

2018 BETA LAUNCH SPECIAL

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WHITE LIGHTNING

**LIGHTER, MORE POWERFUL, BETTER HANDLING
CAN THE LATEST BETAS WHITEWASH THE COMPETITION?**

**BONUS FEATURE: ENDUROGP, IS IT A MAKE OR BREAK YEAR?
RUST INVESTIGATES...**

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RUST 2018 BETA SPECIAL EDITION

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DOING THE HARD YARDS

The 2018 model year is always going to be a tough one, what with KTM breaking all new ground with their TPI-equipped two-strokes (*that's fuel-injection if you've slept through the last two or so months*) – any manufacturer not orange is going to struggle to find a sexier storyline. And yet Beta are laying on some heavy punches – big weight savings, all-new double-

injector fuel injection for the four-strokes, new clutches, frame updates – and a colour change just for kicks (*red to white*).

And while KTM have got every right to be proud

about TPI – just quietly – they're not actually in command of the 2017 enduro world championship (*EnduroGP*). No, Beta are standing boldly on the top step, as we write, with Steve Holcombe the model of blistering speed and studied consistency on his RR300. Heck, at the Italian GP, Beta even had a 1-2, with Alex Salvini putting a four-stroke Beta alongside Steve's smoker.

Yep, whether you're a racer, a tester or a manufacturer you cannot afford to come off the gas; and while Beta are clearly applying wise heads to keep bang up to date, they're also employing young guns to keep it pinned. In 2018, even against KTM's headlining TPI, Beta are still bang on the money. Boy, they've got some fight!

I came to the Beta test straight off four hard days of moto-photography in Germany's Black Forest. It had been 30-something-degrees in Deutschland, and the days were up to 15 working hours long with hundreds of kilometres put under the GS's wheels. In Italy the temperatures ramped up to a blistering high-30-something-degrees, it got super-muggy, and beginning-to-end we put in seven hours on the bikes in the one day – hey, with eight models to test you gotta do the time.

I was of course shattered by the end; it took a whole day of sofa-surfing to come back to normal service. But it was worth it. And you know, those Betas rocked, after some detail upgrades for the 2017 model year, this year the R&D team were going all-guns-blazing, again; they've made some big changes and not one seems for the worse. How their modest number of a dozen or so engineers cope with the workload is anyone's guess, but surely they must need sofa-surfing time, too. And in the middle of an already hectic round of specification changes, Beta built an all-new 125 as well.



FLYING HIGH

You would not believe how humble Beta were about leading the EnduroGP world championship. You would forgive them for shouting it from the rooftops over Florence, but instead the fact was announced with what seems to be typical Tuscan restraint. Like any professional race team they know it's about the positions at the end of the year that really count. At the end of the last season this man, Steve Holcombe, was the E3 world champion, third in the overall EnduroGP rankings. Can he stay ahead of the pack to the end of 2017? Time will tell, but by heck he's in formidable form – and the RR300 is one serious bit of kit...

Image: Beta





STILL LIFE

We smiled when we saw the folder 'Still Life' on the Beta 2018 memory stick, the Tuscan's being unwittingly romantic perhaps. But their new RR125 is a work of art, and clearly passion, and for youth racers it stands to be a very rewarding ride, it really was very good. And clearly very newsworthy as evidenced by Steve Holcombe's quick-spin ride video rapidly topping 400,000 views. Yep, 125s forever, it would seem...

Image: Beta

BACK ISSUES

ISSUES 1-12

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



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



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



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



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



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

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



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



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



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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, 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 #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...

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Whats the next adventure on your horizon?

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2018 BETA LAUNCH

RUST RACING

GOLD STANDARD

OKAY THIS IS something of a recap on our 2017 MY report on Beta's racing prowess. We called that one 'Going for Gold' but seeing as they achieved their target, in fact taking two significant victories, then we can upgrade the header: yes, Beta are gold standard.

The big news from 2016 was Steve Holcombe's continued ascendancy, the young Brit simply going from strength to strength. Having placed third in the EJ (*Junior*) class in 2015, he leapfrogged mightily ahead in 2016 and took the E3 title (*Beta's first ever world enduro championship*

title) while placing third outright (in EnduroGP). That's just half the story, we should also mention Holcombe took no less than four outright victories in Enduro GP (in Portugal, Italy and a double in Sweden) and together with his team-mates Alex Salvini and Johnny Aubert he helped scoop the manufacturers' world championship title as well. And along the way, almost in passing, Holcombe also grabbed the British Enduro Championship, while Salvini nailed the Italian championship (*aka Assoluti D'Italia*).

STEVE HOLCOMBE

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2018 BETA LAUNCH

This year, 2017, Holcombe shows no signs of relenting as he leads the EnduroGP championship (*outright*) after three rounds having placed on the podium at five out of six races, with one outright win. His teammate Salvini joined him on the podium in Italy, making a Beta 1-2 putting both a Beta two-stroke and four-stroke on the top of the podium (*inference: 'take your pick'*) and consequently are again leading the manufacturers' title chase too!

RUST RACING

BETA – The Palmares

Former 7x world trials champions

2014 Enduro Junior World Champion – Danny McCanney

2016 Enduro E3 World Champion – Steve Holcombe

2016 Enduro Manufacturers' World Champion – Beta

2016 British Enduro Champion – Steve Holcombe

2016 Assoluti D'Italia Champion – Alex Savini

ALEX SALVINI

2018 BETA RANGE

RUST TECH

LIGHTER, MORE POWERFUL, BETTER HANDLING

The 2017 Betas were very good, but with the pace of change in enduro running at such a rate, the Italians needed to come to the table with a fair offering of 'new' for this season. And they have...

Lighter, more powerful, better handling – that's virtually the holy trinity of dirt bike performance. And so that's an obvious set of goals when it comes to model revisions. The trick is in achieving that. Fair to say, Beta have done exactly that for 2018, although they've used a sneaky trick or two along the way!

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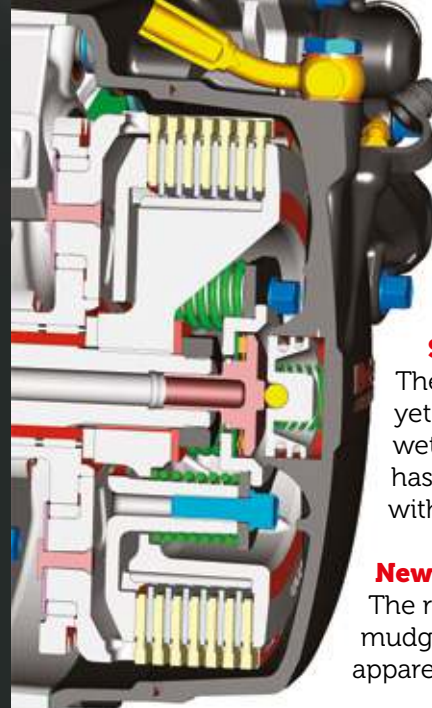


2018 BETA RANGE

WHAT'S NEW ALL MODELS

Goodbye kickstart

Beta have shaved a whopping 5.3kg off the weight of their four-strokes (and 4.7kg off the two-strokes) for this year, which is great news, only they've done it by cunning means more than outright engineering nous. For the majority of that saving has come from removing the kickstart assembly. You can probably account for a good two-to-three of those kilos right there, then with the swap to a li-ion battery you can probably account for near enough a further kilo (the balance being picked up by way of a lighter clutch and frame).



Beta say that putting 'incredible work into making the electric starter more reliable' has allowed the kickstart to be discarded. However, if that notion leaves you twitching nervously, then the kickstart mechanism can still be ordered as an option.

Smaller, lighter clutch

The new clutch is lighter and smaller (said to save 1.7kg), yet more precise and consistent in use, say Beta. It's still a wet multi-plate design, but the number of clutch springs has increased from four to a more common six. To go with this there's a new gear selector for improved shifting.

New (air) filter box

The rear of the RRs has been remodeled with a reshaped mudguard and a slimmer design on the air box – apparently without compromising power.

Li-ion battery

Li-ion batteries are becoming the norm in dirt bikes given the technology allows significant miniaturization while being accepted as being more powerful and reliable. The one downside with li-ion is they tend to fail abruptly, giving little warning of total discharge (there's no slowing in operation), so while the advantages are attractive it pays to keep them tip-top...



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WHAT'S NEW—FOUR-STROKE

New muffler

A revised external profile and internal baffling has allowed for better low-end power.

New dual injection

While the new muffler improves the bottom end, the addition of a second fuel injector (*found in the airbox-to-throttle body boot*) boosts mid range and top end, and careful mapping means improved fuel consumption. The FI is still provided by the French firm Synerject and the throttle body remains a 42mm diameter.



All four-strokes
now 5.3kg lighter

New muffler

New dual
injection

New matt/satin
wheel finish

2018 BETA RANGE

WHAT'S NEW—TWO-STROKE

New crank and con-rod

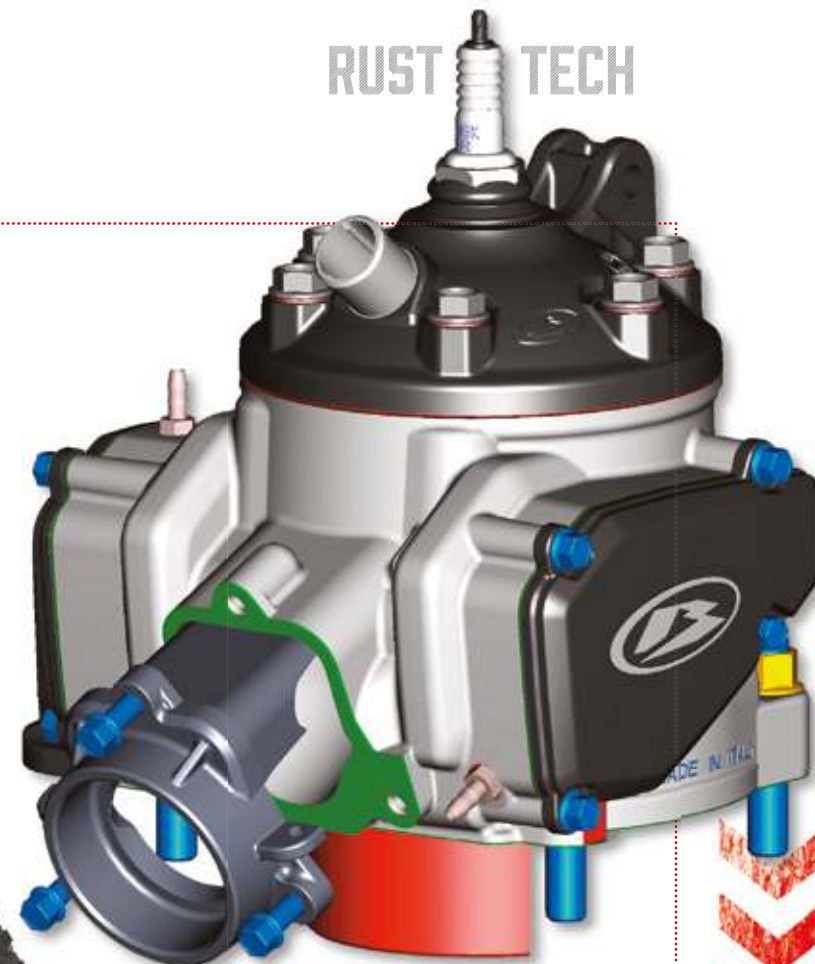
Ae boost in performance meant a recalibration of the crank and connecting rod to suit; with revised inertia values for the crank and a strengthened con-rod.

All two-strokes
now 4.7kg lighter

New heat shields
for the mufflers

New QD
skidplate

RUST TECH



New cylinder & head

The RR250 and 300s get a new cylinder tweaked for more power and torque. The 300 then gets a new 'rounded' (ie. domed) piston and cylinder head profile, while the 250 gets a higher-compression cylinder head. Both get minor modifications to the power valve setup.

WHAT'S NEW—CHASSIS

New frame

Mostly the frame looks the same as the 2017 (being a backbone type with double cradle to the engine), only there's been significant revision of the area behind the steering stem. The changes (hidden by the gusset between the backbone and the downtubes) increase the flexural rigidity (that's in-line or up-down flex) by 11% in the two-strokes and 10% in the four-strokes, while torsional rigidity (that's flex side-to-side) has been increased by 25% on the two-strokes and 21% on the four-strokes.

Revised suspension

The suspension is still by Sachs but, as with KTM this year, there's been attention paid to the outer slider on the forks, which boast increased rigidity and improved sliding (ie less stiction) while also being lighter – a recalibration designed to match the new flex characteristics of the frame. The shock also, accordingly, gets new settings.

BNG etc...

To tidy up: there's a new QD skidplate on the two-strokes which should be faster to remove; new heat shields for the mufflers (silencers) on all models, a new matt/satin finish to the black Takasago Excel rims, and the bodywork is now white (was red) with new graphics to suit.

Much improved frame

Revised Sachs forks with greater rigidity and less stiction



2018 BETA LAUNCH

RUST TECH

VENGE TYRANT

A few years back we were lamenting the imminent demise of the two-stroke. Today they're in fine health, and here's a brand new one...



2018 BETA LAUNCH

RUST TECH

FULL CREDIT TO Beta for coming up with a brand new 125, and even going to the length of fully homologating it (*something KTM have side-stepped the last two seasons*). It's no road bike, though, this is definitely one dedicated racer, Beta openly stating it's intended for racing in the Youth/Junior categories of EnduroGP, for the Cadet/Junior/E1 classes in the Italian Enduro Championship and, well, for anyone who loves small capacity two-stroke enduros. It is, though, primarily for the 16-year-old, they say, on account in Italy the racing classes permit 14 year olds to compete on 50s, 16 year olds then step up to the 125s...



WHAT'S TO KNOW ABOUT THE BETA RR125?

Stacked shafts

Beta have designed an all-new engine for the 125, it's entirely their own design and manufacture, some two years in the making (*brainchild of two of their gifted R&D team*). Significantly – as we've seen in litre sportsbikes and suchlike, Beta have stacked the various shafts within the engine, from crankshaft to gearbox driveshaft so as to decrease the length of the motor.

Two piston rings

Many racers get by on just the one, but Beta argue two rings allow better sealing at low to medium engine speeds.

Beta Progressive valve

As seen on the RR250 and 300s, Beta's design of powervalve has transferred to the RR125, the timing and actuation of which is designed to create 'excellent progressiveness'.

Crankshaft with polyamide inserts

The 125 calls for a light crank but, to enhance the flow dynamics, polyamide inserts are fitted to the flywheel so as to ensure crankcase optimum filling.

Cylinder head insert

We see these in the after-market catalogues, but Beta has a removable head insert (*easy for tuning, and swapping depending on conditions*) as standard.

Cylinder head inserts

Progressive powervalve

Die-cast cases

Die-casting allows maximum strength for least weight, the crankcases are cast in aluminium, the covers in magnesium.

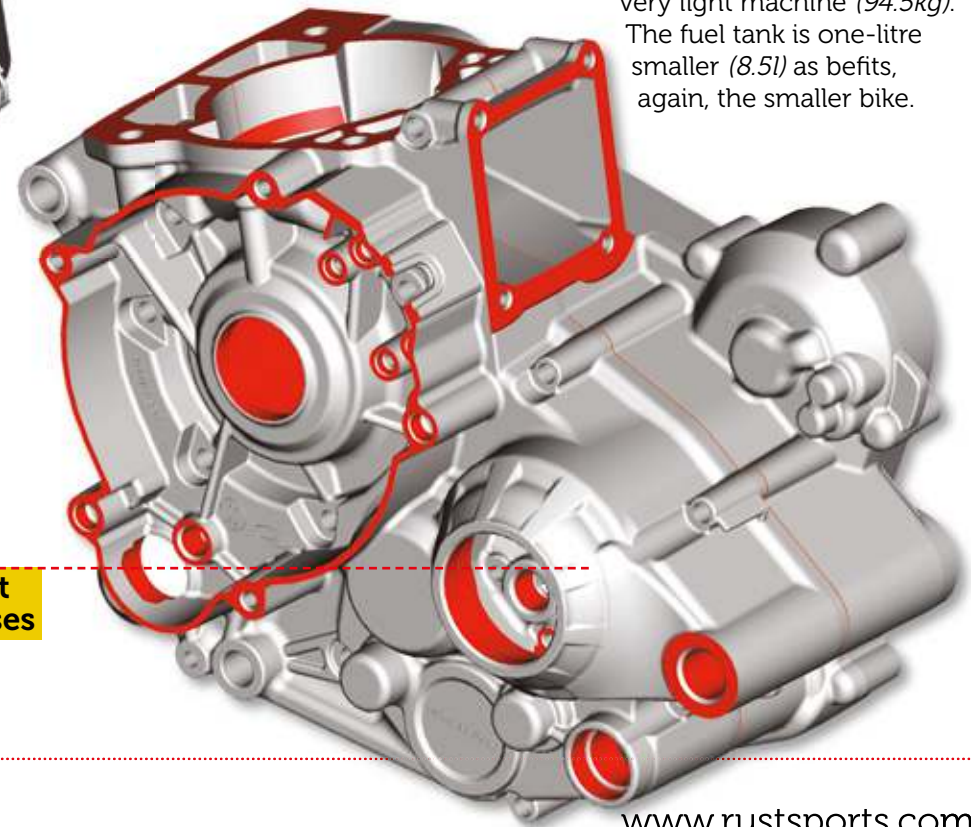
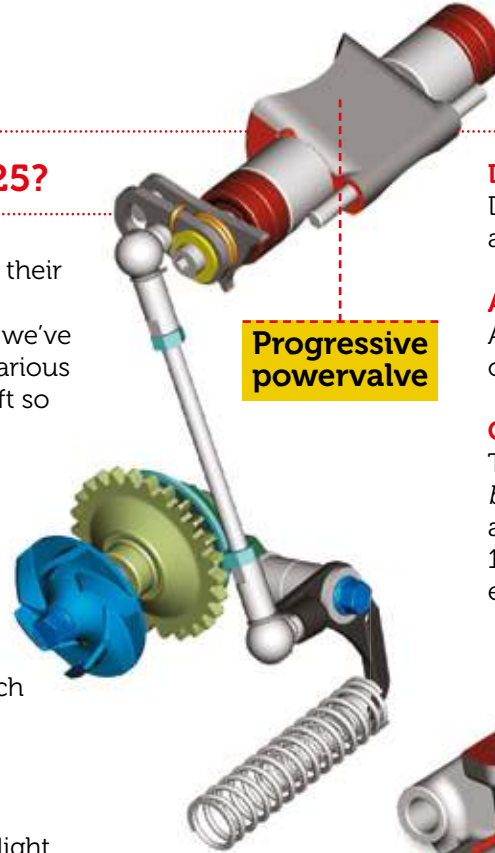
And...

Also spec'd are a Vforce reed valve, six-speed transmission and an option to retro-fit an electric start.

Chassis-wise

The frame is a derivation of the existing two-stroke chassis (*single backbone, double cradle*), obviously adjusted to suit the smaller motor and we note the wheelbase is just 5mm shorter (*1477mm*), so the 125RR remains an almost full-size machine. Sachs suspension is fitted, exactly as with the rest of the range, but with settings to suit what it a very light machine (*94.5kg*). The fuel tank is one-litre smaller (*8.5l*) as befits, again, the smaller bike.

Die-cast crank cases



2018 BETA LAUNCH

RUST TESTED

THEY'RE ALL-WHITE NOW

*Lighter, more powerful and easier to use.
This must make the 2018 Betas better, mustn't it?*

Words: Jon Bentman
Photos: Marco Campelli & Cristiano Morello

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BETA CERTAINLY NEEDED to deliver some big messages for this year. Their 2017 model year range got by on detail improvements, but after KTM (and Husqvarna) made a total revision of their enduro range last year, adding TPI to the 250/300 two-strokes for this, then a sizeable counter-punch was needed. And, thankfully, has been delivered.

A new 125, that's great news, filling an obvious gap in the Beta lineup. The weight losses across the range, that's good news too, although a fair few of us are going to be concerned about not having the backup of the kickstart (*but hey, this is market standard now: KTM/Husky and Sherco mostly come without the old lever too, so we'll not judge Beta on this*). But the power improvements, on both two-strokes and four-strokes are interesting news, as well – a little more power rarely goes amiss. And, as ever, when testing Sachs suspension, we hope for the best, but maybe expect something a little less. So, will the 2018 be a vintage year for Beta?

THE RIDING

THE FOUR-STROKES

RR350

Beta's smallest four-stroke always feels like an outlier in the range. The 390-430-480 feel like they have a shared DNA, a common set of characteristics, but the 350 feels like one of a kind. Reason being, it's a rev-head, its character being more like that of the Yamaha WR250F or Sherco's 250/300SEF-Rs – yeah, 13,000rpm and all that jazz – so for that matter not at all like a 350EXC/FE either.

Around the test venue at Villa Castelletti, in the hills above Florence, the RR350 felt to be smooth and progressive as well as revvy. Although a revver, the power is not top-end concentrated and you can dip in and out of the power curve anywhere and find good responses. This attitude is matched by the chassis setup, which is pleasingly neutral. It's a bike you can either ride steady or WFO and feel comfortable in either style.

I noticed on this occasion that the handlebars seem to be a particularly flat bend and so are fairly low (*although they're pretty much as per last year – I should pay more attention*), which makes race pace the more comfortable ergonomically than a standing-cruising mode and for a while I was personally thinking I'd need to select the front-most clamp mount to suit my height (6'0") but after a time I adapted, and the riding position seemed to work well.

2018 BETA LAUNCH

RUST TESTED

SPEC CHECK

RR350

349.1cc

DOHC, finger follower, four
titanium valve, four-stroke single

109kg

8.0-litre tank

940mm seat height

1490mm wheelbase



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2018 BETA LAUNCH

RUST TESTED

The Sachs suspension, too, proved better than expected. There's an increasing sense of front-rear balance with the latest Betas and this is good news for anyone coming new to the brand (*the Canadian importer – present and riding at our test – explained how in the past, in Canada, they lowered the forks by 5mm while jacking-up the rear to get a more conventional balance on older models*).

We've always been skeptical about the use of Sachs suspension units, but the German firm has clearly worked hard with Beta over the years and the balance and the performance has improved, a lot. So, yes, the suspension at both ends felt plusher than past examples and while we're still not calling it out as a top shelf specification, it would be a cruel critic to say the setup was anything less than good.

The RR350 is then, at heart, a great race bike, well balanced and potent enough – and it sounds great when revved hard. Yes, it's at its best when being wrung-out, yet it's certainly versatile enough for a steady trail ride.

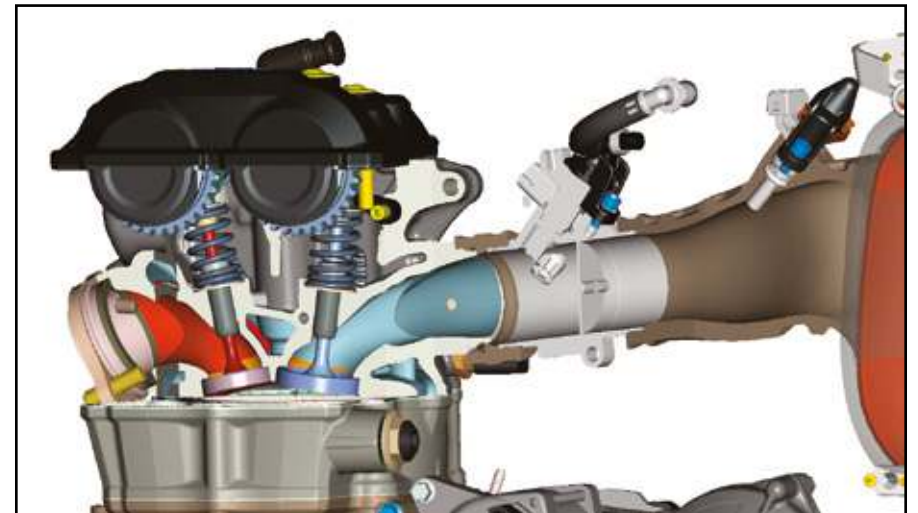
390RR

The RR390 is the trail bike, isn't it? That's always been the message and it remains pretty much so. You notice immediately the difference in character to the RR350, like chalk and cheese. With the RR390 you're using the torque curve more, while exploiting its light-middleweight size and engine characteristics to make pretty decent speed.

It would have been awesome to have the old models alongside to judge the effect of the new silencer and dual injectors, but as ever with new model launches this wasn't an option. Beta say with the new exhaust and fuel injection they are seeing more bottom end and midrange torque followed by a nice little boost in the top end power too – kind of the whole nine yards. And this we think is true, there's good power coming from all the four-strokes. We already liked the characteristics that Beta's 'smaller' engine capacities bring (390, 400 and 430) which seem to help with handling, but now we have the benefit of that reduced engine inertia (*if we can call it that*) with more power, closer to that of the original class capacities – more with less, if you like.

On the RR390 this is all to the better. Like the RR350, the engine feels beguilingly smooth, yet it's gutsy enough and – by some good fortune, or, by design probably – the faster we pushed the 390 the better it felt, with the suspension action really helping with traction and feel.

So the RR390 remains a good trail bike, but it's also something of a racer – for the guy who doesn't necessarily want the accompaniment of a high-pitched howl. Yep, a well-balanced all-round performer.



RUST TESTED

SPEC CHECK

RR390

385.6cc

DOHC, finger follower, four
Titanium valve, four-stroke single

109kg

8.0-litre tank

940mm seat height

1490mm wheelbase



**RR430**

Now here the usual narrative gets trashed, as things kind of go off the rails. The usual story here is to describe the RR430 as the racer in the fleet. I'm pretty sure that was the designer's intention, too. Only when pushing (*myself*) to the max, the RR430 wasn't the race bike I needed it to be; I stopped being the boss, I'm not sure the RR430 wanted to be the boss either, and so instead of devastating speed everything turned rather messy, bike and rider bounding out of control here there and everywhere, with off-line excursions a regular feature.

Ridden at trail speed the RR430 is an accomplished tool, it works, but ridden hard on this occasion, on this terrain, it's as if there was too much – of everything. It's certainly got plenty of power, and it's eager to show it, only it seems to overwhelm the (*or this*) rider – and to some degree itself. The RR430 scrabbled for grip as it raced to go faster and trying to get it pulled down for the corners – that got difficult, too.

Easily – as a clubman rider – I'd be faster on the RR390 and I'd last four-times longer in the saddle, too, as the ease of riding of the RR390 outweighs the extra pace the RR430 generates. And I'm not entirely sure an expert racer would welcome all that get-up-and-go either, for in enduro a predictable, balanced power and handling package is typically the right answer. The RR430 seems to want too much to be an animal.

Now it's too much to condemn a bike on this one ride, in previous tests the RR430 has been a winner, but I'm calling it as I found it on this day, on this one ride. It was a fun ride for sure, or rather '*exciting*', but like a heart-racing fairground ride I was happiest when it was over.

SPEC CHECK**RR430**

430.9cc
DOHC, finger follower, two
Titanium intake valves, two steel
exhaust valves four-stroke single
110kg
8.0-litre tank
940mm seat height
1490mm wheelbase

RR480

So here's where the narrative goes even weirder. For the RR480 felt to wear its power more comfortably than the RR430. If I were to go big-bore racing, based on this test experience, I'd pick this over the RR430.

Reason being there's a sense the RR480 is more about torque than rev, while the (assumed) greater engine braking on the RR480 makes it easier to slow-down before the corners. Accelerating and decelerating, it felt to have a better grip on the terrain than the sometimes furious, scrabbling RR430. And that extra power meant you could be a touch lazier – leave it in third and let that torque push the 140/80-18 firmly into the ground. It felt 'engaged' whether trying to find grip on a dusty slippery off-camber downhill corner or powering out of a long uphill rut. Yet it didn't monster me, there's a sense it being a subtly slimmed down 500. So for sure it's a bear of a bike, but it's a big friendly bear.

The RR480 does then hold a lot of attraction. Long legged for long trail rides, yet surprisingly agile and quick-footed enough, it would seem, for some closed-course competition. This bike will reward the thinking (cunning) older-rider, who'd carefully corral its energies and be able to put them to devastating effect. And hey, riding an open classer comes with its own kudos too. What's not to like?

SPEC CHECK

RR480

477.5cc

DOHC, finger follower, two
Titanium intake valves, two steel
exhaust valves four-stroke single

110kg

8.0-litre tank

940mm seat height

1490mm wheelbase



2018 BETA LAUNCH

RUST TESTED



2018 BETA LAUNCH

THE TWO-STROKES

RR125

This was one sweet package. Not an easy one to evaluate properly being a six-foot 100-kilo (*in ride kit*) clubman, however I could get a feel for its strengths.

Strength one: it's very nearly a full-size package, only the slightest bit shorter than the rest of the range. It is, however, a good ten kilos less than its nearest sibling, the RR250, at just 94.5kg. That lack of weight really is noticeable, making it mountainbike-easy to ride through the woods, it really is a featherweight and enjoyable for being that.

Strength two: the motor is as flexible and linear as you'll ever find in a 125. More Yamaha YZ125 than KTM 125EXC, or 125SX perhaps. This is a 125 that doesn't fall flat on its face when outside of its powerband, it still pulls, not strongly, but there's enough. It is then less punishing of imperfect technique, and so for the novice rider/racer it's a better call than some more uncompromising race-oriented 125s. You can ride it smoother, rather than just point and squirt, throttle-pinned as most 125s are ridden. Only having said that, clearly – having seen Steve Holcombe ride the RR125 on video and in the flesh – ridden wide open is still the fastest modus.

Strength three: It feels to be the complete package. Considering this is Beta's first RR125, fresh off the designer's drawing board (*or rather, CAD suite*), it feels remarkably well-sorted as if it's been the culmination of ten years of continued refinement.

In all, a neat package. We'll be keen to see how it does in competition.

RR250

The two-strokes ask the rider for some recalibration after riding the four-strokes. In this case proving to be lower in the saddle and lighter footed over the trail. They tap over stuff that the four-strokes thump into. Conversely the steering feels a touch slower, like there's more rake to the forks.

The RR250 took a little getting used to, then. It is a racer at heart, you can feel that in the engine, by the keenness that you feel as the power-valve starts to open. It's progressive enough, but for sure there's a quickening. It feels nicely balanced (*but then so have the Gas Gas and KTM two-strokes this year too*). Feeling to run a little lower to the ground than either the Gasser or the KTM it's a secure feeling and easy to hustle through the woods. The five-kilo weight saving over the smallest of the

RUST TESTED

SPEC CHECK

RR125

124.8cc

Liquid-cooled, single cylinder, two-stroke

94.5kg

8.5-litre tank

930mm seat height

1477mm wheelbase



2018 BETA LAUNCH

RUST TESTED

four-stroke Betas seems much more and once you've got dialed into the two-stroke power characteristics you can sense it would be less effort to ride fast.

The Beta two-strokes have, by our experience, been a little mellower, less peaky, than the KTMs in the past, but for sure, with TPI and the balancer shaft, it would seem KTM have now moved closer to the Beta's type of power delivery than vice versa. In ease of use terms, and remember the Beta uses oil injection (*no pre-mixing*), all the two-strokes are becoming increasingly clubman friendly.



SPEC CHECK

RR250

249cc

Liquid-cooled, single cylinder,
two-stroke

104kg

9.5-litre tank

930mm seat height

1482mm wheelbase

2018 BETA LAUNCH

RUST TESTED

RR300

The 300cc two-stroke is an all-things to all-men kind of bike. For some clubman riders it's a do-anything machine, with performance and ease of operation that can get a rider out of any sticky situation. Top extreme riders swear by them for making the impossible possible. And for a gifted few who can hold the throttle cable taught, it seems they're the ultimate E3 race bike.

Trying to hustle the RR300 through the woods and over the slippery hillside and field sections of the test venue I have to raise my hat to the E3 racers, Steve Holcombe included – it's not easy. Riding a RR300 at a steady clubman pace is one thing, trying to ride it more aggressively, well, that takes a superior skill set. On this course, most certainly, the RR250 was the easier to ride.

SPEC CHECK

RR300

293.1cc

Liquid-cooled, single cylinder, two-stroke

104kg

9.5-litre tank

930mm seat height

1482mm wheelbase



**BETA 2018
TO SUM UP...**

COULD WE FEEL the weight loss on the new models? No, not without a direct comparison to the previous model – which is a shame. But then we couldn't feel the going-on three-kilo weight gain of the TPI KTM's ridden at Erzberg, either. Notwithstanding, less weight is a good thing and over a long ride it'll probably be something we'd all be thankful for – and if nothing else it'll make loading the van easier.

Could we feel the power upgrades? Again, without a direct comparison it's very hard to say a definitive 'yes' to this. What we did feel was that, particularly with the four-strokes, that the power curves felt complete – these are well-rounded machines, with distinct characteristics designed to meet the different needs of different riders. They did not feel to be left wanting. The two-strokes were as good as ever, too.

We could, however, tell they'd changed colour, the change to red to white at least is obvious. (*Well done, Mr Tester*)

So, did this tester have a favourite, or favourites? Yes, curiously the RR480 was a personal hit, big enough to play in the biggest of spaces (*deserts etc*) yet sweet in the tight stuff too, allowing itself to be bossed in the woods and always delivering the right answer. With the other three four-strokes it was a case of the harder you ride the smaller the bike it is that suits you. But show me a rider who can ride the RR430 truly hard and I'll show you a world champion in the making.

The bottom line is Beta are still making all the right moves. We have to remind ourselves that Beta only started making their own four-stroke enduros in 2009, the latest two-stroke enduros starting in 2012. In the last few years they've been growing and growing, from making around 11,000 to nearly 18,000 units per year; recording 17% growth just in the last year. And of course they've at last won an enduro world championship and are leading the 2017 title chase as we write. Beta are clever people, being innovative and conservative by equal measure, playing each hand as it suits. A small firm (*150 employees*) they can't afford to make mistakes, and this is reflected in their product range – solid, competitive products, all.

2018 BETA LAUNCH

RUST TESTED

Clothing: Alpinestars
Techstar Venom pants &
jersey & Alpinestars
Aviator gloves

Rated: The pants are the standout here, with Alpinestars 'Adaptive Stretch Technology' these are close to trials pants for fit and comfort, with perforations they breathe well too – a quantum leap ahead of mx pants of old. Pricy but you can see and feel the value. Shirt is nicely perforated too – ideal for hot days.

Helmet: Nolan N53 Checa Replica

Rated: I've been wearing the N53 for more than a year. It's mid priced, and relatively light weight at 1400g, but then it is polycarbonate. Very comfortable (*all day*), the lining wears and washes extremely well. Fits all goggle types. Comes in a great range of colours, too. Highly rated.

Goggles: Oakley Airbrake

Rated: I love the quality, I love the lens retention system (*so easy, so cool*). But I am just not getting on with the Prizm lenses, dammit; they don't work in the trees. And a bigger frame means less cooling air getting around your face. Seriously beautiful kit, but I at least need to find a lens that will work for me...

WHAT JIB WORE

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2018 BETA LAUNCH

Armour: Alpinestars SX-1 Knee Guard & Alpinestars A-1 Roost Guard

Rated: The SX-1 knee guards look like braces, but are just guards. They are, though, both comfortable and highly (*impact*) protective. Easy to put on, too. Love them. The A-1 roost guard is the lightest, minimalist chest and back protector in Astars' range – ideal for hot days, but as said, minimalist...

Boots: Alpinestars Tech 10

Rated: Astars call these 'the world's most technologically advanced and protective motocross boot'. Quite possibly; they are Astars' top boot offering at least. Protective? Yes. Comfortable? For this tester not so much, not an all-day boot for sure. Weight? An issue, they are 600grammes more than any other boot I have. Great kit, but not perfect.

ENDUROGP 2017

RUST ENDURO

LIVING ON THE EDGE

"EnduroGP will be dead within two years." Those were the chilling words spoken to RUST by a well-respected paddock photographer in our last EnduroGP feature.

Before the start of the season it was no secret that the entire world enduro circus was on edge, with a calendar of out-of-the-ordinary events and a completely new format to take on, no-one was sure how 2017 would pan out. Now, three rounds into the nine round season, we take a look at the highs and lows of the opening races and try to assess the health of this seemingly fragile championship.

HOLCOMBE



Words: Georgia Wells
Pictures: Beta, Husqvarna, KTM, Yamaha & Future7Media

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HOLCOMBE / ELLOWSON / PHILLIPS



ELLOWSON



PHILLIPS

FINLAND

IT WAS IN at the deep end for those who could afford to venture to Finland for the opening round back in late March, and whilst the temperatures climbed into the mid-minuses in time for the event's start, the mud encased in ice, studded tyres, and the need to change clothes between every test made the event tricky before they'd even begun to tackle the 800km course! The thought of riding for 12 hours on Saturday, and around eight hours on Sunday made the whole weekend incredibly daunting. While the Finnish wildcards turned out en masse, the majority of the Southern European paddock contingent feared the heavily forested tests and perpetual gloom.

For Husqvarna riders Mathias Bellino and Albin Elowson the worry was short-lived, with Bellino pushing just beyond his limits at the pre-event practice session. The Frenchman, a favourite for the EnduroGP crown this season, mangled his shoulder and would find himself sidelined for the opening half of the year.

For Elowson the race weekend ended in a far more shocking manner. The young Swede had been on course for a top result in the Junior class but his usually smooth riding style was not enough to prevent him colliding with a tree. Elowson was airlifted off the test, a thankfully rare occurrence in EnduroGP, and was in agony before medical crews could administer morphine. He was diagnosed with a punctured lung, several broken ribs, and extensive damage to his liver. He would need several rounds of surgery and a week-long stay in a Helsinki hospital.

Two of the class title favourites crashing out in such spectacular and painful circumstances left the paddock feeling colder than the -10°C temperatures – was this a sign of things to come? But the cream always rises to the top they say, and incredibly some of the riders who you might expect to suffer under such challenging circumstances actually excelled in the frozen Finnish farmland, with Tasmania's Matthew Phillips, GB's Steve Holcombe and Spanish young gun Josep Garcia all battling at the front and taking valuable podiums, along with Italian youngsters Davide Soreca and Andrea Verona. The weekend was, eventually, hailed a roaring success with a huge turnout of fans and most of the pre-race concerns largely dispelled. But it didn't stop groans of *"Please no, not again!"* when the promoters and organising club told the riders: *"We must do this again next year!"*

But the Finnish GP turned out to be a fairytale for Antti Hellsten. The laid-back Husqvarna rider had won both days in the EnduroGP class on home turf and seemed completely rejuvenated by the event. *"It's been a good weekend but I'm going back to work tomorrow,"* the 27 year old privateer admitted to the camera crew on Sunday evening.

But the factory Rockstar Husqvarna squad had other plans for Antti. They needed a replacement for the stricken Bellino, and so Hellsten found himself in one of the hottest seats in the paddock for the following few rounds. In a championship which is shrinking, with fewer teams and fewer bikes available, the Finn had thought his chances of riding at the top level were over. After narrowly missing out on the Junior title due to a costly injury sustained whilst under





the wing of the KTM Factory Racing squad several years ago, he subsequently resigned himself to riding the odd national race and working 9 'til 5. Rockstar Husky boss Andy Holzl spoke up about his acquisition during a meeting with series promoters when the issue of falling numbers of entries was discussed: *"We're really happy to have discovered a talent like Antti. The championship must keep venturing to new countries and searching for new riders. But stop worrying about going to far-flung places like South America, keep the series in Europe and let's find new riders from here first and boost our numbers!"*

The man has a point, but somewhat surprisingly much of the talent has found its own way into EnduroGP in 2017! After the arrival of top MX rider Nathan Watson last year, we have added two more high profile names from other disciplines this season: Camille Chapeliere and Christophe Charlier.

Chapeliere, a sand ace, has been a podium-sitter at Le Touquet and other beach races such as Red Bull Knockout. And whilst he may have only joined a small Yamaha team run by rider Romain Dumontier he is still a coup for the series. But though EnduroGP may love 'CamChap' as he's known, the feeling is not mutual! After missing Round 1 due to the expensive nature of a Scandinavian trip, he had his first taste of world enduro racing in Spain. All smiles at the official photoshoot, CamChap soon discovered that, despite what he may have heard, Enduro is not for the faint-hearted and is certainly not *"too easy these days"*.

Upon finishing the race sporting a decidedly sulky face he declared: *"Maybe this isn't the sport for me... I already want to stop!"* but the lure of EnduroGP was too much for him, and he returned just a few weeks later in Italy to give it another go.

On the other hand, his compatriot Christophe Charlier has fast become one of the most exciting discoveries of recent years. Back in RUST's EnduroGP Guide we predicted that the Corsican would surprise many people with his aggressive style and pace and he has done just that. Friendly, fast, and formidably adaptable, Christophe has settled into the championship so quickly that after three rounds he is inside the Top 10 in the championship and regularly threatening the podium in the top class. You can't help but feel that if he continues to enjoy his switch from MXGP to EnduroGP he has the potential to fill the gap left by previous French greats; Johnny Aubert, Antoine Meo, and Pela Renet. For world enduro, a championship which people are all too quick to dismiss, the addition of a rider like that is **HUGE** news.

SPAIN

FOR THOSE LEFT feeling cold by the season's unusual opening round, Spain provided the perfect antidote and taught everyone that if ice and frosty mornings are grim then so too is dust in every orifice and fesh-fesh infested tests (*try saying that five times quickly!*). The Spanish federation (RFME) backed the event and bolstered numbers by putting forward 12 young riders in the EJ and EY classes, clearly believing that there will be a future in EnduroGP for the next Cervantes or Guerrero. Puerto Lumbreras in sunny Almeria has appeared on the calendar in the past and is unusual in the way that more spectators show up for the 'liaison' sections than the tests! One steep uphill saw hundreds of fervent fans shouting their appreciation for the world's best and they were rewarded with winners in Enduro 2 and EW - Josep Garcia and Laia Sanz. Friday night's Supertest, held in a football stadium, had all the atmosphere of a cup final with 6000 people bringing the noise and sipping cervezas.

But despite best efforts, the second round of the season tested the newly formed championship to its absolute limits. A meeting designed to advise riders and team managers on promotion and best practice quickly descended into the riders once again voicing their discontent at the new format and concern for the future of the sport. It was clear that whilst taking a punt on the rally-style Finnish event had been a success after all, it had not been enough to allay fears that with entry numbers dropping and the loss of the ultra-competitive scratch class, things were looking bleak. With just 12 riders starting in EnduroGP, and 10 finishing, it looked to be failing to fulfill the role of the prestige elite class as it was designed to be.



GARCIA

ENDUROGP 2017

RUST ENDURO



Rick Wells



But the exciting success of the home riders and a good atmosphere around the paddock had meant that spirits in Spain had managed to stay high. That was until the final day, at least.

The hard work of the organising club and the promoters was ruined in one fell swoop when the 'environmental police' requested the complete cancellation of Day 2. The dust clouds caused by the riders attacking the tests were apparently, 'ungreen'. Who knew?

After all-night discussions it was agreed that a modified and shortened second day of racing would be allowed, but this 'attack' on the championship and its riders not only angered the entire EnduroGP paddock but also left everyone with an extremely bad taste in their mouths. You certainly don't expect, in a country like Spain, which usually welcomes motorsport in all forms, that world champions could be made to feel like criminals. As if to rub salt in the wound, the green police flew helicopters low over the tests all day on Sunday, their 'monitoring' appearing more as 'intimidation'. As press officer Bastien Blanchard said: "How green is it to fly helicopters all day, burning hundreds of litres of fuel and creating deafening noise over the villages?"

ITALY

FAST-FORWARD TO the end of May and the rolling hills of Umbria were ready to save the day. Round 3 in the old hilltop town of Spoleto seemed to single-handedly reverse the fortunes of EnduroGP. There's a long-held belief among many people in the paddock that the Italian GP is always the best of the season, no matter where its held and whatever the weather, but after all the drama of the opening two rounds we had to wonder whether this was going to be a duff season. Gloriously, the people of Spoleto set out from the start with one mantra in their minds "Viva EnduroGP!"

Full co-operation of the local police force, fantastic facilities with commentators and food stalls on every test, a well-equipped paddock with an area for kids to ride around on electric quads and live TV broadcasts all gave an air that the circus was more than welcome. If there was any doubt in your mind about enduro's popularity, Italy will quash that negativity instantly. The tests were absolutely packed, and the crowds roared in appreciation for every rider, bringing with them banners, airhorns, chainsaws, flares, and sheer passion.

ENDUROGP 2017

LARRIEU

RUST ENDURO

But although these people turned out in force to support their favourites, there were others lurking in the shadows without such pure intentions. On Thursday night/Friday morning, before the bikes had been put into parc ferme, thefts were carried out in the paddock. Nicolo Mori, a privateer and former Farioli KTM rider, had scraped together enough money for himself and a friend to compete in Spoleto – a particularly special event for them as Mori was born just up the road in Assisi. But on Friday morning 'Nick' awoke to find the two race bikes and one spare bike gone. About an hour later it was discovered that another bike had been taken from the small Finnish-run Kytönen Husqvarna team.

ENDUROGP 2017



D MCCANNEY



NAMBOTIN / WATSON / GARCIA

RUST ENDURO

However even this devastatingly callous act wasn't enough to dampen spirits. Nick got on the phone to some mates who brought along their Husky trail bikes. A few mods and some very quick spannering later, they had made the deadline for technical inspection. Mori has long been a popular rider but we're sure he garnered even louder cheers from the fans, who were determined to show their solidarity. By Friday evening's Supertest it was as if there was not a care in the world for anyone lucky enough to be part of this special enduro club; great head-to-head battles were followed by an awesome freestyle MX display and a DJ set. On Saturday morning the crowds headed, en masse, to the Xtreme Test which was packed full of vertical climbs, jumps, and man-made obstacles; one of the best we've ever seen. If a rider made it up the steep hills cleanly it warranted huge applause, and if they looped the bike, crashed and burned, the decibels would go up a notch more!

Japanese rider Tomoki Ogami, known simply as 'Gami', chose Italy for his first taste of world level enduro. He received a warm welcome and by the end of the weekend had taken more selfies with spectators than even the likes of world champ Alex Salvini. Gami won the hearts of the fans by being the most resilient and keen rider the championship has seen for years. He fell countless times on the Xtreme test, and on one lap was running so late he was behind all the Junior riders, but he kept going. He looped his bike attempting a climb, and then remounted to repeat the feat no fewer than three times before finally making it, half dragged by the marshals, to the top. With each spectacular fall the crowd would urge him on further, and far from being daunted, Gami gained courage from the fans. Back on his feet after the third crash, he put his hands up in the air and then placed one hand on the side of his helmet, as though cupped around his ear, asking onlookers to up the decibels! They gladly obeyed.

By the end of the weekend he had become a friend to all, and despite his poor results, he had enjoyed the race so much that he is determined to return to EnduroGP. Much like US legend Mike Brown who, after experiencing EnduroGP for the first time in Spoleto, is on course to return for the British GP: *"One day of this is harder than a whole ISDE, but for sure I want to return! I had a great time!"* The 45 year old topped the time sheets on Friday night's Supertest, proving that the series has plenty of surprises in store.

The passionate fans showed, in their support for Gami, that they're happy to get behind anyone who will give them a bit of spectacle and

something to shout about, something to raise a glass to, and something to simply put a smile on their faces. No matter if it's the determination of a newbie such as Ogami, a heelclicker pulled off by homeboy Davide Soreca, or Alex Salvini throwing race shirts and goggles into the crowd at the podium.

THE SPIRIT OF ENDURO

THIS IS THE very spirit which brings people and host towns back again and again, which makes sponsors, fans and teams want to invest in the championship. It makes a Japanese rider travel 10,000km to experience its magic, and makes an aspiring Youth Cup rider like Claudio Spanu so keen to take part that they'll miss school in order to be on the start line (*as the saying goes "Education is Important, but Racing is Importanter!"*)

Add to that the incredibly exciting battles coming out of this season so far – the top three in the EnduroGP class are separated by just 25 points. With Matt Phillips strong one weekend, Steve Holcombe another, and Loic Larrieu on the charge it really is impossible to call a winner between the trio.

And over in Enduro 2 there's all to play for as an outstandingly talented Josep Garcia has adapted to the class so quickly that he's already managed to spook double champion Eero Remes, with Jamie McCanney and Pascal Rauchenecker waiting in the wings and sure to challenge the top two. In the Junior class the competition is so tight that no one rider has managed to break clear. For British fans there's hope too, with a Brit on every podium at the Italian GP, and Jane Daniels once again fighting it out for the EW crown.

As a terrific firework display rattled round the mountains surrounding Spoleto it was easy to forget the ruthlessly rough Finnish round, or the attempts to quiet our engines and our spirits in Spain. Suddenly, perhaps surprisingly, the series seemed to be back from the edge and stronger than ever; with everyone so full of life how could this sport die a death?

But there's still a long way to go; with new race formats and new countries yet to be thrown at the riders, will it be a case of crash and burn or a triumphant rise from the ashes? All will be revealed...



ENDUROGP 2017

SALVINI

RUST ENDURO

ENDUROGP 2017

Standings after three rounds

EnduroGP

- 1 Steve Holcombe **Beta** GB 127
- 2 Loic Larrieu **Yamaha** FR 106
- 3 Matt Phillips **Sherco** AUS 102
- 4 Christophe Nambotin **KTM** FR 91
- 5 Antti Hellsten **Husqvarna** FIN 84

Enduro2

- 1 Josep Garcia **KTM** ESP 129
- 2 Eero Remes **TM** FIN 123
- 3 Jamie McCanney **Yamaha** GB 119
- 4 Pascal Rauchenecker **Husqvarna** AUT 107
- 5 Danny McCanney **Husqvarna** GB 80

EnduroJ

- 1 Davide Soreca **Honda** IT 134
- 2 Mikael Persson **Yamaha** SWE 97
- 3 Kirian Mirabet **Sherco** ESP 95
- 4 Brad Freeman **Beta** GB 90
- 5 Matteo Cavallo **Beta** IT 73

EnduroY

- 1 Andrea Verona **TM** IT 127
- 2 Hugo Svard **Husqvarna** FIN 96
- 3 Ruy Barbosa **Husqvarna** CHL 82
- 4 Leo Le Quere **TM** FR 79
- 5 Alex Iscla **KTM** AND 71

EnduroW

- 1 Laia Sanz **KTM** ESP 50
- 2 Maria Franke **KTM** DE 44
- 3 Jane Daniels **Husqvarna** GB 40
- 4 Sanna Karkkainen **KTM** FIN 34
- 5 Jessica Gardiner **Yamaha** AUS 33

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HONDA CRF1000L AFRICA TWIN SPECIAL EDITION
RUST gets the exclusive world's first test of the new Honda CRF1000L Africa Twin!



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



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 TPI SPECIAL EDITION
The new 2018 KTM fuel-injected two-strokes put through their paces at Erzberg...





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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=gJPCcPFgXT8

WE TALK TO SAM SUNDERLAND 2017 DAKAR RALLY WINNER!

JB asks Sam to show us around his KTM 450 Rally giving some insight into the workings of a modern long distance rally bike...



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=6Sy-azHjAKM

THE FINAL ROUND OF THE 2016 R3 RALLY RAID CHAMPIONSHIP

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



www.youtube.com/watch?v=xH0E2Ra1TL4

2016 Welsh Two Day Enduro THE MOVIE

– RUST rode the Welsh and lived to tell the tale... just. The trials and the tribulations all here, in glorious colour. Enjoy...



www.youtube.com/watch?v=7_EGuentg3s

2017 HUSQVARNA Range Launch

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



www.youtube.com/watch?v=RwK49cZ4yvs

2017 BETA Range Launch

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



www.youtube.com/watch?v=a0K02x9reLQ

2017 KTM Range Launch

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



www.youtube.com/watch?v=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=HQBN2qbfpY

THE TRAIL RIDERS FELLOWSHIP

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



www.youtube.com/watch?v=L8ePyI2E4M

2016 V-STROM 650XT

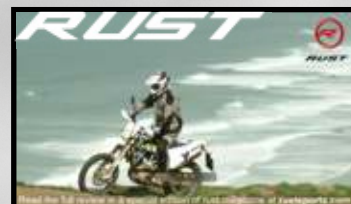
Seve Hackett explains the revisions to the Suzuki 650 V-Strom in order to make it more suitable for all-out adventure riding...



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=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

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=ntK07I63tuA

HONDA CB500X ADVENTURE

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

CONTACT

RUSTS SPORTS LTD

www.rustsports.com

Warwick House

The Grange

St Peter Port

Guernsey

GY1 2PX

Editor: Jonathan Bentman
editor@rustsports.com

Designer: Andy Riley

Industry & Advertising Liaison:

Alex Waters

alex.waters@rustsports.com

Commercial Manager:

James Linane

james.linane@rustsports.com

Managing Director:

Warren Malschinger

Contributor: Georgia Wells

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COMING SOON

RUST does the Tref!

Image: James Barnicoat

