heading west! And the realisation that this mountain ride - stop for a latté - mountain ride format might come to an end, too!

# **Utah Saints**

Ophir Pass seemed just like any other awesome high mountain ride but as we wound down to the bottom we saw the same birch trees that were growing in the lower forests when we first hit the Rockies. It wasn't that we were that much lower but it was getting warmer. The forest then gave way to dry grassland. Utah awaited...

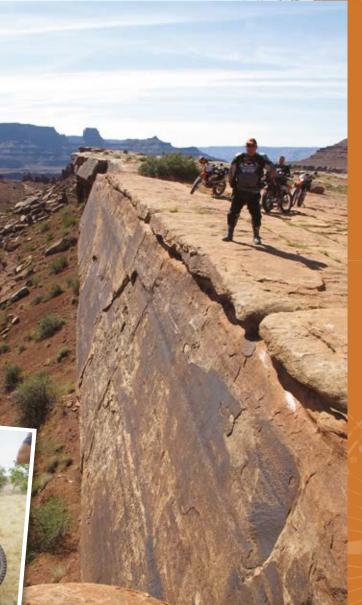
As we hit Monticello in the heat it dawned on us that while we had just doubled the planned day's ride to eight hours, today was designated oil change day. No point showering just yet.



# JST Adventure





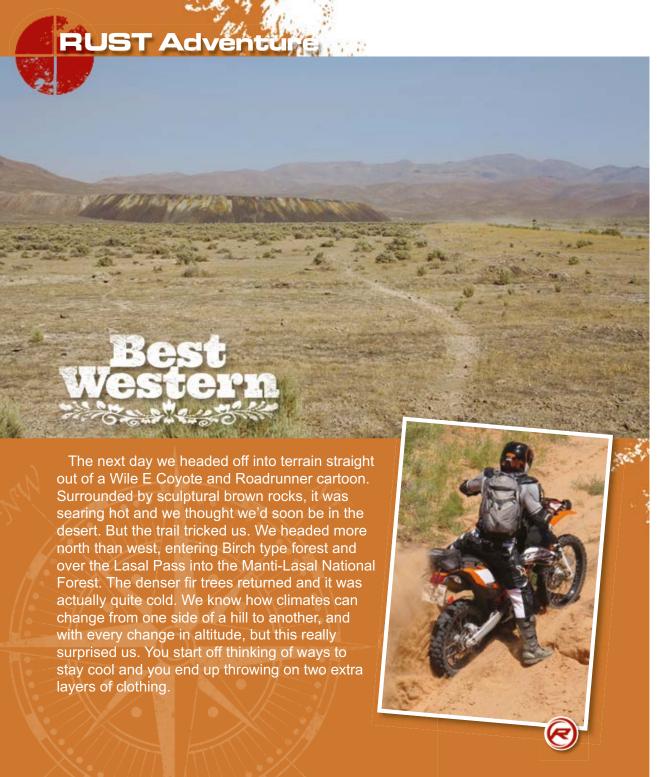




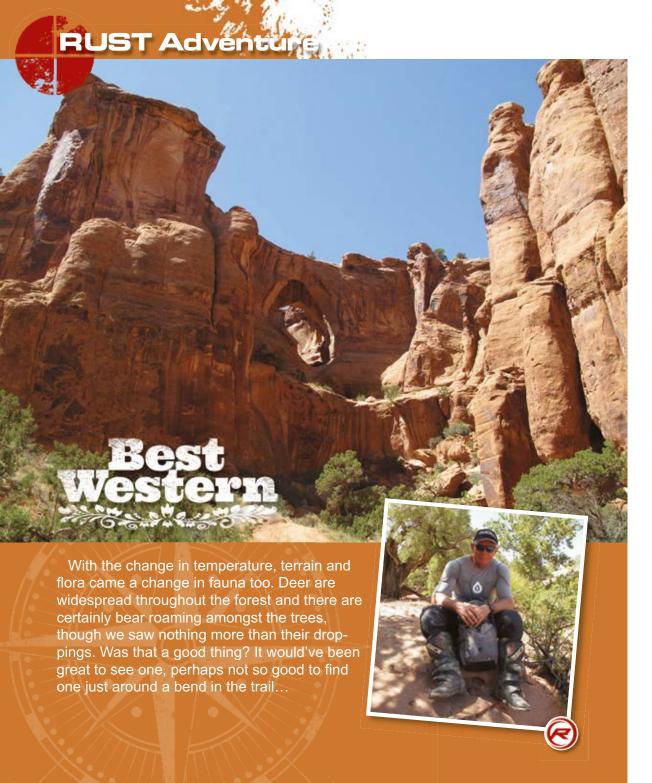
The great thing about having everyone on identical bikes is the economies of spares and simplicity of servicing. Six bikes were lined-up with each team member doing a task. Tony and I handled one side of the bike each, changing screens and filters before rolling it along the line for another member to refill the oil. Another team member was charged with keeping the mechanics' drinks fresh and fizzy, and this was made possible by Robyn, who had the support vehicle loaded with the kind of amber beverage not available in 'dry' Utah.

After eight hours of riding, and a couple more of drinking and spannering, it was perhaps good for us to sit down to a meal of steak and a cup of tea. I'm not sure about having Donny and Marie Osborne singing 'Puppy Love' in the background, tho'...









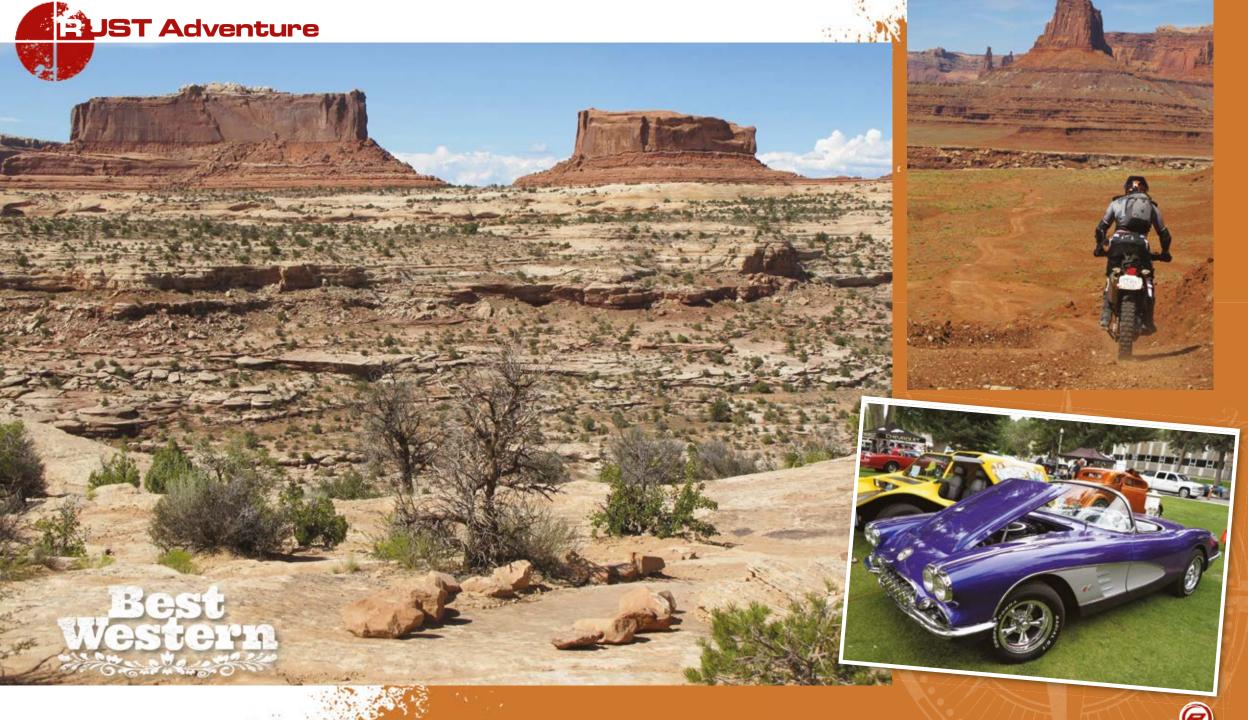


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**Thanks to:** Pedro and Joao at Horizons Adventures for their considerable support leading up and during the R3 rally raid, and to all those who made last minute deliveries in the run up to the event, including Al Ranger at entdurotyres.com for the Rabaconda, to Matt Nash at Cl Sport for the Oakley goggles, to Paul Irwin and the guys at Racefx for the Bell helmets, to Katia and the team at Alpinestars and to the guys at LR Designs for the team insignia!

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