

ISSUE #27

**RUST**

**R**

# **BIG MOTO ADVENTURE**

**PREPARING FOR THE BIG RIDE**

**GERAINT'S LOST GOLD: 1982 WORKS MAICO 490GS  
TLR 250 PROJECT - PART 5: READY FOR THE TRIAL?**

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**I**T'S AUGUST, the holiday month, and so the mind naturally turns to the idea of travel, to the open road, to escape – however fleetingly.

So in this issue we check in with another of our adventuresome colleagues, July Behl, who you might remember from past pages of RUST, particularly the test of the BMW R nineT Scrambler and, before that, the UPoA Madagascar special. Turns out July was rather taken by the Scrambler so he promptly bought one and having decked it out in adventure-touring kit he's set off on a five-month journey across the Americas! A little trip he's cleverly called the PanAmScram.

Of course finding the time and the money for such an adventure isn't easy, and the logistics can be mind-boggling, so before he left we challenged July to explain the whole preparation process as clearly as he could. And he did! In fact he made such a

great job of it we haven't hesitated in publishing his document here in this issue of RUST. If you're contemplating a big trip, July's words will definitely be of great value to you.

A word of warning, though. If you do try some of this adventure travel thing then be aware it is seriously addictive. Having enjoyed adventure rides in Thailand, Madagascar and Australia in the past 18 months I can hardly need for more saddle time, but I do so desperately want to be out there on a trip, right now! There's something really exciting about a dirt trail leading into the unknown – and whether that trail is an ancient green lane between hedgerows in the English home counties, a logger's road into the Rockies or a cow-cocky's track into the Outback, the buzz is pretty much the same. There's no better way to find the world. And yes I really do need another hit, and soon...

JB



## LIGHT...

THE PLAY OF light is so fundamental to good photography, we love the sweet caresses of sun and shadow in this great shot of Pablo Quintanilla at the Abu Dhabi Rally earlier this year. As we write the rally boys are heading to the Atacama Desert for the third round of the world rally (*aka cross country*) series and it's the UK's Sam Sunderland who leads, having taken two wins from two – showing his Dakar victory was no fluke. Pablo here, on his home continent, will be looking to pull him back in the coming days. Good luck to them all.

**Image:** Husqvarna / Marcin Kin





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## ...AND SHADE

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DAMN BUT WE love summer, it brings out the old romantic side of our personalities. Blue skies, fields of gold, deserted trails... We're pretty sure our buddies James Barnicoat and Chris Evans will have fond memories of the summer of 2009, as seen here, when the pair scouted a trail through the Pyrenees on a Transalp and a Ténéré. What a ride, and what an unexpected outcome – both fell for the Transalp over the Ténéré. You see, love knows no reason...

**Image:** James Barnicoat

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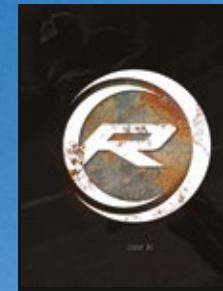


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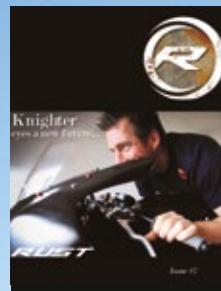
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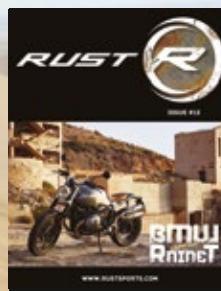
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## ISSUE #13

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

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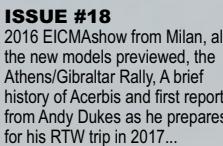
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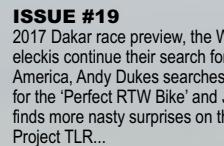
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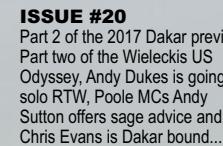
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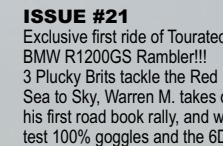
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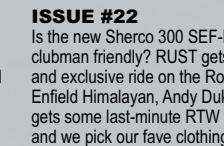
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Part 2 of the 2017 Dakar preview, Part two of the Wieleckis US Odyssey, Andy Dukes is going solo RTW, Poole MCs Andy Sutton offers sage advice and Chris Evans is Dakar bound...



## ISSUE #21

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## ISSUE #22

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



## ISSUE #23

Hawkestone Park, the first MX of the year, JB and Warren M. do round 1 of the R3 Rally Raid Series, the long term Husky TE300 and the WR 250F updated, products tested and part one of Best Western as six trail-mad Kiwis follow the Trans Am trail...



## ISSUE #25

Forza Italia, is the Italian Enduro series the best in the world? We ride the new Fantic 250E Casa 4T. Best Western Part the six Kiwis continue their trip out West... RUST Products, a selection of trick parts, tried tested and rated... RUST, Captain Fantastic, Best Western Part 2, Gas Gas EC/EX 300 from the newly resurrected company. Portuguese trail heaven with Horizons Unlimited and updates on Chris Evans' WR250F and JB's now up-and-running Honda TLR250 trialler...



## ISSUE #26

Our new boy Tom Sagar testing the new Husqvarna fuel-injected two-strokes in British Columbia, plus Sand Raiders classic Dakar event and Andy Dukes departs for the Far East on the first leg of his RTW trip...

RUST HERITAGE



## 1982 works Maico 490GS

This bike featured in TBM back in 2009. We're featuring it here again to mark its loss in a devastating fire at Geraint Jones' Yamaha Off Road Experience headquarters just over two months ago. It's now some 35 years ago Geraint Jones had ridden this machine to victory in the British Enduro Championship, one of his ten-plus UK national titles.

# GERAINT'S lost GOLD

Words & Images: Jon Bentman

## GERAINT'S LOST GOLD



## RUST HERITAGE



WITHOUT QUESTION THIS was a noble machine: its lines were incontrovertibly masculine, so perhaps we should call it handsome rather than beautiful. Back in the early 1980s this German-built Maico 490 (*Mega 2*) was a weapon of imperious powers. The Maico could beat everything; it ruled motocross and this particular 490, in the hands of enduro great Geraint Jones, ruled enduro. This bike was, then, the enduro 'GS' variant, and on top of that it was a works example. It won the 1982 British Enduro Championship and it was regular podium-winner in the then European (now *World*) Enduro Championship.

"It's a works bike," explained Geraint's brother Gareth (when interviewed in 2009), who looked after Geraint's bikes back then. "But I'd say there wasn't a lot of difference to the customer bike. Biggest difference was they'd put a good barrel on it. By that I mean one with a good tight bore – something they wouldn't risk on the production bike, with uncertain maintenance."

"The main advantage of that good barrel being that you could run a much tighter tolerance and so make good strong, smooth power," added Geraint.

# GERAINT'S LOST GOLD

"But there wasn't much else by way of difference," resumed Gareth. "The wheel spindles were hollow, for lightness. They had a special set-up with a short torque arm and quick-release brake rod which would help when it came to tyre changes. The yokes were magnesium and the steering stem was aluminium, as against the steel of the production bike. I never felt there was anything on the bike that the average rider couldn't make a sketch of and fabricate for himself."

Not that the average punter, having bought a production 490 Maico in 1982, was necessarily looking for more performance. Weighing a claimed 103kg and producing around 56bhp this bike wasn't just a powerhouse in its day, it remains so to this.

"It is incredibly light, like you can't believe," smiled Geraint. "You jump on it and you can't keep the front wheel down, it's so powerful, so torquey. The front wheel was in the air all the time. I think a lot of people would have a shock if they rode a good one of these today."

"If you could apply the knowledge we have now with suspension, and if they had disc brakes, you'd be surprised just how competitive they'd be. Especially if we were on something like the old-fashioned tracks, with fewer jumps."

"And we'd be having more fun!"



Geraint Jones (490cc Maico) - Welsh 2-Day Enduro 1981



RUST HERITAGE



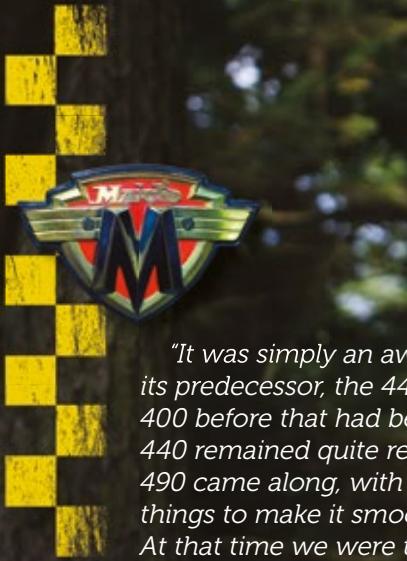
Part of its brilliance is in its simplicity. It's an air-cooled motor, so there's no radiator and plumbing issues. The Bing 40mm carburettor is controlled by a single throttle cable. If it gets drowned you can have the float bowl off in literally a second as it's retained by a single spring clip. Gareth: *"It makes me mad today when you see the complexity of modern carbs; the number of screws, let alone the amount of bodywork you need to remove to do the same job that took one second on the Maico."*

# GERAINT'S LOST GOLD

# RUST HERITAGE



"It's true, they've got a lot more complicated than they need to be," agreed Geraint. "You look at the Maico and it's so basic, so simple, anyone could work on it, you don't need to be a genius as there's not much there to go wrong. You only needed a couple of spanners and screwdrivers to pull it apart, I think the only specialist tool you needed was a puller to take the flywheel off."



*"It was simply an awesome bike. Although we felt – even then – that its predecessor, the 440, was probably the best enduro bike; because the 400 before that had been too revvy, with not enough torque, while the 440 remained quite revvy but had just enough torque. And then this 490 came along, with too much power. We were doing all kinds of things to make it smoother, like the long silencer, as you can see. At that time we were thinking 'this is too much!'"*





### 1982 Maico 490 Specifications

**Engine:** Air-cooled piston-port two-stroke single  
**Displacement:** 488cc  
**Bore & stroke:** 86.5 x 83mm  
**Compression ratio:** 12.0:1  
**Carburettor:** Bing 40mm dia.  
**Gearbox:** Five-speed  
**Claimed power:** 56hp  
**Frame:** twin loop chrome moly steel  
**Forks:** 42mm conventional fork, 310mm travel  
**Shocks:** Dual control ('Piggy back') Corte Cossio, 310mm travel  
**Front brake:** 135mm drum  
**Rear brake:** 158mm drum  
**Seat height:** 960mm  
**Weight:** 103kg

# GERAINT'S LOST GOLD



Geraint Jones' works Maico 490GS was, then, (*until its recent loss*) a monument. To the great long-lap enduros we enjoyed back in the 1970s and 80s – lost through the (*European-wide*) land (*access*) wars that have followed. A monument, too, to the robust, simple machine that a rider could take anywhere armed with just a screwdriver, an 'adjustable', and some lock wire (*and of course a spare sparkplug*). Quite possibly it marked the zenith of the true enduro bike.



# RUST HERITAGE



# BACK ISSUES

# SPECIALS

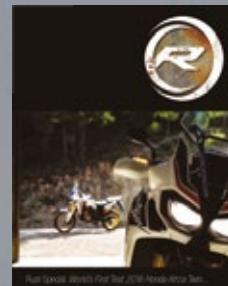
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### HONDA CRF1000L AFRICA TWIN SPECIAL EDITION

RUST gets the exclusive world's first test of the new Honda CRF100L Africa Twin!



### HUSQVARNA 701 ENDURO/SM SPECIAL EDITION

Test of the new Husqvarna 701 Enduro and 701 Supermoto



### YAMAHA WR450F SPECIAL EDITION

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



### 2016 BMW GS TROPHY SPECIAL EDITION

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



### 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...



### TOURATECH BMW R1200GS RAMBLER

First full test of Touratech's 200kg, 125hp Enduro R1200 GS Rambler in the Azores!



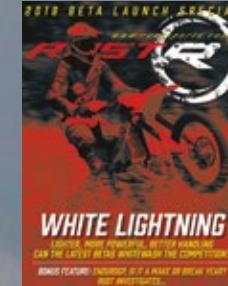
### RUST TOURATECH AUSTRALIA SPECIAL

JB embarks on an adventure into The Outback and returns humbled by the experience...



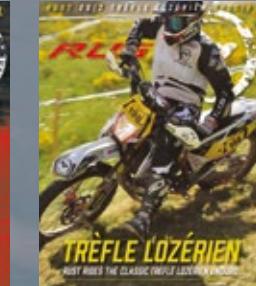
### RUST 2018 KTM LAUNCH SPECIAL

RUST rides the revolutionary new fuel-injected two-strokes from KTM... at the Erzberg!



### RUST 2018 BETA LAUNCH SPECIAL

JB rides and rates the latest hot models from the 2018 Beta model range...



### RUST DOES THE TREFLE LOZERIEN

RUST had massive fun at the 2017 Trefle Lozerien. Read the full story in the special issue. Trials and tribulations at the Tref...



TESTED AT THE TREF

# 2017 YAMAHA WR450F

## Ride review



**Y**AMAHA'S LATEST E2 racer was my mount for the Tref and I don't mind admitting that I had my reservations about riding the event on the 450 – any 450 – let alone one with something of a feisty reputation. The WR450F has always had a reputation as something of a rocketship and the latest variant is supposedly the angriest yet. Thankfully, Dylan Jones of the Yamaha Off-Road Experience in the UK (*who supplied the bike*) had not only run-it-in, but also turned-out some of the fierceness with some bespoke engine mapping on the optional Power Tuner. Good man!



Words: James Barnicoat  
Pics: Barni & Fabrice Glad

# 2017 YAMAHA WR450 TEST

For much of day one I was simply hanging onto the big Yam. Tight, nadgery terrain littered with rocks gave little opportunity to exploit the bike's power, and instead had me cursing its four-stroke weight and lofty, 965mm, seat height, that made taking a steadyng dab such a lottery (*and I'm over six foot*). The suspension still had some of that new-bike firmness and I failed to gel with the WR. A lightweight stroker would've been far better suited to the course.

Day two was almost the exact opposite. The 450 lapped-up the faster terrain, where you'd roll on and off the gas and smick between fourth and fifth for mile after mile. Brake-slide into tight turns, powerslide out. Drift through the faster corners and hoik the front-end over the larger puddles. Not once did the 450 give even the merest twitch of the bars – even at speed on rocky descents – and panic braking was ably taken care of by the excellent stoppers. I was absolutely loving it.

There's some interesting details on the bike, too. I like the quirky hidden fuel filler which allows you to get right up towards the headstock, and the forward- and high-mounted air filter (*brought about by the reverse cylinder head*), though I'm not sure I could discern any benefit in the engine design without a back-to-back test. The bike looks good too, and that never hurts.

And so my thoughts on the Yam really came down to the type of terrain it was on at the time. I'd take one for anything but slow and technical, or hideously slippery, mostly. It'd make an awesome bike for Baja style riding (*though you'd need considerably more than the 7.5L fuel capacity*) and for flowing European-style trails, too.



RUST TESTED

# 2015 KTM 200 EXC

## Ride review

**W**ARREN CHOSE RUST's 2015 KTM 200EXC (*long termer*) for The Tref. As regular readers will know there are plenty of choices to be had in the RUST workshop, but with some careful thought given to the terrain and the duration of the event Warren had a sneaking suspicion the wee 200 would be the ideal machine.

He wasn't wrong. The 200EXC shone. However, the prep on the 200 took longer than the event itself as Warren decided on a complete makeover for the bike, practically bringing it up to 'factory' spec. We can count in A-kit spec suspension, a super-horsepower-boosting swap to a Lectron carb, plus an exhaustive list of protection parts. In all, too much to include in this already packed issue. So the detail in what went into the RUST 200EXC will come in a forthcoming issue (*coming real soon*) and quite probably that'll be a dedicated special, which should please 200 buffs.

For now, well if a picture paints a 1000 words, hopefully this will tide you over until then!



# 2017 KTM 350EXC-F

## Ride review

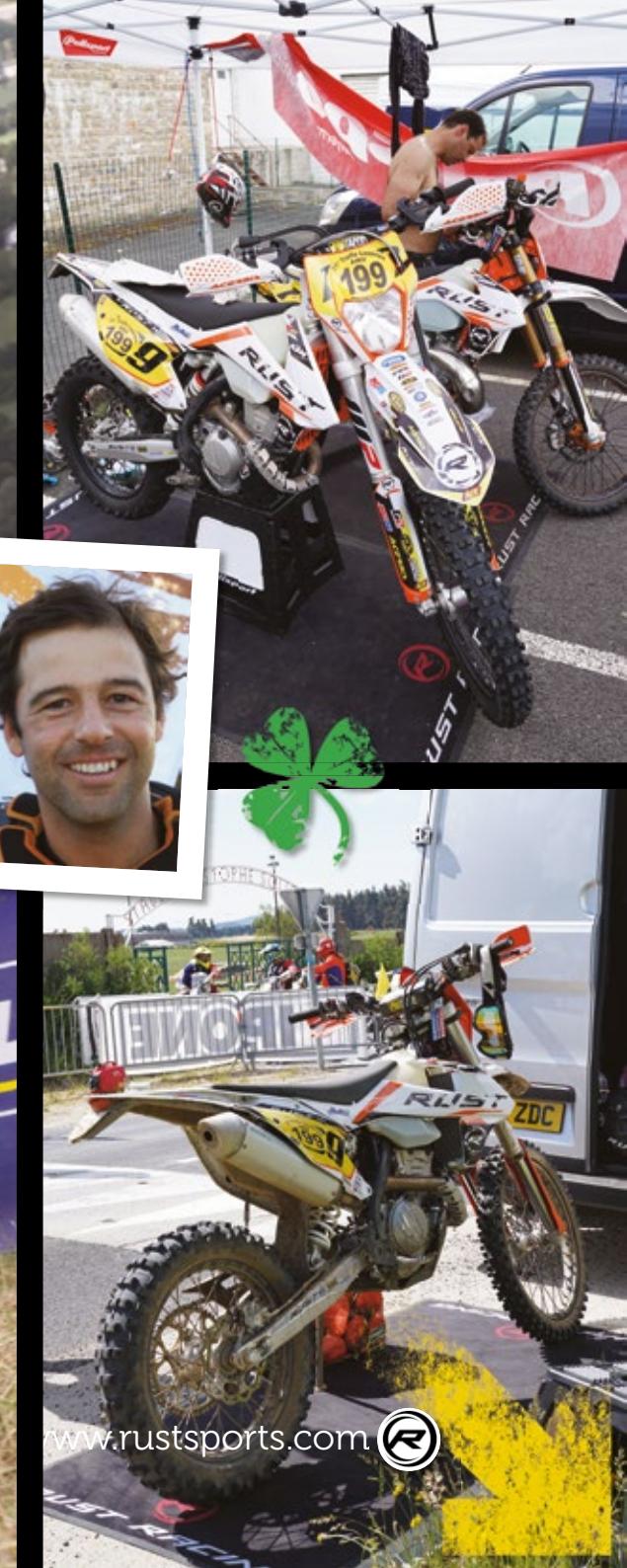
**M**Y KTM 350EXC-F was a totally standard bike except for the GoldenTyre tyres and mousses, ARC levers and Acerbis hand guards – and the RUST graphics of course!

It is a great bike for this kind of enduro. I am sure at some points of the course I would appreciate a two-stroke – a lighter bike – but this 350 will cover, with some panache, all range of track, from the flat-out blasts to the tight technical stuff. It's a jack-of-all-trades, maybe master of none but if you can have only the one bike and need it to do a wide range of duties then the 350EXC is a tough one to walk past. That's why I use mine for guiding trail rides as well as playing racer on my days off.

It is still one very capable bike, though, and its impressive torque allows you to ride at a very slow rate and pass over some quite severe obstacles on idle, sometimes with just a ping of the clutch to help. I'm sure there were times when James (on the WR450F) would have happily traded with me. Me, I'm not trading this bike for any other...

Last word: protection. A rear and front disc guard, a strong chainguide, some water pump protection and a strong clutch cover should be the minimum of protective parts you should fit on an event like this, because of the many rocks (*including sizeable rock steps*) you'll encounter – and any of which given one small slip could dictate the end of your race...

**Words:** Pedro Matos



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Words & images: JB



RUST CLASSIC

HONDA  
**PROJECT**<sup>PARTS</sup>  
*TLR 250*

Was JB ever going to get his TLR sorted,  
did he have the skills, motivation, cash...?

Shockingly the answer to all that  
seems to be yes!



## A CLEAN FINISH

SOMETIMES YOU ARE closer to the finish line than you know. I've come to the end of many an enduro like that, suddenly surprised it's all over. I've also DNF'd within a mile of the end of an enduro, so I know it's not over until it's over.

And so it is with Project TLR. Once I'd sorted the wheels and tyres (*and brakes*) it there really wasn't much left to do, I just needed to make that one final push.



### The story

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

### 1 BETTER THREAD THAN DEAD

For a long time I'd been in a funk over the broken drain screw in the carb float bowl. Brass with a fibre washer, it had leaked when I first got the bike back. So I'd gone to remove the screw to replace the washer when the head of the screw snapped off. I'd then got a stud extractor on the left-over screw but it refused to budge. Then came a drill and while most of the old screw succumbed, try as I might the last bit, stuck in the thread, wouldn't budge. Two or three months went by, then at last I waved the white flag and called in a local machine shop, and dropped the part off. They called me back next morning, job done, new screw and washer sorted for twenty notes. Why I hadn't called them earlier I don't know...



# PROJECT TLR250

## 2 THE WRONG HOSES

The fuel lines looked rather brittle so for a few quid I thought I'd replace them and the inline filter. Should be easy, only I didn't figure on there being different bore sizes on the fuel lines. Sure enough the ones I ordered were too big. So the old ones, and the old filter went back on, after all they were still working!

## 3 BAR NONE

I guess the old alloy bars on the TLR had been offending me for too long. They're clearly not a trials bar, just an old enduro set, complete with hand guards (*for Kiwi bush bashing*) – too wide and too low. Having always spec'd Renthal on my enduro long termers I was always going to opt for more of the same. Priced to suit the budget conscious, bent to a 6" height (*eases the back pains...*) and anodized a lovely satin black, these trials bars suited the TLR down to the ground. I rate Renthal's trials grips too (*which I often see, curiously, on road race bikes*), for being a slim no-nonsense design. I stuck them on with Renthal's own grip glue – then promised myself I'd lockwire them, too. Only I don't have lockwire or the fancy pliers (*so one day on that...*).

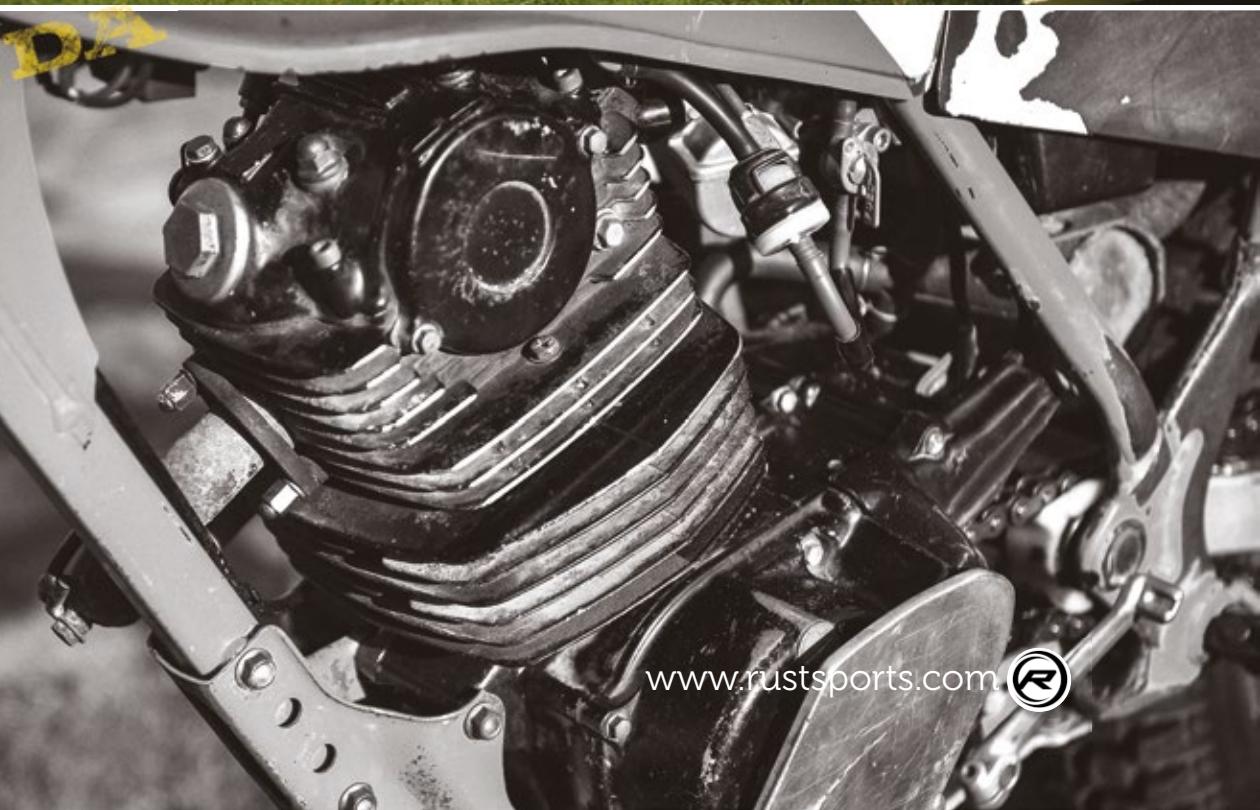
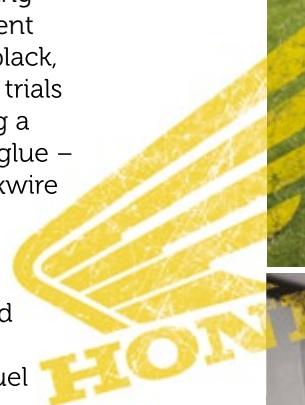
## 4 AND?

I was going to sort the cracked muffler, wasn't I? Only when I bolted everything up the crack didn't seem so bad, it wasn't even visibly blowing, so I just left it! After that, a quick check over, some fresh fuel and broom-broom, it was good to go. Four laps of the garden later nothing had fallen off or stopped working, so no more procrastinating – to the trials.

## CLEAN? WELL, NEARLY...

After so much procrastination I'd missed my planned trials debut at my local club. But, as is the way with trials, there are always at least two or three local events to choose from on any given weekend. So I ended up at the Double 5 club's trial which was incidentally listed as a centre championship round for Pre-65s and Twinshocks, so was sure to be the right fit for my purposes.

Ahh yes, and last minute as always, and not having a trailer – I got onto the phone to Dave Cooper ([www.davecooper.co.uk](http://www.davecooper.co.uk)) to supply one of his excellent motorcycle racks that fits straight onto a tow bar. A smart piece of kit that costs under £100 including delivery, it means you're not





stuck with the 60mph speed limit that applies to trailers. It arrived a couple of days after ordering and fitted in ten minutes flat! Happiness.

At the trial there was a good mix of machines, from brand new Montesa 4RTs to old BSAs and Triumphs. The Twinshock class provided a mix of mostly Fantics (*my old ride*) and Honda TLR200s; my TLR250 was the only one of its sort and given its originality (*that is to say unrestored, barn-find presentation*) it attracted a fair bit of attention from the other TLR owners.

Now, one thing I forgot to do was to go for a warm-up ride. Instead once I'd signed-on (£20 entry fee) I rode straight to the start and from

there straight to the first section. Consequently after walking the section, I had no idea what gear to choose and no idea how the bike would turn, stop or go. And because of that I wobbled on an uphill off-camber turn and ended up footing out for a three. By the time I'd ridden to the next section I'd got a much better feel for the bike and for the rest of the day would have the confidence to trust in the bike and stay feet up through turns like that. In fact, for the next three visits to that first section I went clean each time.

Soon as I'd ridden that first section I had my feeling back for trials. I also quickly got a feel for the TLR, which was proving just a brilliant ride.

## PROJECT TLR250



## RUST CLASSIC



In dry conditions it was quite happy to motor up even the steepest banks in first gear, with no clutch work and perfect traction. I'd picked the intermediate level from the three on offer (*expert/intermediate/beginner*) and this was ideal, technical enough to make you concentrate, not so extreme as to cause bike damage.

The TLR was in its element, I swear I was riding on autopilot as it was instinctive the way it tackled the sections. If in doubt, trust the bike – every time the TLR pulled through. The brakes were a bit rubbish but there was enough engine braking to compensate. The suspension front and rear was rubbish, too. The forks probably had no oil in them given the clunking I could hear going on. The shocks had spring but no obvious sense of damping, and they'd clang on full compression, too – and after a lap the right shock had no oil, evidenced by said oil now dripping all over the swing arm.

But the TLR didn't care. I lost the odd dab on the second lap, and then – urgh – I missed a gate and so collected a five. But for the last two laps

the TLR and I rode clean. In all we lost 11 marks. The class was won on three. And so the trials' competitor's brain went into action – if I'd only not missed that gate I'd have finished on six; if I had only practiced before that first section and taken a clean I'd have finished on three... and so on. Hey, I could have been a contender.

In all though, I'm overjoyed. I loved riding that trial. Just jeans, shirt, open face lid and a pair of super-comfy Alpinestars trials boots for kit. The TLR didn't even ask for half a tank of fuel (*probably 3-4 litres used, max*). The tyres are unmarked. And even with no brakes or suspension the TLR is competitive – maybe you don't need those things.

So the TLR stays a keeper. I'm not sure whether I'd like to restore it. It's nice not to have to worry about scratches. And I like the character the old dents and rust bring. Most of all I love the feeling the TLR brings. It's a lovely joyful little bike that trots along going doff-doff-doff; and in trials similarly there's a lovely low-key laid-back sense of enjoyment. There's plenty of time for chat and you can sledge (*throw jibes and insults at*) other riders as they compete in the sections – everyone, regardless, riding with big smiles.

So what's next? The suspension deserves some attention. New oil (*and seals, why not*) for the forks has to be on the cards, if only out of mechanical sympathy. The shocks – well, its repair or replace. Not sure

which yet. The exhaust – I'm thinking a wire brush and some BBQ paint might work well there. And if I can find an orginal rear mudguard in decent condition for reasonable money maybe one of those. Or just fit a new white universal job (*aesthetics permitting*).

For sure, though, more trials riding is calling...

### PROJECT TLR

#### The mounting costs

Valve stem seals	<b>£16.56</b>
Carburetor gasket kit	<b>£12.04</b>
Float bowl drain screw	<b>£ 2.99</b>
Spark Plug	<b>£ 2.99</b>
Air filter	<b>£ 7.93</b>
Chain & sprockets	<b>£61.26</b>
Sprocket circlip	<b>£ 6.08</b>
Exhaust gasket	<b>£ 3.90</b>
Rear sprocket bolts	<b>£ 9.60</b>
Brake shoes	<b>£31.00</b>
Fuel filter	<b>£ 1.25</b>
Pirelli MT43 front	<b>£38.00</b>
Pirelli MT43 rear	<b>£58.00</b>
Rental 6" handlebars	<b>£48.96</b>
Rental trials grips	<b>£ 7.98</b>
Tap & thread float bowl	<b>£20.00</b>
<b>Total</b>	<b>£328.54</b>



#### USEFUL CONTACTS:

[www.inmotiontrials.com](http://www.inmotiontrials.com) – twinshock parts  
[www.tytrials.co.uk](http://www.tytrials.co.uk) – twinshock parts  
[www.davecooper.co.uk](http://www.davecooper.co.uk) - racks and trailers

# VIDEO CONTENT



RUST



[www.youtube.com/watch?v=sj-5xW\\_-x-i](https://www.youtube.com/watch?v=sj-5xW_-x-i)

## RUST TESTER TOM SAGAR RIDES THE 2018 HUSQVARNA TEiS

Multiple European and British enduro champion Tom Sagar tests the Husqvarna TE250i and TE300i for RUST Magazine in British Columbia, Canada...



[www.youtube.com/watch?v=CXtl8s3xA98](https://www.youtube.com/watch?v=CXtl8s3xA98)

## JB RIDES THE LATEST 2018 MODELS FROM BETA

JB finds the latest Betas to be lighter, more powerful and easier to use. Which must makes them better. Shouldn't it? Read the feature to find out...



[www.youtube.com/watch?v=z6KdM5w8GWO](https://www.youtube.com/watch?v=z6KdM5w8GWO)

## 2018 KTM 250/300 EXC TPI FUEL-INJECTED TWO STROKES

Jochi Sauer KTM of-road product development manager explains the story behind the development of these revolutionary two-strokes...



[www.youtube.com/watch?v=4v6loSJl4jm](https://www.youtube.com/watch?v=4v6loSJl4jm)

## 2018 KTM 250/300 EXC TPI FUEL-INJECTED TWO STROKES

Ride along with JB on the latest KTM TPI machines and hear his verdict on these Euro Stage 4 compliant motorcycles...



[www.youtube.com/watch?v=8516kr\\_og58](https://www.youtube.com/watch?v=8516kr_og58)

## NEW FOR 2018 GAS GAS EC300 RIDDEN AND RATED IN GIRONA

JB rides the latest offering from the recently resurrected Gas Gas company with new frame and suspension and many more upgrades...



[www.youtube.com/watch?v=SEjSqECe6sA](https://www.youtube.com/watch?v=SEjSqECe6sA)

## FIRST RIDE OF THE BRAND NEW FANTIC 250 CASA

JB takes a spin aboard the new 250 Casa from Fantic and speaks to Dean Clements the UK Fantic importer about future plans and other new models...



[www.youtube.com/watch?v=uL7\\_ebar560](https://www.youtube.com/watch?v=uL7_ebar560)

## 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=xH0E2Ra1TL4](https://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](https://www.youtube.com/watch?v=7_EGuentg3s)

## 2017 HUSQVARNA LAUNCH

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



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

## 2017 BETA 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=a0K02x9reI0](https://www.youtube.com/watch?v=a0K02x9reI0)

## 2017 KTM LAUNCH

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



[www.youtube.com/watch?v=mVYqp3biTnc](https://www.youtube.com/watch?v=mVYqp3biTnc)

## 2016 BMW GS TROPHY THAILAND

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



[www.youtube.com/watch?v=HQBn2qbfp0Y](https://www.youtube.com/watch?v=HQBn2qbfp0Y)

## 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](http://www.rustsports.com)



[www.youtube.com/watch?v=\\_18ePyl2E4M](https://www.youtube.com/watch?v=_18ePyl2E4M)

## 2016 V-STROM 650XT

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



[www.youtube.com/watch?v=yriJw\\_FU910](https://www.youtube.com/watch?v=yriJw_FU910)

## 2016 YAMAHA WR450F

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



[www.youtube.com/watch?v=8I54XQYoPo](https://www.youtube.com/watch?v=8I54XQYoPo)

## 2016 HUSQVARNA 701

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



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

## 2016 HONDA AFRICA TWIN

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



[www.youtube.com/watch?v=ntK07163tuA](https://www.youtube.com/watch?v=ntK07163tuA)

## HONDA CB500X ADVENTURE

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

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To view any of these videos just click on the link below the thumbnail to go direct to the Rust Sports youtube channel...



TESTED AT THE TREF

# TCX COMP EVO MICHELIN BOOTS



I'VE GOT WIDE feet, and when I first slipped them into TCX's latest, top-of-the-line, £380 boots I was concerned they might not be for me. Things were a little cramped. But I'm glad I persevered, because within half-an-hour they'd worm-in and felt fantastic.

For starters they're incredibly well armoured. They're not the lightest big-money boot I've ever tried, but the sense of security they offer is immense – the adjustable fit around the calf and Double Flex Control System for the ankles help ensure that. Of course they're not leather, almost no boots are these days, so the EVO's are made from a breathable water-resistant micro fibre, reinforced by a polyurethane frame, nicely shaped for maximum comfort while offering excellent protection. Note that water-resistant isn't the same as waterproof, riding through the deluge on day two at the Tref the boots did get saturated, but nothing short of a Goretex boot is going to save you in such condition, it's a fact of life.

The sole – developed in conjunction with Michelin, hence the name – was probably the standout feature. It offers fantastic grip on the pegs yet slides wonderfully in the turns. And for getting off and shoving the bike over wet rocks, only a trials boot would be better. Let's just hope it lasts as well as it grips.

Any complaints? The height of the toe-box could be reduced for easier gear-shifting, although TCX have squeezed a steel toe cap and a PU toe guard into the front of the boot so that explains the size – safety over functionality. As with top TCX boots from the past, we can't argue with the quality. So, so far I'm loving them!

James Barnicoat

RUST rating: ★★★★★

Typical pricing: US \$570 (UK £380)

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



[www.rustsports.com](http://www.rustsports.com) R

# W2 E-MX-8 BOOTS



WITH MY TCXS still sodden from the previous day, Alex selflessly offered me his brand new W2 E-MX-8 boots to try. I, quite literally, grabbed the opportunity with both hands.

The initial fit felt better than my own boots, and as they're a fairly basic design, with plastic buckles and with a predominantly '*microfibre leather*' construction they felt lighter, too. Of course, this is largely because they offer less protection... but at a smidgen over £180 they are half the price!

For a relatively budget boot – they're in the same market position as say Alpinestars Tech 3 – the only niggle I could find in eight hours of riding was that the moulded sole isn't quite as grippy as it could be, both on the pegs and on the trail. On the plus side, with one extra buckle (*four*) over the Tech 3s you can get a better fit around the ankle.

W2 are an Italian brand and they've been around decades now (*since 1985*), so for the price you're getting a decent level of quality and reputation. If you want more quality you can upgrade to their MX-9 or Unadilla boots (*both feature stitched soles*). [www.bikeittrade.com](http://www.bikeittrade.com) can tell you where to find them (*in the UK*), and Alex will be back to report on how they stand up to long-term abuse. He might want to fumigate them first, mind...

**James Barnicoat**

**RUST rating:** ★★★★

**Typical pricing:** US \$220 UK £180

[www.w2boots.it](http://www.w2boots.it)

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



# ARC MEMLON COMPOSITE FOLDING LEVERS



IN THE BEGINNING, with the ARC levers, you have to overcome two firmly rooted preconceptions about how brake/clutch levers should be. We're used to our dirt bike levers being metal (*these days that means aluminium*) and they should be this one quite thin shape, maybe with just a hint of dogleg before where your index finger will lie. The ARC Memlon Composite levers are not like this, they are shaped broader in the blade and they are a composite (*plastic-type*) material.

So there's a little getting used-to required, and yes the feel of these new levers is that they are a little bit broader (*and so greater in volume*) than conventional – OEM – levers. But such a design brings benefits: they are an easier fit to your fingers and so more comfortable (*and hopefully less likely to result in blisters*) and curiously you sense less vibration through them. And as for the material, they may be a kind of plastic but there's zero sense of flex in use, in fact with the smooth finish you're not sure what they're made of, you could think they were anodized aluminium. The adjustment system is excellent and you can adjust the levers to your hand size very easily without using tools.

Although so far I have had only the one big fall to demonstrate the effectiveness of the ARC levers – with no damage to the levers, of course – these unbreakable levers give a lot of confidence because you know they will not break (*ARC offers a lifetime guarantee*). Part of that is the free-moving pivot system, part is due to the Memlon material which will fold back on itself many-many times and always spring back to its original shape. There's a reason you see ARC levers on so many top racers' factory bikes – because they work!

The only change I'd like to see would be the inclusion of a rubber boot (*as comes with the ARC perch kits*) to protect the pivot and screws as the KTM rubber protections don't fit the ARC levers in the best way.

**Pedro Matos**

**RUST rating:** ★★★★★

**Typical pricing:** US \$69.99 UK £49.99

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

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



# SO GLAD I FITTED...



Don't wait until a broken lever ruins your ride or race, be like the pro's and fit ARC Memlon Composite folding levers. Great design and finish, they'll save your day. RUST recommended, too!

All ARC Levers have  
a lifetime guarantee...



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

**CGHIMPORTS.COM**  
GO ONLINE OR CALL US TODAY GB 01283 500450

PANAMSCRAM

RUST ADVENTURE

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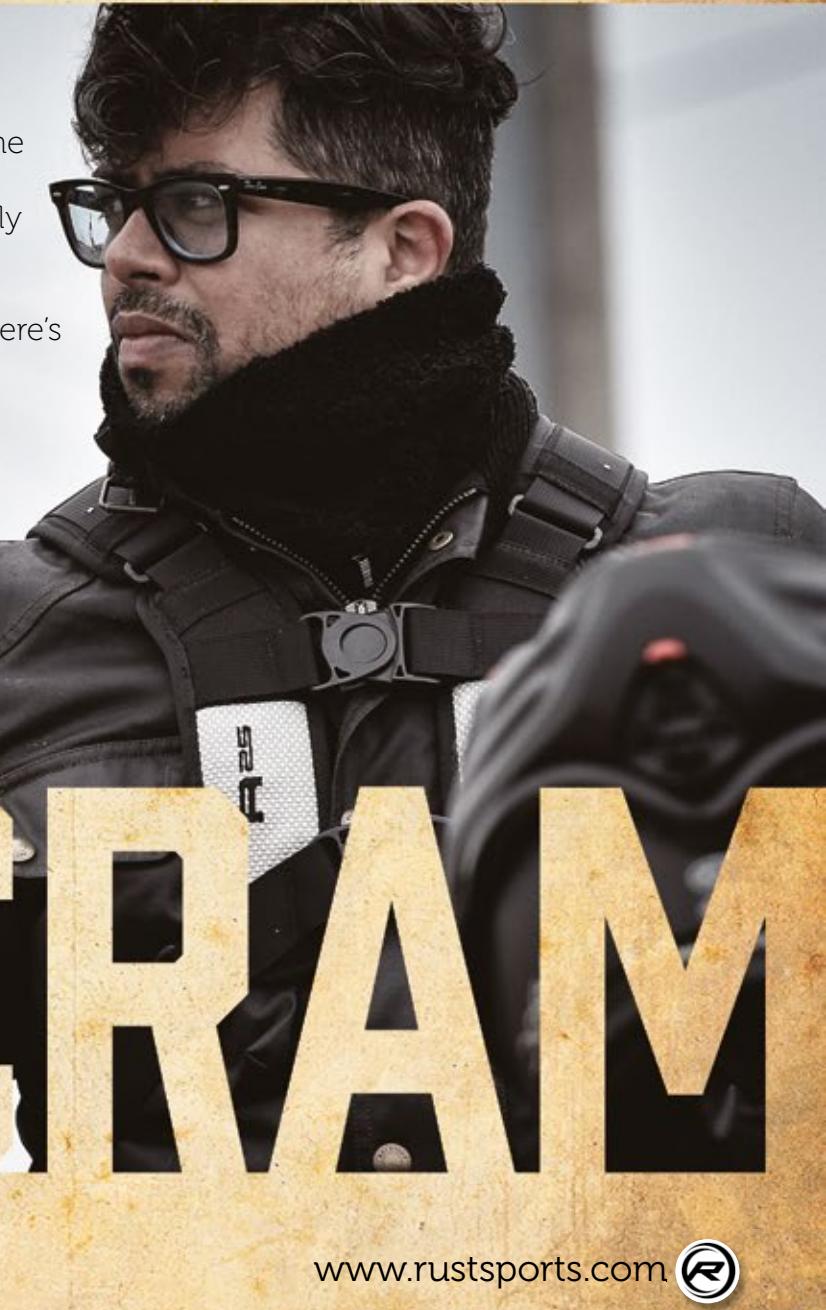
BOLIVIA

PARAGUAY

URUGUAY

ARGENTINA

Back in RUST 16, we introduced the BMW R nineT Scrambler and July Behl. In that bike test July suggested he'd like to ride the Scrambler on his planned trans-America adventure ride. And now he's doing exactly that! We'll follow him here at RUST the whole way, from making his prep, to his return in five months time. But first, yes, here's what it's like to organize The Big Leap...



# PANAMSCRAM

Words: July Behl Images: Jon Bentman

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

# PANAMSCRAM

IT'S HERE. IT'S HAPPENING! I'm finally overlanding this year. Yes, Yes, I know the original plan was Jan 2018, but it was also June 2016 at one point and now it's June 2017. I'm riding the length of the world from Alaska to Argentina. I could say timing doesn't make a difference, but it does and certainly in my case. It's the right set of circumstances that is making this trip happen – an extremely supportive and encouraging wife, a well timed sabbatical, and decent financial planning – don't worry I won't bore you with the details. Like I said, the important bit is that by the time this article gets published, '*Sally the Scrambler*' and I will be in Anchorage to start '*The Big Moto Adventure*' which incidentally is the name of my blog and the 'handle' on Facebook and Instagram. Over the course of five glorious months, we will make our way down to Ushuaia in Argentina before riding back up to Buenos Aires, where I'll ship the bike back to good ol' Blighty.

Despite the fact the trip's been in the pipeline for years and I've longingly looked at the map of the Americas everyday for the last few years, it took me a whole three days to book my ticket after the decision was made. It was surreal, extremely overwhelming and a bit of a shock to the system! It was almost, as if I was waiting for something to happen which meant I couldn't do the trip anymore. The dream was now a reality and I had to put my money where my mouth was. During those rather long three days, Fiona (*my wife*) even said to me, '*you're not wimping out – are you?*' Of course, I wasn't wimping out, I was just getting used to the reality – the reality of spending day after day on the bike.

Before I dive into the anality of getting ready for the trip, I have to warn you that I headed the projects department for the firm I used to work for and my default is to project plan and spreadsheet to the minutest detail – from my wedding to moving houses to going on a holiday, no matter how much I try, there's always project files and colour coded spreadsheets. And if not these, then there are lists – I absolutely love lists, as uncool as it sounds. As this trip's not work, this time I'm making a conscientious decision not to overplan and take the fun out of exploring and getting lost. I will do a bit of research on routes to ensure I ride the most interesting roads and trails; on border formalities to try and avoid running between offices and building for not having enough photocopies of my documents; on cheap accommodation – a necessity really, and street food; because I love food...

# RUST ADVENTURE

## JULY'S ADV MODS

For the BMW R nineT Scrambler

1. **Headlight Grill** – Unit Garage
- 2 **High Handlebars** – Unit Garage
3. **Luggage Rack** – Unit Garage
4. **Touring Fairing** – Online purchase
5. **Engine Guards** – Online purchase
6. **Aux Light** – Online purchase
7. **Exhaust Wrap** – Online purchase
8. **Side Stand extenders**
9. **Bespoke Pannier Racks** – Zen Overland
10. **Rotopax Adaptors** – Zen Overland
11. **Rotopax Fuel Carriers** – Online purchase
12. **Lockable Sat Nav Holder** – Touratech
13. **Side number plates** – Online purchase
14. **Neoprene fork protectors** - Unit Garage
15. **Bash Plate** – Online purchase
16. **Exhaust manifold covers** – Touratech
17. **Crud Catcher** – Online purchase
18. **Radiator Guard** – Online purchase
19. **Air filter intake grill** – Online purchase
20. **Hand guards** – Online purchase
21. **Front fender extender** - Unit Garage



Give me a shout if you want any additional details on any of the above and I'd be more than happy to point on you in the right direction and/or provide you with additional information



### Ride Sally Ride

After that test ride in RUST 16 I was sold on the Scrambler – and just as well because I'd had a deposit placed on one for a good six months already. I just needed that ride to reassure me the Scrambler would feel right and would be appropriate for the job. It was, on both counts.

So my Scrambler, I've named it Sally (*yeah, sorry about that*), is now ready for the #PanAmScram and as there's a fair amount of interest on modifications done to her to for the ride across the Americas I thought it'd be good to elaborate on the modifications just in case anyone else plans to overland on a BMW R Nine T Scrambler. Needless to say the modifications would've been a whole lot more tedious to carry out

without the support of ride partners and friends who've been stunning by helping me loads (See panel on previous page).

Some modifications are totally practical whilst some are just a bit indulgent, but all make me happy at the end of the day and that's what matters the most.

### Home Away from Home – Kit for the #PanAmScram

'Sally the Scrambler' and all the kit on her is going to be my home for the next five months from Alaska to the Argentina. Despite being extremely strict about my packing, I still think I'm taking too much stuff. I've done a '*dry run*' with all my kit and the weight seems to be

# PANAMSCRAM

manageable – but this is on road, I've not taken the bike off road with all the kit and that's going to be a whole different story. No doubt, like most other overlanders I will end up donating my excess kit to people I meet along the way, hey-ho!

Irrespective of less or more stuff, we so called Adventure Riders / Overland riders have mastered the art of living off our bikes for months and years – which is definitely something worth celebrating. In this age of consumerism, excess and waste, we're still flying the minimalism flag high and showing the world that you only need a set of panniers and roll bags to not only exist but thrive anywhere in the world. So, knowing there are a lot of nerdy types, like me, who are curious as to what to take here's my list (*opposite*).

## The devil's in the documentation

And here I thought I could just get up and go ride the length of the world or as I fondly call my ride #PanAmScram. We love romanticising the fact that one can have a cavalier attitude to planning and ride the world as long as one has a passport, bike and a credit card. Well, I'm sorry to be the bearer of bad news – no matter how bohemian you may be, there's some documentation that needs to be taken care of before you ride another continent – the Americas in my case. I'm writing this article as a British passport holder and depending on what passport you hold, you may or may not need to get the below sorted out before you ride the length of the world.

I have to admit, that a British passport compared to my old Indian passport is a blessing to travel and explore the world. Not many people in the developed world realise just how easy it is for them to travel to another country – it's as simple as buying a ticket and off you toddle. To put it in perspective, if I was doing the same trip on an Indian passport, there's no way I could have organised my trip in eight weeks or less. I'd need a good few months or so just to organise the visas for the 18 odd countries and would have been buried in documentation for months. I empathise with riders I read of online, who are on RTW trips and struggle to get visas for countries en route. All I can say is hang in there – there's light at the end of the tunnel.

On page 48 is a list of documents I needed to organise for Sally and I to START the PanAmScram. As the ride progresses, I'm sure I'll need country specific insurance and importation documents, most of which can be purchased (*or so I'm told...*) at borders south of the United States.



## JULY'S PANAMSCRAM PACKING LIST

### 1. Camping

Vango Halo 300 Tent  
Touratech Sleeping bag  
Thermarest mattress  
Tent footprint  
Thermarest Pillow  
Helinox Chair  
Knife  
Cooking Kit (*Will buy before entering Mexico*)

*(reconstruction surgery)*

Waterproof jacket & lowers  
Belstaff Trailmaster Motorcycle Jacket  
Mini Trowel

### 2. Rider Kit

Roof Desmo Helmet with Sena 10C  
Touratech Summer & Winter Buff  
Touratech Summer Gloves  
Richa Winter Gloves  
Touratech Summer Base Layer  
Touratech Winter Base Layer  
Alpinestars Toucan Boots  
Touratech Riding socks  
Motorcycle Jeans with D30 Armour  
Earplugs  
Prescription Glasses x 2  
Prescription Sunglasses  
Knee support brace (*Recently underwent ACL (knee ligament*)



# RUST ADVENTURE



## The 'S' word – Sponsorship

Love it or hate it, you can't ignore it. I am totally for sponsorship and the 'you scratch my back and I scratch yours' approach totally works for me. If I can help further and promote a brand in exchange of goods and services – why not? It's a win-win situation. I will never let sponsorship outweigh the pleasures of my travel and have made a deliberate decision of only partnering with companies that appreciate the ethos of overlanding and don't inundate me with emails for missing a hashtag on an Instagram post – slight exaggeration maybe.

A big thanks to all my partners. You've made my travel a whole lot more simple and economical.

I've been extremely lucky to have a few sponsors on board for a variety of reasons from brand promotion to simply supporting me because I'm a friend e.g. Touratech. Despite the fact that the Scrambler not one of the bikes Touratech make parts for (*yet?!*), Herbert and Ramona Schwarz have outdone themselves yet again with their kindness and generosity by supplying me with boxes and boxes of kit for both Sally and I. This is true partnership and one I will endeavor to maintain for a lifetime.

This beautiful magazine, yes, RUST is one my ride partners and editor and friend JB (*since meeting on the UPoA in Madagascar – see the RUST special*) has been stellar by giving me a platform to share my story with the world. This opportunity and partnership has acted as a catalyst for getting sponsors on board, who want their name in exciting magazines such as RUST – just another form of advertising isn't it?

Wolfman Luggage is the luggage sponsors for the ride and from the



## 3. Clothes & Footwear

T-shirts x 3  
Pants x 5 (*aka underwear, keks*)  
Shirt x 1  
Warm jacket/ motorcycle mid layer  
Socks x 2  
Cargo trousers  
Flip flops (*aka thongs, sandals, jandals*)  
Trainers (aka sneakers, sport shoes)  
Jumper (*aka sweater, pullover, cardigan...*)  
Beanie (*aka woolly hat*)  
Cap  
Shorts  
Trunks (*aka swimmers, NOT Speedos*)

## 4. Electricals

Macbook Air 11"  
Nikon D600 SLR + Spare Battery  
Nikon 70-300 Telephoto Lens  
Tom Tom Rider 400 Sat Nav  
Mobile Phone  
MobileLite Wireless G2  
1TB Hard Disk Drive  
Juice Pack  
InReach Explorer +  
Go Pro Session  
USB Multiplug x 2  
Cables & Chargers for all devices

## 5. Toolkit

Cruz tool kit for the BMW R Nine T Scrambler

Rocky Mountain Air compressor

Multitool  
Mr. Funnel (*Fuel filter*)  
Puncture Repair Kit  
Tubes & Tyre Levers (*Will buy before entering Mexico*)

## 6. Miscellaneous

Kleen Kanteen water bottle  
Toiletries  
Disc lock  
Earphones  
Head Torch  
Document Wallet  
Watch  
Waterproof Passport ziplock bag  
Small dry bags x 2  
Point it book  
First Aid Kit  
US plug adaptor  
Steripen

## 7. Luggage – All the above go in one of these bags.

Wolfman Rocky Mountain Saddlebags  
Wolfman Black Hawk Tank Bag  
Wolfman Rollie Bags x 2  
Wolfman Large Dry Expedition Roll bag  
Wolfman Bottle holders  
Kreiga R25 Backpack  
Pacsafe Net x 3 (*For the Saddlebags and Roll Bag*)

Feel free to drop me a message if you think this is too much or too little... '*Just right*', however, would probably be stretching it. It's amazing that no matter how many times we tour, we still end up taking more than what's needed. I'll get there – slowly but surely!



RUST ADVENTURE



little I've seen and used their kit – it's just stunning. Practical and rugged are two words that spring to mind. I will be writing a detailed review on the kit a few months into the trip, which will hopefully give you more of an insight than just two words. From the saddlebags to the rollie bags to the tank bag – everything fits well and not only feels sturdy but also accentuates the overall look of the bike. Keep an eye out for a detailed review in the magazine and on my website.

My other partners include – Horizons Unlimited, Saddlebug.com, Moto Adventure Photography, Moto Adventure Nights, Adventure Rider Radio and Overland Magazine. The partners page on my website has more details on how each of these organisations are helping the ride.

#### **Charity – For every child caught in the chaos of war and disaster**

Fiona and I were blessed with a beautiful healthy daughter three years ago. We named her Nyah, which in Gaelic and Swahili means 'purpose'. Just like the meaning of our daughter's name, I want to give this adventure some purpose – to help children in danger. Of course, I will have fun and explore new places, but my travels will have greater significance personally and be a much more enlightening and a humbling experience if I'm able to raise some funds for this noble cause. Most, if not all of you reading this were brought up in a safe, healthy and protected environment. Let's offer the same to another child, let's dig deep and help wee ones who are vulnerable, let's make a difference.



IN AID OF  
**unicef** 



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PANAMSCRAM

RUST ADVENTURE



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# PANAMSCRAM

Every pound you raise will make a difference to vulnerable children around the world. I thank you in anticipation for your generosity and kindness. You make the world a better place.

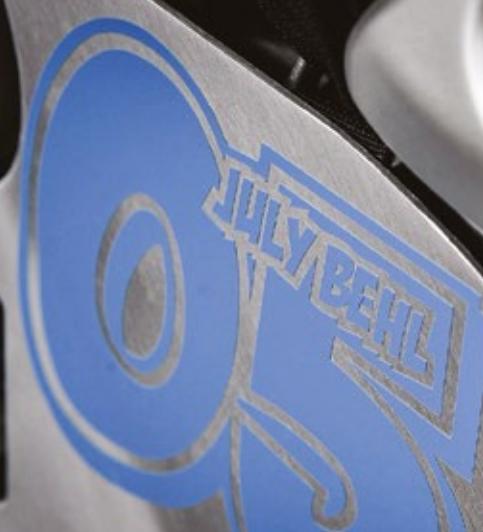
Link to donate - <https://www.justgiving.com/fundraising/thebigmotoadventure>

## Money...Money...Money...Moneyyyyy!!

How am I funding this trip? Simple really. It's primarily savings. I've been stashing a few quid away for the trip for the last 5-6 years and my travel fund now allows me to do this trip. If you plan on doing a trip, set a date in the near or far future and start saving. Trust me, before you know it you will have the funds to Overland. Start saving now!



# RUST ADVENTURE



## DOCUMENTATION FOR MAN & BIKE

**1: Visas** – I've applied and have received the ESTA – 'Electronic System for Travel Authorisation' for the U.S and Canada. Both of these are straightforward forms that you complete online and require details of your travel, accommodation etc... The U.S charged me \$14 and I got the visa in a few hours, whereas the Canadians visa set me back by \$47 and it took me a day to receive it. Extremely efficient online visa systems and I can't fault them.

**2: Motorcycle Insurance** – I did my fair share of research online to try and get a competitive price, however to my disdain I still ended up paying a hefty sum (*at least to me*) for this necessary evil. Motorcycle Express is my insurer for U.S and Canada and they include breakdown cover as a standard should you have to use it at all. Again, the service was extremely efficient and I had my insurance within a matter of days. Word of caution – do check your VIN number when you receive your insurance documents as even a digit here or there can cause you unnecessary grief on the road. I had to get mine corrected.

**3: Medical Insurance (optional)** – As a family man, I decided to bite the bullet and take this policy. I was recommended Holiday Safe by RUST's editor – JB – and again all seemed pretty straightforward. I have to admit that my premium increased as a result of my recent ligament/knee surgery, but hey-ho! This insurance cannot be taken out after you've left the UK. Fingers crossed, I don't have to use any of these insurance policies. Also, just so we're clear, none of these insurance companies are sponsors or have given me a preferential rate.

**4: E.P.A. – Environmental Protection Agency** – This is a must have and without this U.S. Customs will not release your bike. My freighting agents,

## Website

Finally, as I'll not want to continue to bore the pants off you for any longer, I've got a blog where you can follow my story [www.thebigmotoadventure.com](http://www.thebigmotoadventure.com)

The long-term plan is not only to keep friends and family updated and keen readers engaged but to also use some of the text to hopefully write a book or a guide about the trip. There's no dearth of books on the market on the subject but the best one's yet to come! You can read about the intricacies of blogs and motorcycle trip website building in Issue 14 of RUST magazine.

So, what is it? Adventure awaits or adventure is out there? Either way, as you read this I'll be out there adventuring. Hope you can join me, in any way, for the ride..



Motofreight in London, were superb and sent me the application form and a list of documents that needed to be submitted to get this. There are no associated costs to get the exemption, however, I'm told that I'll need to pay a \$60 fee when I get to U.S. customs in Anchorage. The exemption can take between 2-4 weeks to be cleared, and the application template is pretty straightforward.

**5: Pedigree documents** – I've got my passport, U.K. Driving license and the V5 registration document for the bike. From what I've researched and have been told by fellow travellers, this is the holy trinity of documentation that is required at all border crossings and at most checkpoints across the Americas.

**6: International Driving License (IDP)** – I was not going to get this till the kind people at Motofreight pointed out that there are some border crossings in Central & South America where I won't be granted motorcycle insurance without an IDP. £5.50 and 10 minutes is all it takes to get one of these at most of the post offices in the U.K.

**7: Vaccination certificates** – I got most of my travel jabs last year including rabies, for Madagascar. The only crucial one that I was missing was Yellow Fever. Just like the IDP, some border crossings will insist on checking your yellow fever vaccination certificate. Before I knew it, I had an '*I was brave for the nurse today*' sticker from my nurse – who clearly seems to have a sense of humor.

**8: Freight Paperwork** – I'm carrying all the invoices and paperwork from the freight company for any queries at customs both for Sally and I.

**9: Point it Book (optional)** – Not a document and clearly optional if you speak the local language of the country you're travelling to. Well, my Spanish is limited to handful of words – appalling but true. This a wee book that fits in the palm of your hand and has pictures of most things a traveller might need – all you have to do is point at the picture. There's also an app for it. I've used this book in Eastern Europe and it works a treat.

**10: Photocopies & Photographs (optional)** – I've made 10 colour photocopies of my Passport, V5 and driving license and am taking them with me, as the thought of running from pillar to post due to the lack of them in Central American heat makes my heart sink. No doubt, I'll still need to get some done at the border but hopefully these'll save me some time. I'm also carrying about 20 odd passport size photographs – not sure when I'll use them, but I've been recommended to carry these by veteran Pan-American travellers.

Easy isn't it?! To reiterate, the above list is a combination of mandatory and optional documents that I've sorted out to start the ride. I'll pull another list together either a few months into my trip, or after, which will try and reflect the paperwork required to ride the Pan Americas. Give me a shout if you think I've missed something and you, Sir/Madam, will be my paperwork saviour.

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**FLASHBACK 2004:** can it really be 13 years ago Honda launched the CRF250X? Well it is, and our JB fell in love with it. Even more so when hotted up with R (mx) parts as was possible back then. Sadly the X never quite found the competition success it deserved – for it lacked a few vital horsepower – although it fought its corner well on sales. A damn pretty bike though, and it's not aged a day...



Image: Honda / Ray Archer



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