

ISSUE #29

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RUST



ROMANIACS!

ROMANIACS AS A PRIVATEER – OUCH!

.....
OTHER FEATURES: PANAMSCRAM – THE FIRST LEG OF THE BIG TRIP ★

★ BMW GS TROPHY QUALIFIER PICTORIAL ★

★ **PLUS:** KTM 200EXC UPGRADE PREVIEW ★

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REFRESH

My son has a stack load of computer games he plays, for hours on end if I let him (*I don't*). They're lost on me. You know, I tried, but it was just another screen – and endlessly shooting zombies or

enemy soldiers, well... zzzzzz. I remember some years ago being asked to name my '*gaming moment of the year*'. I replied, '*I don't gamble, sorry.*'

But put me in the saddle of a motorbike and I come alive. I've been playing with them for some 40-odd years and the fascination is endless while the learning never stops. Even the simple connection of throttle to

carburetor on my old TLR250 – a simple cable – makes me smile, piquing my curiosity again and again. There's therapy in working on them and there's pure joy in the riding. And it just never grows old.

Right now I'm totally sick of looking at this screen, hitting this keyboard. But it matters not; I've been invited out for a ride with a couple of chaps tomorrow. One's called Johnny, the other Taddy (*short for what, Tadpole?*). I'm sure they'll be stout fellas, as virtually all motorcyclists are. Yep, I've ridden bikes thousands of times, but every time there's that buzz, just like on the very first ride. And I'm so glad there is. Where would we be without them?

MY iMAC WITH 27" screen is one impressive bit of kit. The capability of this computer over those I started with in journalism is ridiculous (*the first, an Apple Macintosh, was at least ten years old back then in 1996, but was reliable as grandfathers axe and thoroughly resistant to virus attack*). But I do tire of looking at the screen, day after day.

My phone's another Apple product (*hey ho*), that films in HD, shoots ridiculously impressive panoramas and can keep me in touch with anyone anywhere on the planet, virtually instantaneously by text, picture or voice. But you know, it's just a phone.

I have a new super TV in the living room. It's huge and it's a so-called '*smart*' type so when I get bored of terrestrial TV I can go either satellite or internet for an alternative feed. The picture is amazing. But even with the vast range of programming available there's rarely anything I desperately want to watch.



AHH, THE NEW SEASON!

There's a feeling of the season coming to an end here in Europe. September is the first month of autumn (*fall*) and while the sun still shines you can feel the cool descending. Already racers are starting to plan their 2018 campaigns. But for some the season's just getting underway, as this is the time to be heading to North Africa for some serious adventuring. Just remember its not all about the riding, do take in the majesty of the environment and respect the locals.

Image: M. Chytka, KTM





A LEAGUE OF AUSTRIAN MINERS

A small scene here from the 2017 Red Bull 111 Megawatt hard enduro at Kleszczow, Poland, held in an open cast coal mine. You might notice the abundance of orange earth digging machinery being used here – and what isn't orange seems to be white, blue and yellow... Of course our heart goes out to rider 337 there. Question is did he ride up or fall down? One thing's for sure, no one's going to rush to help him.

Image: Damian Kramski, Red Bull Content Pool

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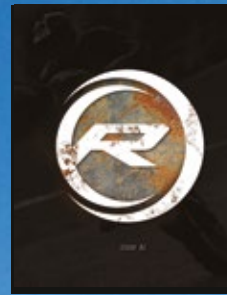
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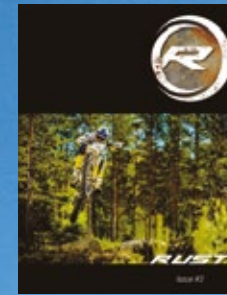
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Introduction to RUST Magazine. 2015 KTM 250EXC vs 2015 Yamaha WR250F shootout. Trail test of the Chinese made WK400 Trail and columns from Chris Evans, David Knight and Gary Freeman...



ISSUE #2

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



ISSUE #3

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



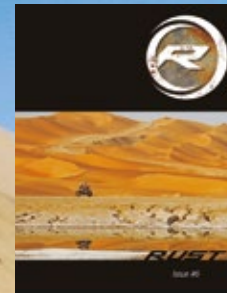
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JB's Instant Factory Set-Up – Suspension for the amateur rider. TRF main-men Mario Costa Sa and Greg Villalobos interviewed, plus columns from Rick Kemp and Si Melber...



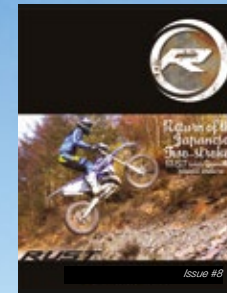
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JB's first editorial. Interview with Jonny Walker. Dispatches – The TRF answers back. Profile of Patsy Quick, boss of Desert Rose Racing. RUST long-termers PT1. Tested – Products for the Honda CRF250L. Gary Freeman column



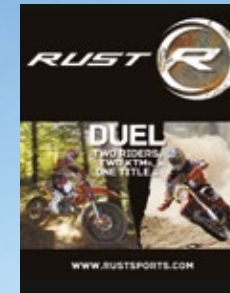
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Interview with David Knight OBE. What happened to the KTM 690 Adventure? Dispatches – In praise of the Honda CRF250L. The Michelin Anakee Wild adventure tyre. Chris Evans...



ISSUE #8

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



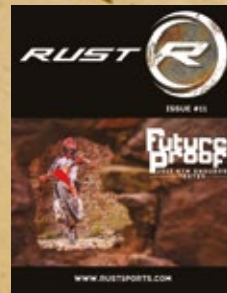
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Duel – Two riders, two KTMs, one title, Ivan Cervantes and Matt Phillips battle it out. The Yamaha IT490, 40 years on. Tested – Kit reviewed by Josh Snowden...



ISSUE #10

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



ISSUE #11

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



ISSUE #12

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



ISSUE #13

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



ISSUE #14

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



ISSUE #15

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

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ISSUE #16

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



ISSUE #17

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



ISSUE #18

2016 EICMA show 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 Himalayan, Andy Dukes gets some last-minute RTW tips, and we pick our fave clothing to keep us warm in winter...



ISSUE #23

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



ISSUE #24

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...



ISSUE #25

We ride the new 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...



ISSUE #27

Preparing for the big ride with July Behl. Geraint Jones' 1982 Works Maico 490GS, gone but not forgotten. And the Honda TLR 250 Project part 5, ready for it's first Trial in many years?



ISSUE #28

El Rollo, flattracking on the French Riviera, 2017 EnduroGP mid-season round-up, Chris Evans column and the first leg of Andy Dukes trip from Lancashire to Kuala Lumpur...

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RUST ENDURO

RIDING THE WILD ONE



Back in RUST 21 we met club racer Matt Watterson (and pals) as he took on the Red Bull Sea to Sky extreme enduro. This year he's given the Red Bull Romaniacs a go (*again, he last tried in 2014*). Did he make it to the end? Did he and his bike survive unscathed? Is any of this extreme stuff ever a good idea? Read on...

Words: Matt Watterson

Images: Irina Gorodnyakova, Actiongraphers and Red Bull photographers: Attila Szabo, Hfla Tiberiu, Pedrag Vuckovic & Mihai Stetcu

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Friday, July 21: Luton airport was like a Romaniacs 2014 reunion – many of the guys I had met in '14 were back to have another go. Chatting as we moved through security, some explained they had moved up from Bronze to Silver class but most were just happy to stick with Bronze not knowing whether this year was likely to be the same as previous years, or worse. I'd decided that Bronze was enough for me again this year. The organisers had already given this year's event the title name 'The Wild One.' Why? What did this mean?

Saturday, July 22: was a quiet day spent wandering around the picturesque medieval town of Sibiu, with a few beers and some food. Standard tourist stuff.

Sunday, July 23: signing on opened in the Ramada Hotel. Hand in filled form, receive a stamp, repeat at next desk, and again... Two hours later collect race numbers, stick them on the bike, head to scrutineering (*which primarily translates into applying Red Bull stickers*) then back to the paddock and the Desert Rose team to do the mandatory bike fettling. There was no need, of course, as the bike was set up and ready before we left, but with everyone tinkering you get drawn in.

Monday, July 24: with construction of the prologue course now well underway a track inspection was unavoidable – the next day I would have to ride this course so I had better take a look.




WHICH BIKE?

Just four weeks before shipping was due for the Romaniacs, KTM dealer AMS called me to say 'the very last' 2017 KTM 300EXC had just come available. Minutes later they had my deposit and I was on my way to collect. This turn of events of course prompted that wonderful dilemma: take the new shiny '17 or my trusty '15 that was already set up (and I had all of the spares for – and already had the engine and suspension fully rebuilt and set up ready to go)? A quick ride around the car park and the choice was clear. The '17 was stripped and the suspension sent off to RSS while I set about checking and threadlocking all bolts, then fitting grab handles, hand guards, GPS holder, bash plate, soft compound GoldenTyres with extreme mousses. All of which then prompted second thoughts: the '17 looked too shiny to take! Too late, I spent a day riding around all the local green lanes to run it in and a quick trip to Wales for the one and only set up ride (which saw another riding buddy break his ankle and drop out of Romaniacs). Finally the bike and kit boxes were dropped off to Desert Rose Racing in East Sussex to be shipped to Sibiu Romania...

First impressions were to pack up the bike and go home! There weren't any really bad obstacles (apparently health and safety had been involved) there was just lots of bad obstacles all lined up one after another. After a quick beer in town, to settle the nerves, I chanced a second inspection, as if it may have suddenly got easier. It hadn't, so I simply identified where I really didn't want to end up and left it at that. Later, the Gold Pro class had their untimed practice session and after watching Jarvis, Walker, Young and Knighter all crash on various parts it was even more apparent that this would be tough.

Tuesday, July 25: Prologue day. Shittttttt! For many this is the day we all dread as there are too many chances to injure yourself and have your Romaniacs end right there. As a late number I had a bit of time to watch earlier riders on their timed run and see how they struggled. A few guys went down pretty hard and exited the course mid way through their prologue run, knowing possibly their whole event may already be over. My plan for the prologue had always been to just get through it without getting hurt. Back in 2014 I trapped my foot between the bike and a rock in the rock garden and broke a bone that's not been right since, I didn't want to do that again.





In the end my timed run went pretty well, I only dropped the bike a couple of times but finished with the bike and me in one piece. Classified 39th was great news as it meant I was just outside of the top 35 riders who would take part in the group final race that afternoon! I pitied those guys, especially as they had to ride that final in torrential rain.

RED BULL ROMANIACS 2017



RUST ENDURO

gear I hit something with the back wheel and endoed, landing on my back with the full weight of the bike going through the bars into chest, leaving me with a near perfect bruised imprint of my Roost GPS holder.

A while later I was stopped on a narrow pathway by a fellow Brit aboard a Beta who had run out of fuel (*Gary Morely*). In need of some karma I stopped and helped him syphon some fuel from my tank into his, using his drink pack hose. This good karma was repaid later in the day when I crashed off a log, falling into the undergrowth below with the bike trapping my leg. Who comes up and saves my day? Out-of-fuel-Beta-guy! Together we pushed to the finish, where I found I'd dropped to 106th. My personal target had always been first and foremost to finish all four days and secondly to finish inside the top 100. So, work to do! And as I had suffered with cramps in my triceps, shoulders and thighs all afternoon I needed to up my salt intake ready for the next day.

Thursday, July 27: Day 2: Another 4.30am alarm call and journey in the back of the Desert Rose van with the breakfast club. From the start we immediately crossed a metal bridge over a wide fast flowing river then up into the foothills with a few grassy off camber and rocky hill climbs

Wednesday, July 26: Day 1: With an early start, the alarm went off at 4.30am. I had half an hour to consume enough breakfast to last me the day, have the all important pre race poo (*not easy when your body clock is out of routine*) then get kitted up, walk to the GPS pick up point, then to the paddock. Then it was a 25-minute drive to the start just outside of Sibiu. The Desert Rose guys loaded the first four bikes in the van and the early morning crew were packed in around the bikes (*Neil Challice, Seb Chilvers, James Meston and myself*). If the early morning wasn't bad enough the darkness and petrol fumes in the back of the van didn't help.

6.30am the first riders were away. The Gold and Bronze riders start off together then the Silver class follow. The first couple of hours flew by as I recognised a few of the trails and hill climbs from 2014 and I recalled struggling with some of the hill climbs which we sailed up this time – either my riding has improved or conditions were worse last time. By 8.30am I had already reached the service point and the mandatory 20-minute stop, grabbing a quick bite to eat and general refuel.

After the service I struggled to find my rhythm and made a couple of navigational errors. After pushing to catch back up on one of the high alpine fast long grassy sections I let my concentration drop and in fifth





thrown in. As the morning went on we worked higher into the mountains with some great views and lots of logging tracks which were still very much in use, making for a few close calls with the solid looking forestry machinery. After the first service point we hit major navigational issues as course tapes had been switched leading to much confusion with riders heading all over the place.

Back on track and nearing the end of the day we were given one more testing uphill rocky riverbed to overcome. From the bottom you could only see around 20% of the route and it seemed to be never ending with guys stopping to catch their breath every 100 metres. Eventually it passed and we were back into the logging tracks and alpine gravel tracks working our way back down to the low lands and the finish. From quite a long way out we could see the Red Bull arch and team vans, but this being Romania it could never be that simple. Cue a tunnel under the road with a three-foot deep stream running through and an exit blocked by a couple of fallen trees. Not easy, but eventually conquered. Then at last, day's end. When the results were in I'd dropped more places and was now 123rd.





Friday, July 28: Day 3: The riders briefing had said this would be the hardest and longest day for Bronze riders. The day started in the same location as day two but heading in the opposite direction. Yet within half hour of riding we were back on the tracks from Day 2 and that long winding rocky riverbed. Exiting high in the mountains we rode into a thick blanket of mountain fog, reducing visibility to around five metres making for an eerie loneliness. The day was still using a lot of the previous day's going, which was disappointing.

This day we had two 10-minute mandatory service stops on account we were heading out and back on a couple of loops. The first service came and went pretty quickly, then we climbed back into the hills on some old disused logging paths, some of which I recognised from 2014, and at the same rocky hillclimb from '14 we were met with the same bottleneck as back then. It took around 25 minutes queuing before I ditched British etiquette and pushed my way through. Then followed more overgrown forestry paths, some lovely Beech tree forestry, and riding on narrow pathways near the ridgelines of the mountains where you didn't want to go off the path as there would be no easy way back.



There's no coming back from that, unless your surname is Pastrana...

Over the next mountain peak we met with the worst hill of the week. At the bottom of the hill there was already 10-15 riders of Gold, Silver and Bronze classes waiting their turn and looking for possible alternative routes. On the hill there must have been around 40 bikes, some with riders some without, and no one was going anywhere fast. I was about to give it a go when I heard a familiar voice and a revving engine – Billy Bolt had arrived on his Husky, asking me to lean my bike over so he could get through! I had no idea where he thought he was going as there were bikes everywhere but he set off totally pinned, riding over a bike that was laying on its side (*as the Aussie rider had laid it over to help his mate*), then over all of the big rocks, over a big fallen tree (*clipping three bikes, all of which fell like dominos in his wake*) – and was gone! Obviously my ability was not going to allow me to follow his path, nor was the now irate Australian who had just had his bike used for traction.

I picked my way up the hill getting as far as I could each time before pivot turning and looking for my next target point to aim for. The southern hemisphere riders had all paired up and they had ropes out helping

each other up the hill (*the first and only time I saw anyone using ropes*), the Russians were busy shouting at everyone and telling them what they needed to do but couldn't do themselves, while the Brits were just busy minding their own business trying to find a way up unaided. After about half hour of zigzagging, waiting and pushing I reached the top.

I had to push on if I was to avoid being time barred (*excluded for going over time*). While I had been stopped to help a fallen rider the Romanians riding marshals had told me that the sweep riders were not far behind. I turned up my pace. At the next checkpoint I was told that I had only made it into the last service point with two minutes to spare before the sweep riders arrived. If they'd caught me I would have been out. I had to push on.

By the last section I hadn't seen anyone for a good hour and I couldn't see anyone ahead. I was over seven hours in and I still didn't know how much further I had to go. Going into a dark tree covered rocky riverbed I met a Red Bull photographer who told me he had been sitting in this location for the last four hours and only seen about 40 riders come through. Pushing on hard as I could I finally made the finish – in 8 hours 37 minutes. With a time limit of 8:30 my target of finishing every day and not getting time barred was over.





It was apparent, though, that something was not right. There were no team vans at the finish, no spectators either, not even a queue at the pasta and beer van. It turned out the organisers had stopped the Gold and Silver riders at the second service point, ending their day there – lots of riders had been time barred and couldn't continue. Later the organisers decided that we'd have our time penalties but not get time barred. It seems so many riders had timed-out they simply needed the numbers to be fairly healthy going into the final day.

Saturday, July 29: Day 4 (the last): Back in the Desert Rose van for a last drive with the now regular breakfast club. The start was beside a derelict hotel with a fast gravel track leading off. This made way for some open grassy fields into the lower hills and mountains. And not long into the day I had my first mechanical issue of the week. On Day 3 I'd had an off and somehow bent the radiator cap, meaning that it wasn't applying enough pressure to the top of the rad and every time the bike got hot I got a face full of steam. So now after a 20-minute stop to let the bike cool I popped off the cap re filled the rad with mountain river water and tried to bend the cap down with a handy caveman-style rock tool.





Thinking I had done enough I pushed on to another technical hill climb where the bike got hot and the cap popped again. Again waiting for it to cool I made a few adjustments, topped up the rad and pushed on. This would be the order of the day – trying not to work the bike too much and nurse it to the finish. Consequently the memories of the day's obstacles have been forgotten and all I can recall is keeping the bike going, topping up with water and making small adjustments with primitive tools.

From the far side of Sibiu you could see the Red Bull arch sitting on top of the final hill climb, just teasing the riders. We rode, wondering what would lie in wait at the finish area, what kind of man-made obstacle would stand between you and the finish? Previous years have seen the need to hydroplane across a lake, to ride balance beams over water, ride train carts on ramps into a mud hole. Coming up the far side of the finish hill climb you could hear the music and commentary and could see what lay ahead – a wall (of death) ride over water (it says a lot about an event when you breathe a sigh of relief in seeing it's only a wall ride over water).



Paul Bolton, Graham Jarvis and
Mario Roman

Before that, though, was the final big hill climb, which towered upward. My first attempt didn't go well after misjudging how deep the powdery sand was at the bottom. But after taking some advice from a friend in the crowd I tried a different line and made it up to the second chicken run off to the right which led to a series of short steep ups and downs to get to the Red Bull arch at the top of the hill. Then the track headed back down some steep descents to the finish arena where I rode up and over a small wooden ramp and straight around the wall ride and over the finish, thankfully without mishap. And that's the last Red Bull arch I want to see in a while...

Epilogue: In the end I'd finished 97th out of 240 Bronze riders. Not great, but I'd met my target (*just*). The event had been enjoyable, the hardest part was the early starts, and again I've met some great guys from doing the event. Fair play to the guys that stepped up to Silver class, that's a whole new riding (*and training*) level and no easy step. I'm sure I'll be back next year as my riding mates that got hurt this year in training have had their entries deferred to 2018, I've also heard some good things about a six-day crazy job in Bulgaria which may go onto my list of must-do events.



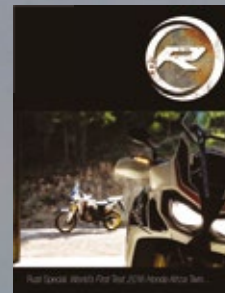
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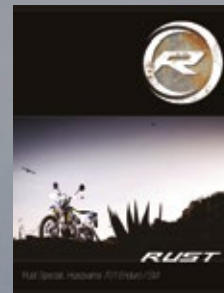
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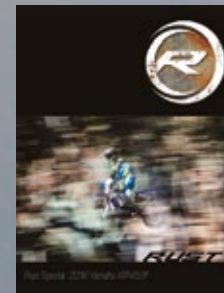
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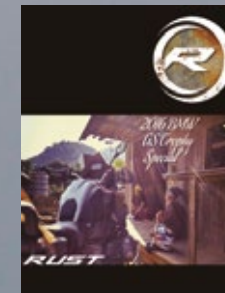
**HONDA CRF1000L
AFRICA TWIN
SPECIAL EDITION**
RUST gets the exclusive world's
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CRF100L Africa Twin!



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



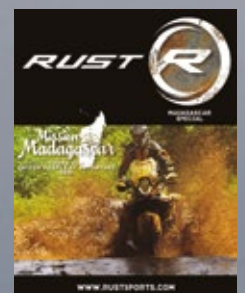
**YAMAHA WR450F
SPECIAL EDITION**
RUST tests the all-new Yamaha
WR450F in the hills of Andalu-
sia, Southern Spain...



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



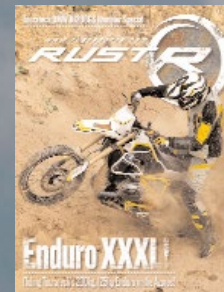
**2017 BETA RANGE
SPECIAL EDITION**
JB braved the heat and went to
Beta's home town just outside
Florence to test ride all the
latest 2017 models...



**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 2017 TREFLE
LOZERIEEN SPECIAL**
RUST Magazine did the Trefle
Lozerien and here's the proof!



2016 KTM 200EXC

RUST LONG TERMER

FRIENDS

Reunited

Remember our 2016 KTM 200EXC long termers? You might struggle, it's been over a year since the last instalment in its story but – as seen in RUST's Trefle Lozerien special – it's now back up and running, having been comprehensively rebuilt for the French classic. In a coming special issue we'll be fully documenting its revival, but we'll start with a little teaser here...

TIME RACES BY. We push pull, struggle, fight – but time beats us every... time. And so it has been with our KTM 200EXC long termers. I started out with all the best intentions – as long ago as RUST 6. Plenty of work happened then, including fitting Stillwell Performance forks and a factory-spec WP Trax shock, but after that first round of development the poor 200EXC got pushed to the back of the workshop as our Husqvarna TE300 gained favour, being used for the Welsh Two Day and R3 road book rallies since. It took a determined mindset to force a change in the flow – with the Trefle Lozerien classic enduro to book I knew it was time for the wee 200 to take its turn in the limelight.

Words & images: Warren Malschinger



www.rustsports.com



It is, after all, just a little bit of heaven. That's the only way for me to describe this iconic machine. In fact this piece of history will never leave my garage – it simply will not go on sale, ever! When KTM announced that it would stop production of the 200EXC after the 2016 model year I had to have one in my collection before it was too late, and I'm stoked that I managed to find a new one. My aim since has been to progressively transform my 200 into one of the very last 'factory' 200s to ever be built. That remains the goal.

I've always loved the 200s – they are fast, light and in the right hands can be thrashed, thrown about and made into the best 'dance partner' across difficult, rocky or snotty terrain. And we have history; racing hare and hounds in South Africa in the 1990s, the KTM 200 was my choice of weapon. I love that KTM have always built them as full sized bikes, not so much a toy as a weapon. The light 125 chassis with the 200cc motor produces excellent low-end grunt and smooth useable power through the powerband, not to mention that this motor is an absolute beaut that you can add a few extra horses to without much fuss. So finally getting around to putting this bike to work was a real pleasure – and a pretty big adjustment after the 300.

MORE 200EXC: You can read previous instalments on this bike's story in RUST 6 and 14. All RUST back issues are free to view via our website www.rustsports.com



THE WORKS

With almost a week set aside before the Tref, the 200EXC was set for some serious workshop time. We'll give you chapter and verse on the entire build in the coming issue, but for now here's the list of jobs that we started with:

- ✱ Remove all the plastics, seat etc
- ✱ Remove the shock and regrease the pivot and swingarm bearings
- ✱ Regrease front and back axles
- ✱ Remove the front forks, replace seals and oil to SP spec.
- ✱ Fit Scotts Steering Stabiliser
- ✱ Fit Renthal 996 bars, Arc levers, Moose Racing roost guards
- ✱ Remove and replace radiator hoses with Samco Sport thermostat bypass kit, top up with new coolant and a high-pressure radiator cap
- ✱ Remove stock 36mm Keihin carburettor and replace with Lectron 38mm power jet carb and fit new (longer) Motion Pro throttle cable.
- ✱ Clean fuel tank and filter and refit
- ✱ Replace stock wheels with new Talon wheels
- ✱ Fit Braking 270mm front disc
- ✱ Fit Bullet Proof Designs disc protector to rear disc
- ✱ Replace stock rear sprocket with Dirt Tricks Zirconium sprocket
- ✱ Replace countershaft sprocket with Dirt Tricks sprocket
(the gearing to be tested over the week and final gearing to be decided on after testing)
- ✱ Install new Regina chain
- ✱ Install BPD swingarm guard and TM Designs 'Factory Edition 2' chain guide
- ✱ Fit new tyres and mousses
- ✱ Replace the stock battery with lithium ion type
- ✱ Replace seat with high seat from KTM
- ✱ Fit KTM Powerparts radiator protection
- ✱ Fit new plastics (white)
- ✱ Apply new graphics
- ✱ Change oil

We'd go into the build here and now but fact of the matter is there was so much to it – and we learned so much that we'd like to share – that it needs a serious amount of pages. So we'll give it full coverage in the coming special. So stand by all you 200EXC enthusiasts!

RUST TESTED

LECTRON 38mm POWER JET CARBURETTOR

(Supplied by www.lectronfuelsystems.com)

What is it?

A direct replacement for the stock 36mm Keihin carburetor on KTM/Husqvarna two-stroke models. The Lector carburetor dispenses with conventional jets, instead a metering rod adjusts the mixture. Essentially the carb self-adjusts for external factors like altitude, air pressure as well as engine load. Lector call their carb a plug 'n' play fitment. So, like with fuel injection, the idea is you never have to fiddle with jetting ever again...

How does it rate?

Warren M.: I love this piece of kit and if I had only a very limited budget it would be the first upgrade part I'd buy (combined with a K&N air filter). For the simple pleasure of removing the hassle of having to tune a stock carburettor combined with the improved power, throttle response and apparently fuel efficiency (I didn't have a chance to test this thoroughly) I would rate this as THE absolute must in aftermarket purchases for a two-stroke.

Once fitted (an easy job), the bike fired on the first push of the starter button, with no choke and without any adjustment at all. The bike idled well and the throttle response was immediate and snappy. When ridden there was no low-end bogging and no pinking at the top. The throttle response was crisp and exceptionally responsive – totally plug 'n' play as Lector say. I then rode the three days of the Tref and never once had to consider the carb or the fuelling.

The experience with the Lector has been transformative. It's a very special bit of kit and worthy of a thorough review, so that's what we'll give it in a coming issue. But for now – just wow!

Cost: '98-16 KTM/Husqvarna two-strokes: **US \$385.00**



SAMCO SPORT KTM THERMOSTAT BYPASS KIT

(Supplied by www.samcosport.com)

What is it?

A set of silicon coolant hoses to replace the OEM hoses, that also remove the thermostat from the cooling circuit. Samco Sport have an international reputation in motor-sport, their hoses offer 'improved reliability, durability and aesthetics'.

How does it rate?

Warren M.: I was keen to replace the stock radiator hoses on our KTM 200EXC with a set of Samco Sport silicone hoses firstly from a point of view of strength and durability but also because this kit allows the removal of the thermostat, something I don't think is necessary for my riding and therefore while redundant is also a potential system failure point.

The Samco Sport hoses are all manufactured in the UK and come with a lifetime warranty. The bypass hose kit ensures that the coolant moves through the motor more freely and so keeps the engine temperatures down. Given that we seldom ride in extreme temperatures (*higher than 30°C or lower than freezing*) I've found that this improves the overall operating temperature of the motor and aides significantly in preventing overheating. There were plenty of opportunities at the Tref (*including queuing at difficult sections*) for the 200 to overheat, but the bike never boiled. I know that's not exactly scientific proof, but it's empirical at least. I've found the Samco Sport hoses to be bullet proof and the upgraded clamps top off an excellent high-quality low cost upgrade. I fit them to all my bikes as a matter of policy.

Cost for the KTM 200EXC: UK £40.12





RUST

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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...



www.youtube.com/watch?v=sj-5xW_-x-l

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

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

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

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

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

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

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

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...

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=7_EGuentg3s

2017 HUSQVARNA LAUNCH

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



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=a0K02x9reL0

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

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

THE TRAIL RIDERS FELLOWSHIP

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



www.youtube.com/watch?v=L8ePyI2E4M

2016 V-STROM 650XT

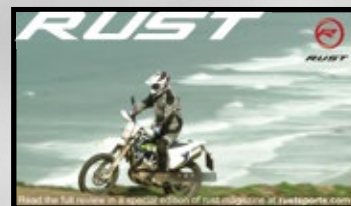
Seve Hackett explains the revisions to the Suzuki 650 V-Strom in order to make it more suitable for all-out adventure riding...



www.youtube.com/watch?v=yriJw_FU910

2016 YAMAHA WR450F

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



www.youtube.com/watch?v=8l54XQOYoPo

2016 HUSQVARNA 701

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



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

2016 HONDA AFRICA TWIN

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



www.youtube.com/watch?v=ntK07l63tuA

HONDA CB500X ADVENTURE

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



Words: July Behl Images: July Behl & JB

PANAMSCRAV

A report from the road...

In RUST 27 we introduced July Behl's pan-Americas ride. Now he's reached the halfway point it's time to see if the ride is living up to the dream...

PANAMSCRAM

IT'S A NICE crisp morning in Antigua, Guatemala with Volcano de Fuego to my left and the charming little town to my right. There's relaxing Spanish acoustic guitar music playing on the radio and it's just perfect to write. I feel privileged to be on this journey and everything's grand. As I write this, I've been on the road for two months with 12,000 miles under my belt. I've ridden through North America, Mexico and Belize in Central America. The people, the vistas, the food, the roads, the trails, the wildlife... every day's been as exciting and as enticing as the previous day.

Not a single day have I missed my KTM 1190 Adventure R and this is no reflection on the bike but just what the BMW R nineT Scrambler (*aka Sally*) and I've been to able to accomplish together. The beauty of an understated matt grey bike with no bells and whistles, the agility, the manageability and the sheer novelty of taking the BMW Scrambler overlanding personally makes me happy – and lends a certain degree of confidence, that together we can tackle more or less any terrain that we encounter on the PanAmScram. Without going into too much detail, over the course of this article, I hope to give just a little taste of what the journey's been so far and also how bike and rider have adapted to the trials and tribulations of overlanding.

The North American Breeze

In hindsight, North America was a breeze as far as riding goes. I missed the ruggedness of Alaska when I entered Canada but at the same time was blown away by the sheer natural beauty of British Columbia, the excitement of wildlife on the Cassiar Highway where keeping your eyes peeled is an understatement and with one momentary lapse of concentration you could be face to face with a Grizzly. I saw three bears and it was surreal. They just hangout in the bushes by the highway. You stop, take a picture but never do you switch off your engine as during the 'cubbing' season they can be extremely aggressive. The Icefields Parkway (*Highway 93*) between Jasper and Banff National Parks was definitely one of the highlights in Canada. The National Geographic Traveller magazine identifies it as one of the 20 'drives of a lifetime' and I see why now. The road snakes through the mountains, the temperature in June was perfect. You could walk that road and not take enough pictures. The route is littered with lakes, waterfalls, glaciers, rivers and it's heavenly. Fortunately, we were still early in the season and the tourist inflow was relatively low which meant we had the place more or less to

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ourselves. North America is a good warm up for the Pan Americas and gets one used to being on the road day after day in an extremely civilized if slightly less adventurous fashion. I've barely scratched the surface and will most definitely be back for more.

The more the merrier – Riding Mates

Before you start wondering how I've gone from singular to plural, by 'we' I don't mean Sally (*the Scrambler*) and I, but my riding mate from Madagascar (see the *RUST Madagascar special issue*) Benjamin Myers who kept me company from Alaska to San Miguel De Allende in Mexico. I've been riding for over 20 years now and appreciate how rare it is to find a true riding partner. It's intense spending 24 hours together day after day and especially when you're travelling on a motorbike for thousands of miles. Tempers can flare, budgets differ, riding styles differ, tastes differ and the overall expectation from the ride can be poles apart. We're both extremely laid back and except for one slight argument at a military checkpoint in Baja, Mexico, we had a blast riding together. As much as I enjoyed riding with Ben, I enjoyed riding by myself as well. You don't have to think twice about stopping multiple times for photographs, or to smoke a cigarette – it eliminates the considerable guilt that comes with riding with someone, irrespective of how well you gel.



On the Pan American highway, you're seldom on your own for too long. It's such a popular overlanding route, that you end up meeting other overlanders, such as Pascal Gagné, a French Canadian on a BMW F800 GS who I met in Oaxaca, Mexico. We rode together for a couple of days in Mexico together before we both realized that though we were on the same route our journey's were completely different. While Pascal wanted to see the ruins, I was more interested in the lakes, while he wanted to ride 200 miles I wanted to get 400 miles under my belt in a day. We parted ways but then for mutual convenience met before the Belize border for the crossing. We've since then been riding together and

have been more compromising and have adapted to each other's riding styles, as not only is there strength in numbers but it's also economically beneficial to spilt the cost of a room, tour guides at ruin sites etc. We did a couple of Central American border crossings and have again parted ways, as it just wasn't working out – and this time it's for good, for both our sanities and peace of mind.

It's not rocket science but I've come to realize that '*no company is better than incompatible company*'. If you do end up meeting other overlanders have no expectation and consider time spent together as a bonus and not as a comfort crutch – there's '*plenty of overlanding fish*' on the Pan Americas.



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From July to Julio – Mexico

"Mexico is such a dangerous place!" was both a concern and a warning voluntarily voiced by multiple (*ignorant*) Americans who I encountered along the route. They made it sound like the country was inundated with 'Narcos' and 'Sicarios'. I would get kidnapped or, worse, killed and they couldn't see why I would risk my life crossing the border. Pardon my French... but bollocks to that! I fell in love with Mexican riding, food and the people and spent close to a month exploring this diverse country. It's another thing that each time I'd introduce myself as July, they would immediately say... "oh! Julio". So yes, in Mexico I went from July to Julio.

Baja, on the west coast of Mexico, with its arid deserts, off-road trails and lack of people and vehicles is such a delight to ride. The hottest day was close to 45°C and we always tried to make sure we had enough fuel and water as both of these things are a luxury depending on where you're on the peninsula. The Rotopax fuel containers, the Camelbaks and water bottles were our insurance for not being stranded and/or

LIFE ON THE ROAD

How the bike and kit are coping...

The bike

Well, the Scrambler's doing grand! So far, I'm on my third rear tyre. The first one needed replacing after a flat on the Dalton, it had two irreparable punctures and couple of lacerations on the sidewall. It got a 6k service in San Diego and new K60 Scout's for riding in Mexico and Central America. Another 6k miles later, I've had to replace the rear tyre in Guatemala City. Yes, I know, I've heard that these tyres can go on for 8-9k miles but both mine and Benjamin's (*KTM 1190 Adventure*) have had to be replaced after 6k miles. Besides that, I've had my ABS sensor replaced as a loose hanging cargo net obliterated it, and the only organic problem the bike's had so far is a faulty relay, which meant that the key was getting extremely hot and the light would stay on even after switching off the ignition.

The aftermarket parts

As far as the aftermarket parts go, I've had to fix the aux-light as the pin that holds the bulb broke and also the wiring came loose, which was a doddle to fix. My rear luggage rack snapped in half and I had to get that welded in Mexico as it was one of the anchor points for the bespoke pannier racks. The lesson learnt here is that



dehydrated. For hundreds of miles, you don't see a single soul and we were constantly stalked by vultures with wingspans bigger than the length of your bike, hoping and praying we'd be their next meal.

We rode till the southernmost tip, Cabo, before making our way back to La Paz where we caught the ferry to mainland Mexico. From there our route took us through San Felipe, Loretto and finally to the little costal traveller town of Sayulita, which is 40 miles south of the party town of Puerto Vallarta. Sayulita was perfect for a few days off the bikes. It has a beautiful beach, a bohemian atmosphere, good street food and good bars to try the local tequilas and mezcal. What started as just a day off the bike, ended up four days. In July, it's the monsoon season and it rains everyday after 3-4pm and by rain, I mean it would bucket it down.

After Sayulita and bidding farewell to Benjamin, I ended up in a place called Overland Oasis, in Oaxaca (*pronounced Wa-ha-ca*). Run by a Canadian couple it is indeed a wee haven for travellers as it caters to most overlanders' need for laundry, bike repair, and even to fabrication of

double check the strength and integrity of any load bearing aftermarket accessory or part before leaving on a trip. To be fair, I had a decent amount of weight on the luggage rack – a full Rotopax container, my tool kit, part of my roll bag and my waterproofs. It wasn't particularly difficult to get it welded and it seems to be doing alright now.

The travelling kit

As far as kit goes, I've shed some weight and as a result have more room in my saddlebags and tank bag. I left my DSLR camera and lenses, a couple of T-shirts, the three-man tent, the Kriega 25 backpack with Camelbak sleeve and a pair of cargos in Portland at my family's place. I'll briefly explain the reason for each one of these, as it might help one of you with your overland packing:

✧ DSLR Camera and Kit – it was too bulky, took most of the space in the tank bag and as it was heavy I wasn't taking it with me everywhere – which made it redundant. I've since replaced this with a point-and-shoot Olympus TG 5 camera that is less than half the size and weight of my DSLR and is waterproof and shockproof. I've attached it to my jacket with a harness and shoot both still and video while on and off the bike. Check out my Instagram page and you be the judge of the picture quality...

✧ The clothes were surplus to my requirements and I should have never brought two pairs of trousers. You only ever need one, no matter what your practical and style quotient.

✧ Vango Halo 300 tent – in N. America, as *'Brokeback Mountain'* as is sounds, Benjamin and I shared a tent as it was cheaper to pay for one tent and quicker to pitch and pack with two people. While extremely roomy and comfortable, it did take up a lot of space in the roll bag and was heavy. I knew I was going to be staying in hostels in Mexico and Central America (*and I have*), so I replaced it with an inexpensive one-man tent from REI in America.

✧ Kriega 25 Backpack – for the first couple of weeks the bag seemed like a good idea but soon I realized that not only was it an extra item to look after, the backpack soon became a graveyard for all the additional bits that didn't have a home. At one point, it had everything from random cables to old packet of crisps and chocolates, to water and documents. All the weight also gave me a sore shoulder. I replaced this with a 1.5ltr camelbak and found a home for the rest of the contents of the backpack in the tankbag and saddlebag.

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luggage racks – you name it. Calvin (*one of the owners*) claim to fame is 'jamming' with B.B.King but he can just about fix any bike related trouble. An ex-Baja racer, he's extremely passionate about motorcycles and has some interesting overlanding stories of his own. If you get a chance, definitely pay them a visit, as you will not regret it. Most people staying there had ended up extending their stay by a few nights as they loved all Oaxaca and Overland Oasis had to offer.

The 'topes', or the speedbreakers as well call them in the UK, and the howling monkeys of Palenque kept us busy for the next few days. Without any exaggeration, the road between San Cristobal and Palenque has in excess of a 150 topes. Yes, I actually counted them and stopped after 150 as it was starting to get a bit dull. It's also on this stretch that I lost my bag of clothes with all my T-shirts, my mid layer (*read: only warm jacket*) and my iPod – completely my fault as I didn't bungee the bag to the required tension. The topes didn't help either. As a result of this, in



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the next town of Valladolid I had to stand in the laundry in my pants, waiting for my only T-shirt and shorts to be washed and dried. The launderette lady even took a picture of me as tears of joy were streaming down her cheeks. Picture... as if it wasn't embarrassing enough.

Valladolid in the Yucantan state was my base to explore the Rio Lagartos Biosphere reserve, popularly known as the Flamingo Lake, and also Las Coloradas aka the Pink Lake. I did both in the same day. It's a 150 mile round trip from Valladolid. Yucatan was the biggest highlight of my riding in Mexico. From the party town and beaches of Playa Del Carmen to the bohemian beach town of Tulum and the lagoons of Bacalar, you

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just cannot get enough of this place. The riding is stunning, the beaches are beautiful and it is some of the best diving and snorkeling in the world. I gave Cancun a miss, as I'm too old to party all night with University grads and from all that I'd read about the place, nothing appealed to me. Having said that if you do end up doing the trilogy, I would suggest party in Cancun, nurse your hangover in Playa Del Carmen and detox in Tulum.

Mexico made a lasting impression on me and I will surely return to this beautiful country and its people. If you get an chance to ride in Mexico, surely do as nothing will disappoint and you will go home a happier biker with a higher threshold to handle unpaved roads, and of course chilies...

'Valladolid in the Yucantan state was my base to explore the Rio Lagartos Biosphere reserve, popularly known as the Flamingo Lake, and also Las Coloradas aka the Pink Lake...'



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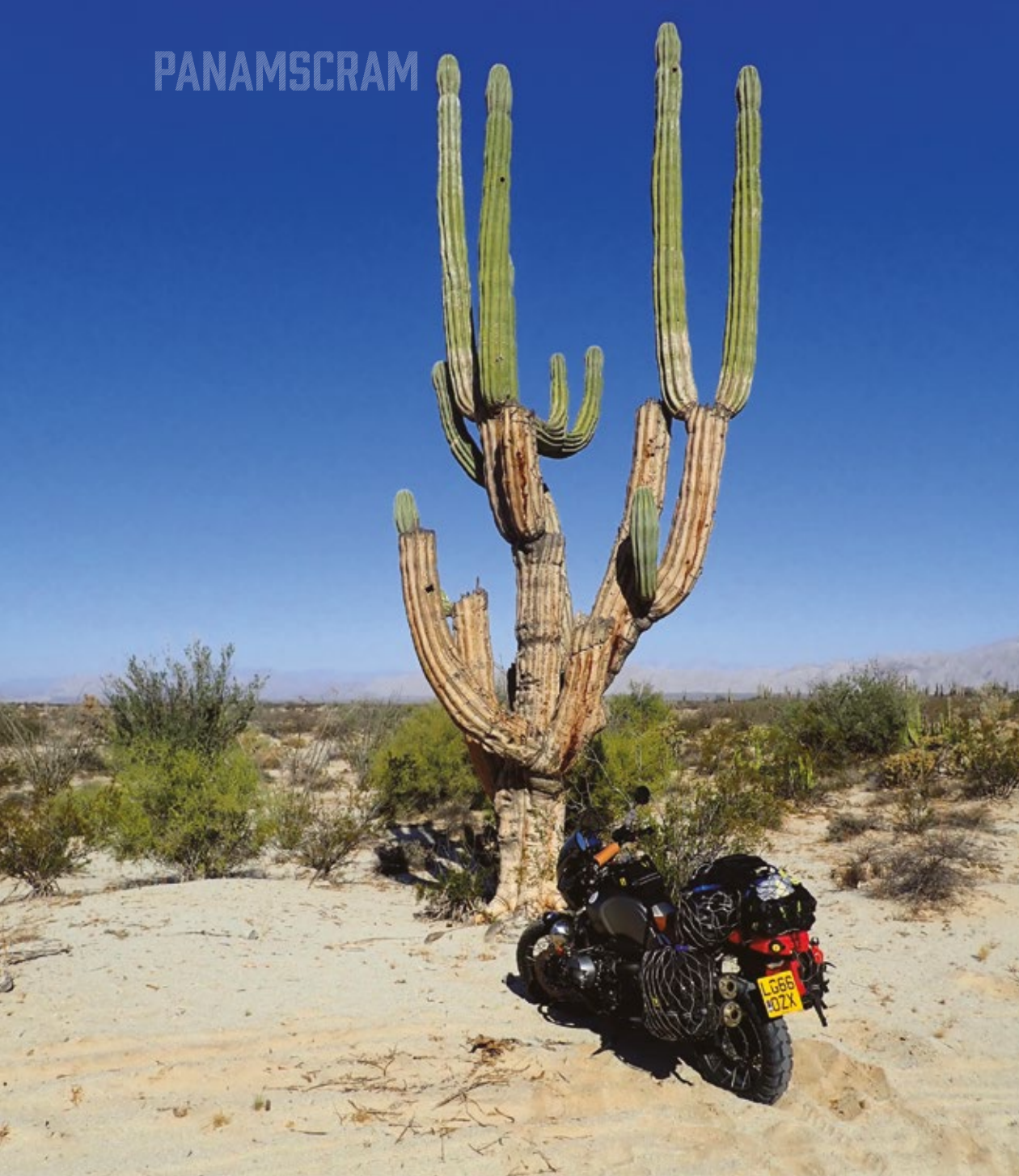




Hi-Bye Belize and Sneaky Guatemala

Pascal and I spent only one night in Belize as we wanted to spend more time in Guatemala. From the little that we saw, it's a stunning little country and once used to be a British colony, which means that they speak perfect English. I thoroughly enjoyed being able to converse easily, as opposed to coming across as a thicket in Mexico. There's only so much one can accomplish with sign language. My Spanish is improving but it's nowhere close to where it should be for someone exploring Central and South America for a decent length of time.





The UNESCO world heritage site of Tikal was our introduction to Guatemala and it was such an enriching experience. Steeped in history and culture, the Mayan ruins and temples are so well preserved. You can either stay 20 miles south of the site where all the backpacker hostels are or, like us, stay inside the jungle close to the entrance of the site. Yes, the hotels were a little more expensive and we didn't have electricity between 5pm and 11am but it was a little treat so we didn't have to walk the ruins with all our motorcycle kit on, lugging tankbag and helmet.

You really have to have your wits about you for the roads in Guatemala. They go from paved, to gravel, to dust, to strange mini zig-zag grooves in the road which feel like you're riding sand (*as the bike ends up fishtailing quite aggressively*) but it's actually still tarmac, unmarked speed bumps and the dogs and cows are among the 20 other



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different kinds of road users. Personally, I quite enjoyed it as it felt like a video game in 4D.

We spent a night in the river town of Rio Dulce after finally making our way to the old Spanish capital of Guatemala, Antigua. Antigua snuck up on us. We fell in love with the place. The temperature was cooler, on average about 18°C and it was well-timed respite from all the heat and humidity of Mexico. The people were extremely friendly, good food, plenty of bars and even more travellers. You could overhear travel stories from around the world in every bar we visited (*and we visited a good few*) and though some of the stories were riddled with backpacking clichés, most of them were extremely interesting. Like Dominica from Hungary, who had travelled from Panama to Guatemala in a Tuk-Tuk; Lauren and her boyfriend from Holland who had been filming a documentary on gangs in El Salvador for a month, and so on... It was so refreshing to hear these stories and experiences as opposed to reading about the dwindling share prices and rising property values back home. To some it might seem like I'm living in my travelling bubble, but even if I am I'm thoroughly enjoying it and will make it last as long as I can. After a rather boozy night, we bid farewell to Guatemala and all the new friends we'd made.

Here, I want to give a big shout out to JC Mendos from Guatemala City. JC is a member of the BMW club and went out of his way to help us with our bikes and ensure we were comfortable in his beautiful country. He got in touch with me via my Facebook page and offered me advice on routes not only in Guatemala but also in Mexico and Central America. It's people like JC who are truly keeping the biking brotherhood alive. Long live the motorcycle camaraderie.

So there you go. I'm continuing to enjoy this adventure and urge all of you, if you can, you must overland. It's such a liberating and refreshing experience. I'm the happiest when exploring the world on two wheels. In my next update, I will share the lovely encounters with the military(!) and the intricate relationship of the Mexican police and marijuana, the joys of border crossings, the food and the Darien Gap boat crossing. Till next time... happy reading and riding!



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Charity

If there's one part of the trip that's seriously lagging behind or doing poorly, it's the charity aspect. I'm aiming to raise £10k for 'Children in Danger' and if you've enjoyed reading this article, I request you to make a little donation to the charity. It would make my trip more fulfilling and humbling if I'm able to raise some funds for this noble cause.

Link to donate -

<https://www.justgiving.com/fundraising/thebigmotoadventure>



www.rustsports.com 

A WEEKEND IN THE BLACK FOREST

In 2018 the BMW Motorrad GS Trophy travels to Mongolia. The job in 2017 is to qualify for that trip. Here's how 300 Germans (*plus a smattering of Alp-ish and French*) set about grabbing one of the three all-expenses-paid places on their national team...





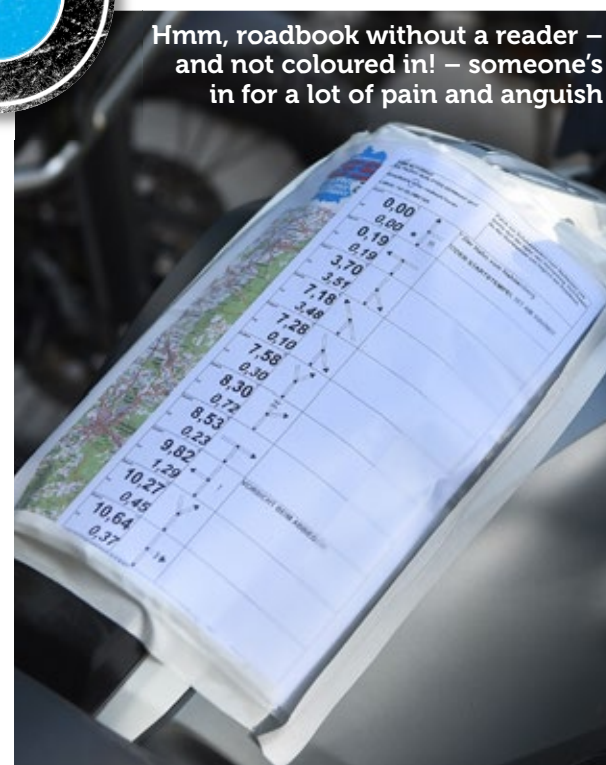
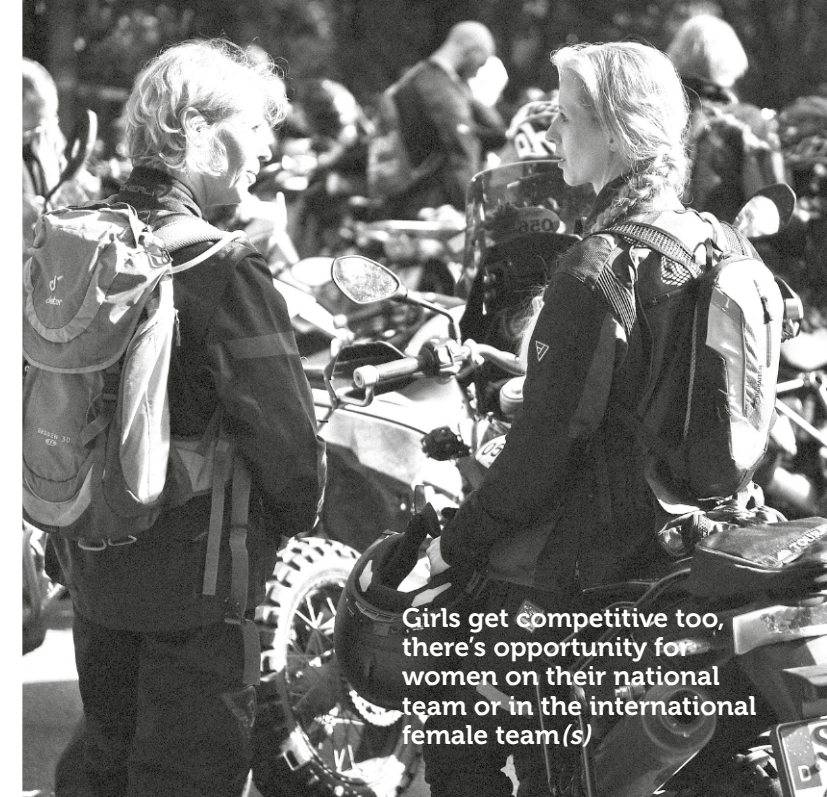
You need a strategy



HP2s – such a cool bike, and these days a classic...



300 riders, all planning together





He's having it!



RUST ADVENTURE



You can see his mistake –
wrong choice of crash helmet



A ride in the forest – nice.

www.rustsports.com



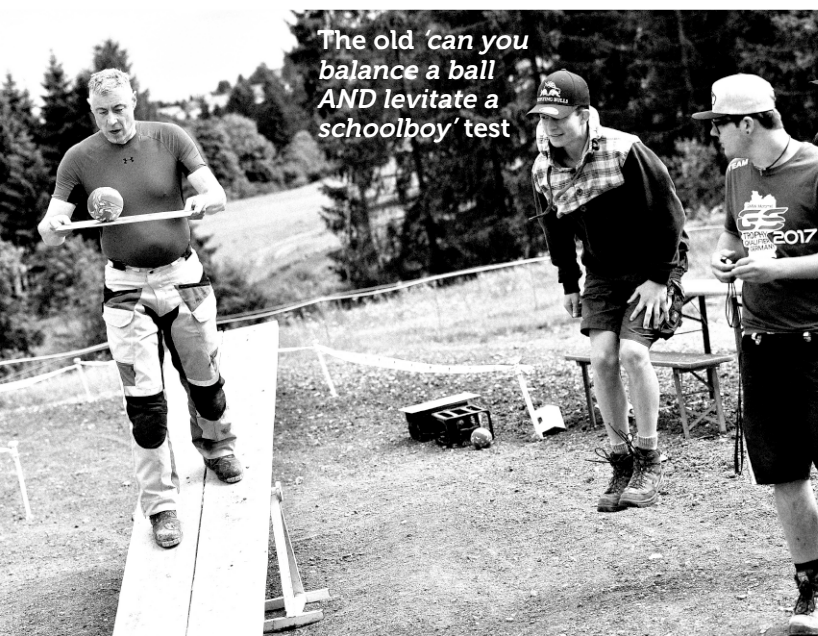


Pays not to ride too close
to the man in front



RUST ADVENTURE

Yehaa!



The old 'can you
balance a ball
AND levitate a
schoolboy' test



BMW Motorrad

TROPHY
QUALIFIER
GERMANY

gstroph



www.rustsports.com





Did anyone clear
the triple?



RUST ADVENTURE



Retro JT mx kit as an
alternative to the
BMW Rallye suit...



Marion takes her revenge

www.rustsports.com





Raging bull?



Smallest traffic cone ever



Poppies!



RUST ADVENTURE

Despite the wrong helmet choice our buddy here made the final

The brake test – easier
with ABS (it was loose...)



Dude likes black

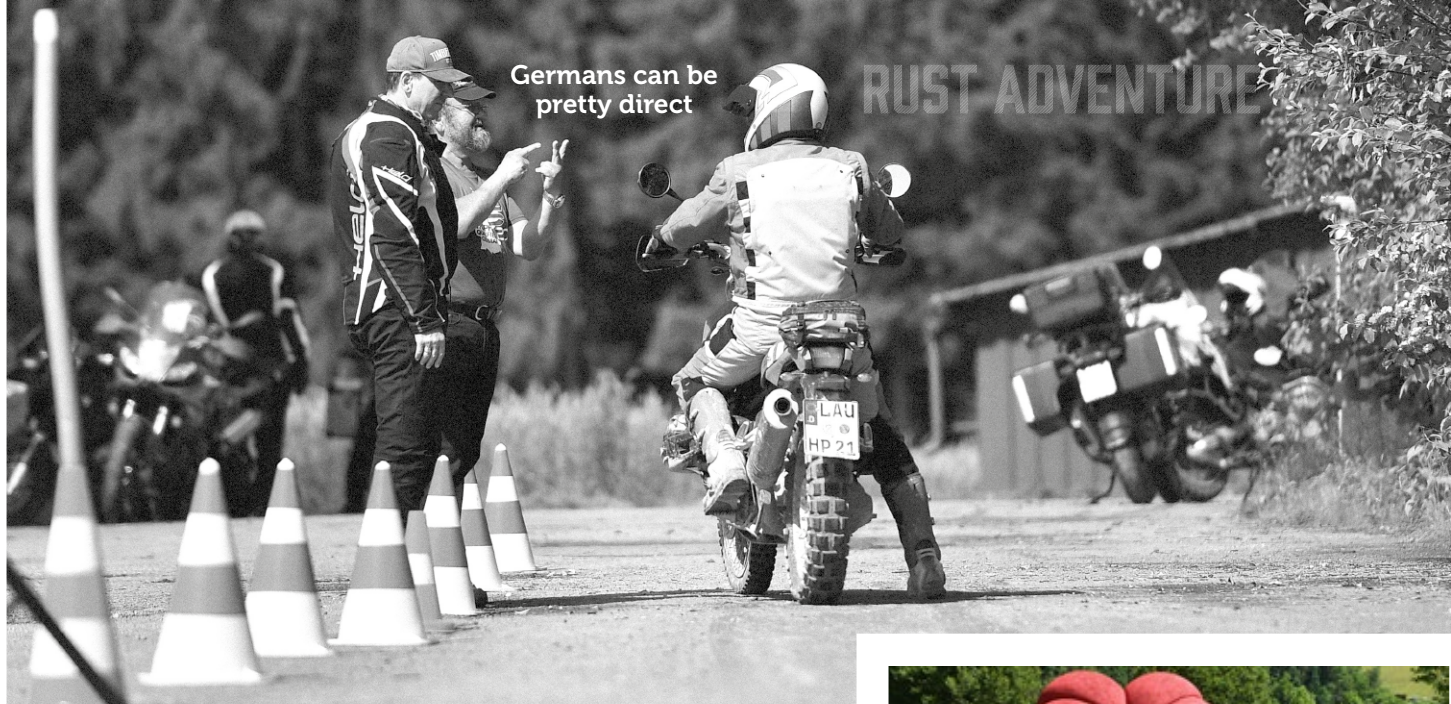


Still rocking the flip-top





She survived



Germans can be pretty direct

RUST ADVENTURE



A virtual wall of death, for a GS



We don't know either...

www.rustsports.com





Winners are – as ever – gridders



Sharing the love



www.rustsports.com





For sale, 2017 R1200 GS
Rallye, ex-demo, light use...



Want to know more?

Check out the official website for
a full explainer, reports on past
GS Trophies and news on qualifiers:
www.gstrophy.com



And more grinning...



And even more grinning...

www.rustsports.com



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It's nearly Motocross of Nations time again (*and yes, we'll be there*). We'd been looking forward to seeing some more of this guy, Marvin Musquin, but unfortunately he's going to be a no-show on account of knee surgery. That's a shame as we're big fans of his style and speed as shown here at Lierop in 2010, shortly before he departed for the States and a career in AMA (*as a double world champion*). Yet, even without the MooseCan, France still have to be favourites...

Image: JB