

ISSUE #28

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

**RUST**

# GO FAST, TURN LEFT...

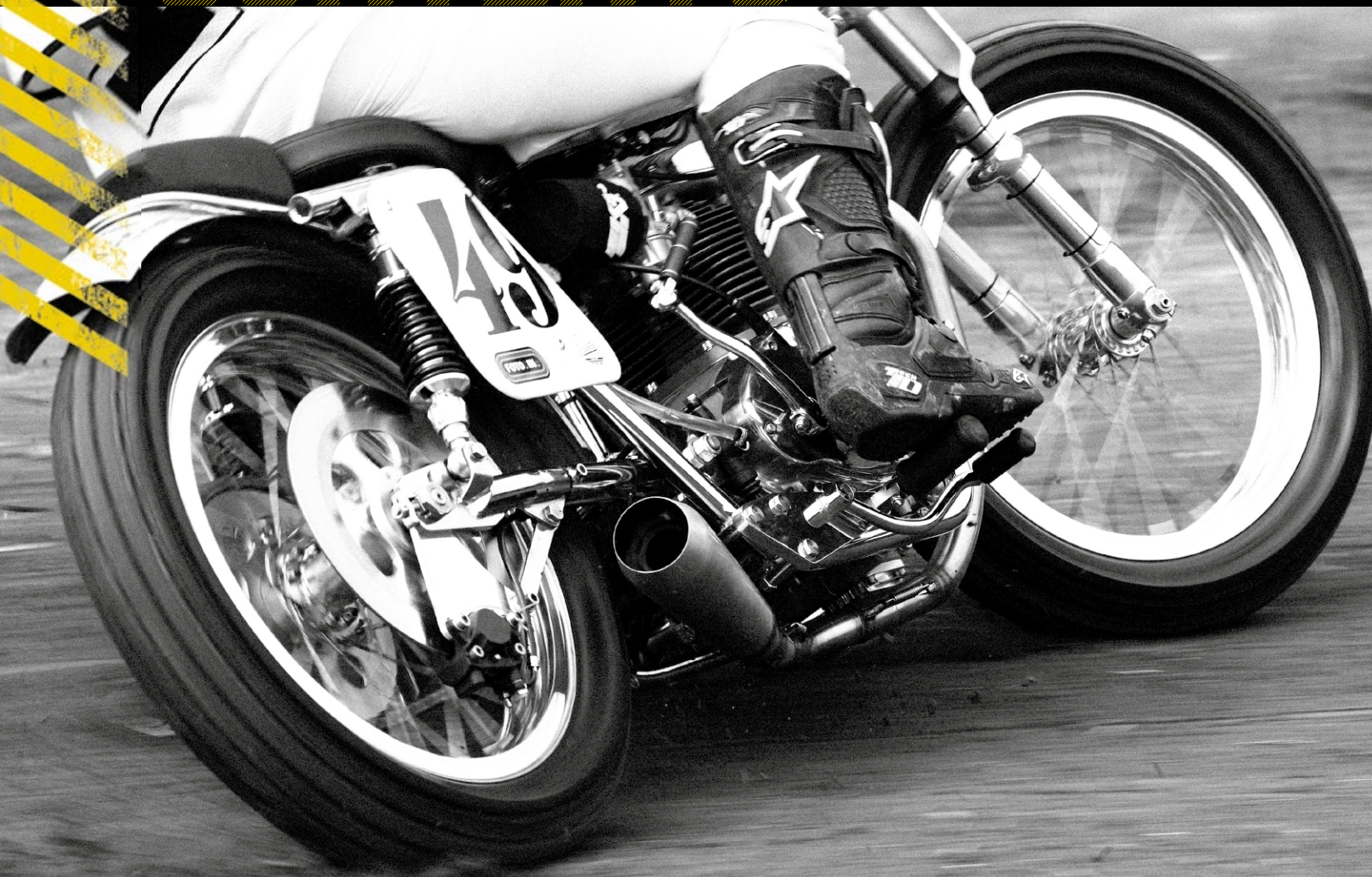
FLAT TRACKING IN BIARRITZ ON THE FRENCH RIVIERA

.....  
**OTHER FEATURES:** 2017 ENDUROGP MID-SEASON ROUND-UP,  
CHRIS EVANS COLUMN & THE FIRST LEG OF ANDY DUKES' TRIP -  
LINCOLNSHIRE TO KUALA LUMPUR

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



# CONTENTS



## **3 EDITORIAL**

JB thinks the ISDE as an event needs a major re-think...

## **4 GALLERY**

Nathan Watson on the edge at the ISDE and Andy Dukes possibly pushing his luck with a water buffalo...

## **8 EL ROLLO**

All the way from the sunny seaside resort of Biarritz at the southern end of the Bay of Biscay...

## **21 2017 ENDUROGP ROUND-UP**

As the EnduroGP season faces it's final two rounds we ask if the championship still has a future?

## **35 CHRIS EVANS COLUMN**

Chris is looking at his bike collection with a view to thinning the herd, and he's not even under pressure...

## **37 ONE DOWN, FIVE TO GO...**

Andy Dukes is three months and one marathon into his big trip - here's what he's learnt so far...





# THE LAW IS AN ASS?

**W**HEN WILL WE LEARN? It's ISDE (*International Six Days Enduro*) time again, and again we are hit by the absurdities that seem to come with such huge undertakings. This time last year (in RUST 16) I was sharing the frustration of the defending ISDE champions, Australia, when they were put out of the World Trophy competition on day one (*when Josh Strang broke his ankle, and DNF'd, so putting the whole team out of the competition*). This year I'm empathizing with the current defending champions, USA, who have also been put out of the World Trophy competition on day one, after Thad Duvall injured his wrist on the very first test of the event and so DNF'd.

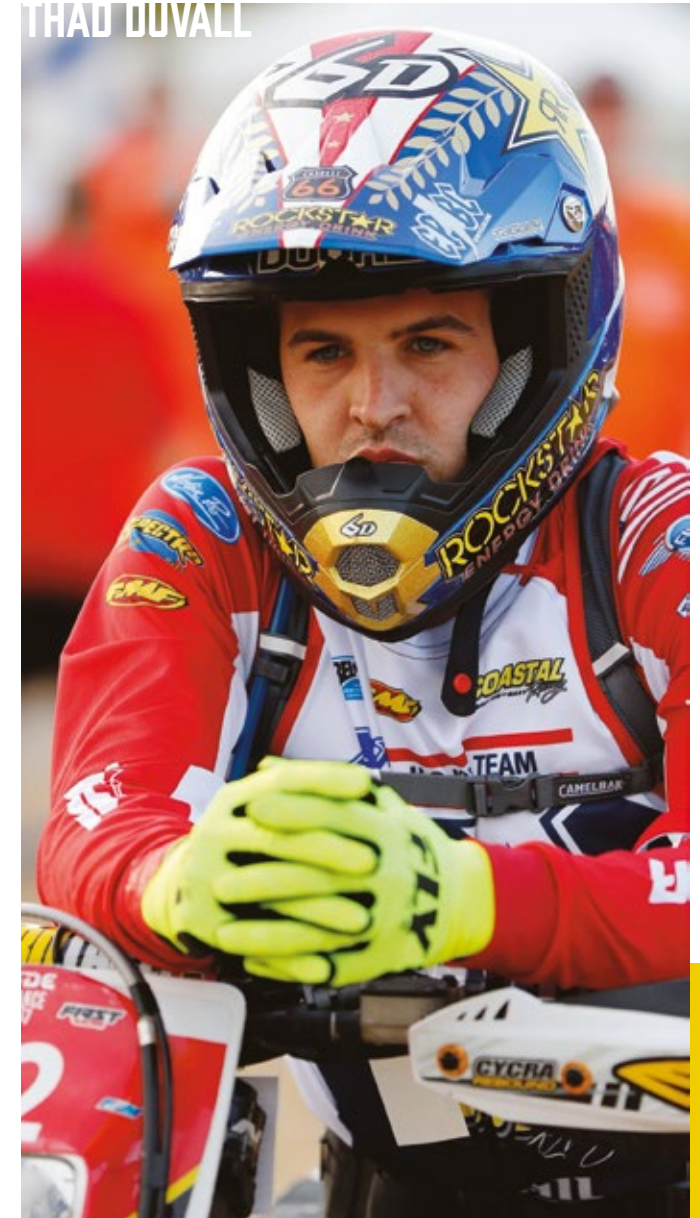
The point I made then and put again here is in changing the rules (*in 2016*) from a six-man to a four-man team format, the FIM – in their wisdom – also ditched the worst score discard rule. That change also applies to the Junior competition but curiously

not to the Women. I'm sure I can't be alone in thinking this, but can it be anything other than event-suicide to create such circumstances where you can deprive a competition of a favourite contender so early in the proceedings? (*Cue: thousands of American enduro enthusiasts switching off their ISDE news feed on Monday evening...*)

Am I right or wrong? I don't know, I'm not there (*although we have our EnduroGP correspondent Georgia Wells in the paddock and our new test rider Tom Sagar is competing – and we're supporting the British World and Junior Trophy teams with our press service*) but I can't help but think the ISDE format needs some major rethinking...

Do you agree, disagree? We're always open to healthy debate here at RUST. Do feel free to drop us a line if you feel inspired. Best contact is the editorial email: [editorial@rustsports.com](mailto:editorial@rustsports.com) **JB**

THAD DUVAL





## FULL GAS

A rare no-dust image here from the 2017 ISDE in Brive, France. A nice combination of setting (*forest – enduro test*) and action (*full gas!*). We love the elements of control displayed by British World Trophy team rider Nathan Watson: right wrist keeping the throttle pinned, left foot deftly holding the bike by heel and toe, right leg perfectly placed to counterbalance the forces – and of course he's driving through the most sweetly executed two-wheel drift. And for the detail geeks – check out the 'feathering' of his shirt, to fight the near 40°C heat...

**Image:** Rick Wells





## BUFFALO GALS...

...won't you come out tonight? Well, those are the original lyrics as penned by American minstrel John Hodges in 1844 (a little different to Malcolm McLaren's modified version from 1982). Our man Andy Dukes is more interested in the (water) buffalo than the gal though, as he passes through Vietnam on his 'Doing a runner' tour. Moments like these are what makes motorcycle travel so amazing.

**Image:** NOT Andy Dukes



# BACK ISSUES

# ISSUES 1-12

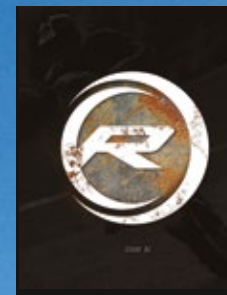
**WWW.RUSTSPORTS.COM**

To view our back issues (FOR FREE!) go to [www.rustsports.com](http://www.rustsports.com) and scroll down through the issue list. Click on the icons for either a PDF download or to view a yumpu version.



**RUST**

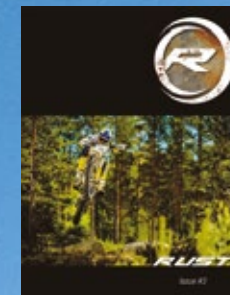
All material appearing in RUST is copyright to Rust Sports Ltd and may not be reproduced in part or full (including electronically) without the express permission of the publishers.



**ISSUE #1**  
Introduction to RUST Magazine. 2015 KTM 250EXC vs 2015 Yamaha WR250F shootout. Trail test of the Chinese made WK400 Trail and columns from Chris Evans, David Knight and Gary Freeman...



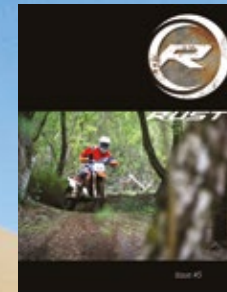
**ISSUE #2**  
The 2016 Beta and KTM model ranges tested. Warren visits the 2016 Motocross of Nations. Pitgirl rounds up the 2015 EWC Season, plus columns from Si Melber and Rick Kemp...



**ISSUE #3**  
THE 2016 Husqvarna model launch. The KTM 250XC-F tested. The Suzuki V-Strom 650 and Pitgirl's analysis of the 2015 EWC Season. Columns from Chris Evans, Gary Freeman and Si Melber...



**ISSUE #4**  
Race test of 2015 250EXC and 2015 Husqvarna TE350 on the Grappe de Cyrano. Testing the Honda CB500X Adventure. Pitgirl on beating the off-season blues and columns from JB and Gary Freeman...



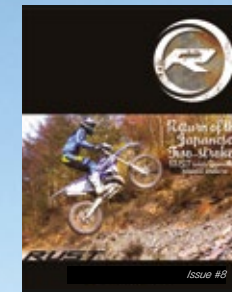
**ISSUE #5**  
JB's Instant Factory Set-Up – Suspension for the amateur rider. TRF main-men Mario Costa Sa and Greg Villalobos interviewed, plus columns from Rick Kemp and Si Melber...



**ISSUE #6**  
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



**ISSUE #7**  
Interview with David Knight OBE. What happened to the KTM 690 Adventure? Dispatches – In praise of the Honda CRF250L. The Michelin Anakee Wild adventure tyre. Chris Evans...



**ISSUE #8**  
Yamaha's 'new' WR250 tested, the Royal Enfield Himalayan adventure bike, Iron Men – 3000 miles off-road on Harleys! The Adventure Motorcycling Handbook – 7th Edition.



**ISSUE #9**  
Duel – Two riders, two KTMs, one title, Ivan Cervantes and Matt Phillips battle it out. The Yamaha IT490, 40 years on. Tested – Kit reviewed by Josh Snowden...



**ISSUE #10**  
700KM on a KTM450EXC. Looking for Mexico with Thomas Wielecki. Tested – Warren and JB on the latest kit, plus a column by Chris Evans...



**ISSUE #11**  
2017 KTM model range tested. EnduroGP the new face of World Enduro by Pitgirl. Gary Freeman with more MX insight...



**ISSUE #12**  
Heritage – The BMW R nineT tested. Dispatches – Too light, too fast, too good looking? Travelling across the Alentejo region of Portugal on a KTM 450EXC...



BACK ISSUES

ISSUES 13-27

WWW.RUSTSPORTS.COM

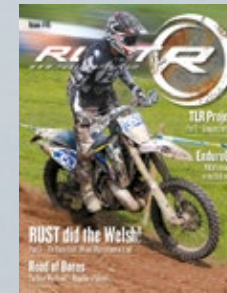
To view our back issues (FOR FREE!) go to [www.rustsports.com](http://www.rustsports.com) and scroll down through the issue list. Click on the icons for either a PDF download or to view a yumpu version online.



**ISSUE #13**  
SWM returns! 10 reasons why you should buy a SuperTénéré. RUST do the Welsh – Part 1. Scott Prospect goggles, Chris Evans column and the first part of the Honda TLR project...



**ISSUE #14**  
Yamaha WR450F finally tamed. SWM RS650R ridden and rated. RUST do the Welsh – Part 2. Knighter column - finally. July Behl adventure column. Alpinestars SX-1 knee guards...



**ISSUE #15**  
2016 EnduroGP Round-Up. RUST did the Welsh! Finally... 2000km on the Road of Bones, Honda TLR 250 Project – Part 2, Gallery and Dispatches...



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



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



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



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



**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...



**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?

All material appearing in RUST is copyright to Rust Sports Ltd and may not be reproduced in part or full (including electronically) without the express permission of the publishers.



Words & Images: David Marvier

RUST HERITAGE

# El Rollo



This is how they roll down in San Sebastian (*el rollo means literally 'the roll'*), sideways and stylish. It's a near-unique event, part vintage bike gathering, part amateur race, part rocker re-enactment...

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





## EL ROLLO

**W**HEELS & WAVES HAS become a major event in the European custom motorcycle calendar. Organised by Vincent Prat and his crew – the Southsiders – and now in its sixth year, W&Ws is a proper celebration of the curiously complimentary surfing and custom bike scenes. Held annually in sunny seaside resort of Biarritz (at the southern end of the Bay of Biscay) at the beginning of June, since 2012, it marks the start of the summer season, with the advent of beautiful days, long rides with friends, warm evenings supping on chilled beers and so on.





# EL ROLLO

'It's going to be a really hot day with sunburn, beers, dust, noise and a lot of motorcycle action to come...'

## RUST HERITAGE

Every cool surfer and biker wants to be there, chilling, partying, riding, surfing in this French approximation of California. The event's grown so much that top custom bike builders come from all over the world; from Bratstyle (*Japan*), to Roland Sands (*USA*), or El Solitario (*Spain*), as well as French builders such as Clutch Motorcycles, Blitz and others. That's before you take in the work of individuals who create some amazing bikes too, customised or simply tastefully restored.



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





## EL ROLLO

Tuesday morning at the Wheels & Waves is special, as those with an eye, an ear, and a nose for great bikes, and action, head 20km south to the 'El Rollo' flat track. Everyone reunites over the border at the Lasarte-Oria racecourse, close to San Sebastian city (*we're talking Spain!!*). The location is incredible, surrounded by beautiful mountains and – said the photographer – bathed in incredible light. When we arrive, the sun is rising and so is the heat! It's going to be a really hot day with sunburn, beers, dust, noise and a lot of motorcycle action to come.



## RUST HERITAGE





EL ROLLO

RUST HERITAGE



'It helps that it's an accessible discipline,  
few rules, easy to learn tracks (*go straight,  
turn left, go straight, turn left...*)'





## EL ROLLO



## RUST HERITAGE

Flat track is a really an old American sport, directly inspired by the speedway races from the early 1900s, and like those original events it's a sport that's remained centred around the tradition of American fair grounds. In some ways it's evolved a lot, in other ways not at all, and over the decades its popularity has waxed and waned. Through it all it's remained steadfastly American, never really finding a foothold in any other countries, despite sporadic attempts to export the excitement (*Europe prefers speedway and grass track it would seem*). But now, among the growing European custom scene, flat track is becoming popular. Or rather classic flat track is. Current AMA champs, like Jared Mees and Brad Baker are overlooked, in favour of the icons from the 50s, 60s and 70s – guys like Joe Leonard, Bart Markel, Gary Nixon, Dick Mann and Mert Lawill are the reference points.







'The counter-steering technique takes time to master, so the new riders get to eat dust. Often....'

The popularity is coming from the aesthetic – the custom crew love the look of those classic BSA, Triumph and Harley flat trackers and while for a time most were happy to ride these pseudo flat trackers on the road, some have realised they're much more fun when ridden in the dirt. It helps that it's an accessible discipline, few rules, easy to learn tracks (*go straight, turn left, go straight, turn left...*) and yet despite the simplicity it's a very exciting one. Flat track offers, really quickly, a lot of crazy sensations even to the inexperienced rider. That said, the counter-steering technique is quite complicated, and that does take time, so the new riders get to eat dust quite often.





## EL ROLLO



Here at El Rollo the morning is given over to setting qualifying times – the afternoon to the racing – and already some riders are hitting the dirt, some even fly into the hay bales. But mostly its just a case of getting up, dusting themselves off and trying again, the track is quite forgiving and for most the speeds are not so high. Happily, for most an off brings nothing more than a few bumps and bruises.

Bumps and bruises – because while in America flat track involves some big tracks, the half-mile and mile, here in Spain, where the focus is on fun rather than the winning, the ring is just a quarter mile long – not that the 120 overexcited riders mind. And they're a wonderful mix. There are even some famous people, like Steve Caballero (*the skateboard living legend*), happily racing side by side with the regular amateurs. Then there are the new kings of this sport, figures from the embryonic French flat track scene, like Franck Chathokine, Christophe Canitrot and Hubert Bastié.



## RUST HERITAGE





## EL ROLLO



Some are learning as they go, feeling for the traction, for the slide. Others are showing real pro skills: Marco Belli, the boss of the famous 'Di Traverso Flat Track School' in Italy is super-impressive to watch, fighting his big Yamaha all sideways in the dust.

It's a friendly, inclusive scene, with such a unique shared interest everyone gets to know each other pretty quick and they're soon as busy talking bikes and mods as much as they are practicing their riding techniques. Some deserve special mention. We can't help but be impressed by Franck Chathokine who is not only a really good rider – winning the vintage race once again on his old Triumph – but he is also a brilliant bike builder (*and restaurateur!*). He built the incredibly shiny silver/chrome BSA (*you'll see in the images*) for Olivier Le Quellec, owner at Fotozino (*a mobile application – and Wheels & Waves sponsor*).





## EL ROLLO

In this rock'n'roll event, lots of 'period correct' and 'style correct' motorcycles are represented, but all are welcome. So old BSAs and Harley-Davidsons, covered in oil, race side by side with new Indians (*Indian being the official partner of the event*) and all ages of Japanese, English, even Italian bikes. It's one big melting pot.

But there is an order among the chaos. The racing is ultimately divided into five different classes: Rookies (*max 400cc*), Vintage (*under 500cc*), Vintage (*over 500cc*), Modern (*under 750cc*) and Super Hooligans (*over 750cc – with 2, 3 or 4 cylinders – street legal and stock frame*). There's an age differentiation too – pre-and post-1975.

## RUST HERITAGE





## EL ROLLO



## RUST HERITAGE



And this being Wheels & Waves – should we mention the h-word? y’know, hipster – the riders are often pretty stylishly attired. As said, the key reference is to the yesteryear of flat track, so you see period correct clothing as well as period correct bikes, stripped black and white jerseys and vintage helmets giving the feeling of having made a step back in time. Only the voices speak of the reality – the accents are typically French, or Spanish, not from the Mid-west, or California.

Everyone is super friendly, but on the track the competitive spirit is there! From flag drop it’s full throttle and sideways. Maybe not for everyone, but throughout the day the riders’ level increase and at all levels we see real competition and serious battle.







El Rollo is a bit about nostalgia, a bit about creativity (*the bike building and all*), a bit even about dressing up and playing make believe. But the fun is real, the camaraderie is real and at certain levels the racing is real too. It's a happy friendly place to be and if you like cool, individual motorcycles then its excellent for that too.



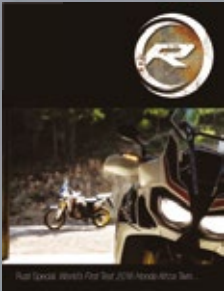


WWW.RUSTSPORTS.COM

Subscribe for free at [www.rustsports.com](http://www.rustsports.com) and we'll send you an e-mail you every time a new issue comes out...



All material appearing in RUST is copyright to Rust Sports Ltd and may not be reproduced in part or full (including electronically) without the express permission of the publishers.



**HONDA CRF1000L AFRICA TWIN SPECIAL EDITION**  
RUST gets the exclusive world's first test of the new Honda CRF100L Africa Twin!



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



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



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



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



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



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



**TOURATECH BMW R1200GS RAMBLER**  
First full test of Touratech's 200kg, 125hp Enduro R1200 GS Rambler in the Azores!



**RUST TOURATECH AUSTRALIA SPECIAL**  
JB embarks on an adventure into The Outback and returns humbled by the experience...



**RUST 2018 KTM LAUNCH SPECIAL**  
RUST rides the revolutionary new fuel-injected two-strokes from KTM... at the Erzberg!



**RUST 2018 BETA LAUNCH SPECIAL**  
JB rides and rates the latest hot models from the 2018 Beta model range...



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





RUST ENDURO

# FIGHTING FOR SURVIVAL?

As the EnduroGP season faces up to the last two rounds, trying to stem the flow of riders out of the paddock, trying to keep races in the calendar, there's all to play for. For the riders there are championships to win, for the championship it's simply about staying alive...

**Words:** Georgia Wells

**Images:** KTM, Husqvarna, Yamaha & Rick Wells

**A** COUPLE OF months ago we brought you up-to-date with the seemingly precarious state of affairs in EnduroGP. We concluded that after a frosty reception in Finland (*from the riders*), and getting the red light from the green police in Spain, Italy had saved the day and given everyone hope for not only this season but also for the future of the sport. Now, after reaching the mid-point, we take a look at the following three rounds in Hungary, Greece, and Portugal; where we discovered stark contrasts in attitudes, extreme conditions, and some worrying news. Let us take you through the latest happenings in EnduroGP's make or break year.

CHARLIER

www.rustsports.com





# FIGHTING FOR SURVIVAL?

## Hungary

The first stop on the back-to-back tour was Paradfurdo in, well, the middle of nowhere. The race saw the world enduro championship visit Hungary for the first time in 23 years, and nobody really knew what to expect. Although the European Enduro Championship frequently visits Eastern Europe it's unusual for EnduroGP to venture east, but this year with stops in Finland, Germany, Hungary and Greece there was a clear push to expand the audience. For the factory teams it was a cheap and rather 'down market' location, but for privateers it was a true test of dedication as well as funds, illustrated perfectly by the likes of EJ's Antoine Magain who travelled 1453km from Nismes in Belgium with just his van and his bike.

'The Course Inspector rode the test at a reasonable pace and it soon became clear that when the top guys took it on, it was to be a terrifying rat run...'

Despite the 'small town' surroundings, the Hungarians were keen to go all-out to prove that world class enduro belongs in their country. A Supertest made of 'bits and bobs', including a pick-up truck to ride over, made for an unusual start to the weekend, but the Enduro Test was where, very quickly, things would become serious. There's an argument to say that an enduro test should be technical, challenging, and... between the trees. Well this one had all three of those things, and a hefty dose of danger thrown in too.

Course Inspector Maurizio Micheluz rode it at a reasonable pace and it soon became clear that when the top guys took it on, it was to be a terrifying rat run, lasting around seven minutes, up hill and down dale, weaving through trees which were only just over a bar width apart. Attacking it at speed was going to test the mettle, and the nerve, of the whole field. But, some say, that is REAL enduro.

In the top class, EnduroGP, experience appeared to win out against youth with Christophe Nambotin taking an impressive double win. But over in Enduro 2 the opposite was true, with youngsters Josep Garcia and Jamie McCanney battling it out once again and taking one victory each. 'Old stager' of the class, Eero Remes clung on to a double podium

## RUST ENDURO



GARCIA



NAMBOTIN



FIGHTING FOR SURVIVAL?

J MCCANNEY



MCCANNEY & GARCIA



## FIGHTING FOR SURVIVAL?

amidst an announcement from his team-manager Luca Cherubini revealing that the Finn's lack of wins has been due to a bout of blood poisoning. News which surprised the paddock, and added further intrigue into the incredibly close class.

But Hungary's highly tricky tests split opinion once again, with many happy that 'real enduro' was back on the cards, but some arguing that technicality should be balanced against safety. It's a long standing problem for the Race Director and Course Inspector to tackle; they are faced with making the tests challenging enough for the world's best, but also achievable for the less experienced riders in EW and EY. One of the most promising Youth riders, Andorra's Alex Iscla suffered serious injuries on Paradfurdo's Enduro Test, leaving him temporarily paralysed and in need of extensive surgery before he could begin to walk again. This news certainly shook the paddock ahead of the next demanding race.

'Eero Remes took a double podium in Hungary, despite the announcement that his recent lack of wins was due to a bout of blood poisoning...'

### Slovakia becomes Greece

Originally Slovakia was planned for the slot one week after Hungary, but for 'unknown reasons' the event was suddenly cancelled. The decision caused problems in the Women's class as Slovakia was scheduled to be one of only four rounds held for EW. Its replacement, Greece, was deemed too far for the largely privateer field to drive to, and they were advised it could be a slightly 'unsafe' route to be taking – far from the three hour drive from Hungary to Slovakia, the journey down to Greece would mean a 14 hour trek traversing Serbia, Kosovo, and Macedonia. This unfortunate turn of events means the loss of a round for EW; a great shame given how exciting the fight between Laia Sanz, Maria Franke, and Jane Daniels is shaping up to be.

However, the Motoclub Amotoe were hailed as heroes for their last minute organisation of the Greek GP in Grevena. The same venue which last year saw heavy rain and glorious mud was now bathed in sunshine, and the locals were thrilled to offer up their hospitality in the form of excellent food and plenty of free shots of Ouzo! The 2016 tests had been





FIGHTING FOR SURVIVAL?

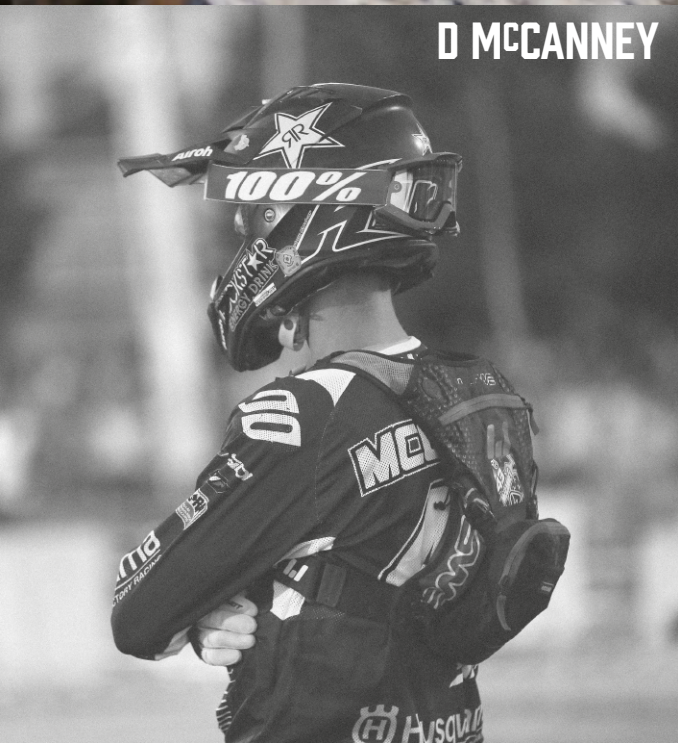


BELLINO

RUST ENDURO



D MCCANNEY



BOLT



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





## FIGHTING FOR SURVIVAL?

superbly planned and executed and it would be easy to assume that the club would simply use the same three tests again – after all, they'd had mere months to plan the race.

Far from it. Three brand new tests greeted the riders, and they didn't disappoint. The all-natural Extreme Test was situated on rocks next to the stunning Venetikos river, which meant that the riders, walking the test in 40+ degrees Celsius could jump off the road bridge into the bright green river below – neither the fact that Matt Phillips hit the bottom of the riverbed when jumping, or the fact that huge snakes had been spotted in the adjacent trees, could deter the EnduroGP paddock from enjoying themselves before the pressure of the race set in. The enduro test was punishingly long and weaved through a valley and in and out of small forests, while the cross test was a spectacular crowd-pleaser with jumps and fast-bermed corners. They were arguably the three best examples of the format that world level tests should be following.

But in spite of this excellently crafted event and the high spirits of the riders, it was hard to ignore the obviously dwindling numbers; when Parc Ferme was full on Friday night it contained just 50 bikes, an undoubtedly depressing sight.

---

'Neither the fact that Matt Phillips hit the bottom of the riverbed, or that huge snakes had been spotted in the trees could deter the EnduroGP paddock...'

---

### A mid-season dip

A mid-season dip in entries is always to be expected, due to injuries or funds running out, but it's difficult to attribute the low number to just a normal fluctuation when you consider that the European championship and some of the top national championships have 200+ riders at every event. This lowly figure in Greece was read by many as a general indicator of the health of the championship, and it set tongues wagging and rumours flying once again about what could happen in 2018.

But just when you start to feel despair creeping in, there are small indicators that point to a future for the series. In Greece an injured Christophe Charlier was replaced by hard enduro star Billy Bolt. The young Geordie was not only happy with the challenging nature of the







WATSON



FREEMAN



D MCCANNEY



SANZ



PHILLIPS





## FIGHTING FOR SURVIVAL?

extreme test, but also with the opportunity to ride in EnduroGP: "I don't know a lot about it as I normally race the extreme stuff, but I've always fancied giving this a go and it's cool to be up against the top guys in the championship!"

Greece also showed that things are still interesting in the class battles, as Steve Holcombe and Nathan Watson exchanged blows with a 1-2, 1-2. And Garcia and McCanney kept up their head-to-head battle with another win apiece in Enduro 2. Over in Junior, Brad Freeman continued to whittle away at Davide Soreca's lead, while Sweden's Mikael Persson brought the spotlight back on himself with an emphatic win.

---

'It was out of the frying pan and into the fire as the paddock headed to Castelo Branco in Portugal. An area ravaged by deadly fires just weeks before...'

---

### Portugal

It was out of the frying pan and into the fire as the paddock headed to Castelo Branco in Portugal, an area which was ravaged by deadly fires just weeks before the race in late July. It was astonishing to see the work put in by everyone – the fire brigade, the forestry workers, and the motoclub too. They were determined not to let the recent tragedy affect the running of the event; a point they proved when they ended the superb Supertest with a stunning fireworks display.

But a bombshell was dropped on the sport when Matthew Phillips announced he would be leaving for pastures new at the end of the season. Matt is so popular and well-loved that the only thing Sherco and rest of the paddock personnel could do was to put it to the back of their minds and try to focus on the weekend ahead. But it was such a shocking revelation that it inevitably cast a shadow over proceedings and once again took everyone back to the thought that things are going drastically downhill.

The temperatures in the pits reached a suffocating 50 degrees and dust was the order of the day, while the exhaustively long tests were far from popular with the riders, but once again it separated the men from the boys and the battles became fiercer than ever as the end of the season creeps onto the horizon. Steve Holcombe stamped his authority with



VERONA





FIGHTING FOR SURVIVAL



LARRIEU



ELOWSON



RUST ENDURO

WATSON



BOLT

SANDERS



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





## FIGHTING FOR SURVIVAL?

another victory, but the next three riders – Larrieu, Phillips, and Watson – are now separated by just 22 points with a hundred still on the table. In Enduro 2 the fascinating fight between the sport's young guns, Garcia and McCanney, has closed to within six points. And it's impossible to call between Garcia's attacking wild style and McCanney's smooth precision. The pair have always been close friends but with the Brit's home round next up, and the Spaniard possessing a steely determination could that be about to change?

In Junior emotions ran high in Portugal as Albin Elowson took his first win of the season after the horrific accident he suffered in Finland, but his compatriot Persson saw the end of his title campaign when he dislocated his shoulder while wrestling his WR250F through the tough tests. The title fight is now down to just two riders; Freeman and Soreca.

In the Youth Cup the future is dazzlingly bright as Italy's newest star, Andrea Verona, took the first title of the season in style. Despite the riders in the 125cc two-stroke class being able to 'drop' their four worst results, Verona had built up such an advantage after winning nine races that the rookie could be crowned a full two rounds from the end of the season. The 18 year old has come through Italy's 'schooling' system and he was clearly overwhelmed to have achieved the dream of a lifetime – the title of WORLD CHAMPION.

*"To get my first world title was amazing, I was able to increase my experience and my speed during the season and I'm so happy that my dream has come true! Two years ago I was riding a 50cc and now I'm here!"*

Verona's professionalism and skill have not gone un-noticed and just days after the Portuguese GP he was signed up by TM Factory Racing (the same team which took him to the title as a supported rider) for a whopping three years. In a time when most tried and tested champions are struggling to secure one year contracts, this latest move from TM proves not only that they have faith in the much over-looked Youth Cup, but crucially that they have hope for the future of the sport.

### Looking to the future

TM and Verona aren't the only ones looking to the future, and when you ask around there are still some people looking on the bright side – hoping and praying that EnduroGP can hang on in there. Husqvarna's latest signing, Christophe Charlier earns little of the money or prestige that he garnered in MXGP but he admitted amidst Portugal's punishing

www.rustsports.com 



# CONNECTED TO THE DIRT

**KIT KTM 450 SX-F**  
2016 - 2017

**KIT KTM FRAME T-PIECE**  
FITS ALL 2016 - 2017 KTM  
SX MODELS 125 UP TO 450

**#TEAMSAMCO**  
SAMCOSPORT IS PROUD  
TECHNICAL SPONSOR OF  
HITACHI KTM UK  
JAKE NICHOLLS RIDES A KTM 450 SX-F

**SAMCO Sport** **CONNECT TO VICTORY**

Distributed by  
**Racebikebitz**

**MADE IN BRITAIN**     Contact us: +44 (0) 1763 249 807 // sales@racebikebitz.com

Silicone Hoses handcrafted in Britain. Victorious around the world. For the full range and to check availability for your bike visit [racebikebitz.com](http://racebikebitz.com)



## FIGHTING FOR SURVIVAL?

tests, where he took his first podium, that he feels at home in EnduroGP: *"I like this discipline, I'm really happy to ride in enduro and I don't want to leave, I would like to progress and get a world title!"*

At the other end of the spectrum there are riders like Anthony Geslin, a quick Junior who gets by with a few sponsors and attends as many events as possible whilst running his Beta out the back of a van. He revealed to RUST that his mind is very much on keeping a place in the sport: *"I have to admit that when I'm riding on the liaison sections between the tests I look around and I have to pinch myself, I feel so lucky to be able to ride with people like Holcombe and Nambotin! Those guys are the best in the world!"*

The impassioned speech made it clear that for these young riders EnduroGP is still viewed as the holy grail, it's what they've dreamed of since they were four years old and first climbed onto a mini bike. At this precarious point in time, it's these youngsters that we must not only worry for, but nurture. As the numbers drop and the organisers seek to secure a future for the series we have to try to cling to the positives; the unusual calendar of events appears to be paying off and there is universal excitement about the forthcoming Sprint/GNCC race in Hawkstone Park at the end of September. Motoclubs and volunteers are giving their all to ensure a good race weekend and organisers have grabbed the attention of the general public by placing Supertests in town centres and adding in stunt riders, live music, and a party vibe. And the title fights across all classes are closely contested and consistently exciting.

There are people out there willing to overcome wildfires to run events, and there are young stars dreaming of one day becoming World Enduro Champion, and for the sake of all involved we have to hope that this time next year we'll be half way through another superb season.

Right now the riders are enjoying a summer break from EnduroGP before the final two rounds in England and Germany, and although many are off to ride in the International Six Days of Enduro in France at the end of August, some have chosen to sit it out – turning down the opportunity to ride for their country because staying injury-free and in contention for a World Enduro title is still of the highest priority for them. So hold on, folks, there could yet be light at the end of the tunnel!

## SORECA



## ENDUROGP 2017

### Standings after six rounds

#### EnduroGP

- 1 Steve Holcombe **Beta** GB 259
- 2 Loic Larrieu **Yamaha** FR 222
- 3 Matt Phillips **Sherco** AUS 202
- 4 Nathan Watson **KTM** GB 200
- 5 Christophe Nambotin **KTM** FR 180

#### Enduro2

- 1 Josep Garcia **KTM** ESP 267
- 2 Jamie McCanney **Yamaha** GB 261
- 3 Eero Remes **TM** FIN 237
- 4 Pascal Rauchenecker **Husqvarna** AUT 204
- 5 Danny McCanney **Husqvarna** GB 167

#### EnduroJ

- 1 Davide Soreca **Honda** IT 244
- 2 Brad Freeman **Beta** GB 230
- 3 Mikael Persson **Yamaha** SWE 208
- 4 Kirian Mirabet **Sherco** ESP 168
- 5 Matteo Cavallo **Beta** IT 139

#### EnduroY

- 1 Andrea Verona **TM** IT 277
- 2 Leo Le Quere **TM** FR 212
- 3 Ruy Barbosa **Husqvarna** CHL 192
- 4 Hugo Svard **Husqvarna** FIN 192
- 5 Alonso Trigo Hijo **Husqvarna** ESP 140

#### EnduroW

- 1 Laia Sanz **KTM** ESP 97
- 2 Maria Franke **KTM** DE 91
- 3 Jane Daniels **Husqvarna** GB 80
- 4 Jessica Gardiner **Yamaha** AUS 69
- 5 Mireia Badia Camprubi **Husqvarna** ESP 48



# ATLANTIC ODYSSEY TOUR

## 10% OFF

On the 24-29th  
September tour

Booking deadline  
31 August 2017  
(Limited availability)

1000 km of all kinds  
of trails through  
sand, rivers,  
mountains and  
valleys, forest,  
single track,  
technical and fast  
flat lanes...

6 days tour in Portugal,  
(5 days riding)  
Included: KTM 450EXC  
GPS on all bikes, fuel  
accommodation, all meals  
and a tour leader

Was €1645

Now €1480



# HORIZON ADVENTURES



[https://youtu.be/oVA\\_m04RjY](https://youtu.be/oVA_m04RjY)

+351 912 235 241 +351 913 674 085

[pedro@horizonadventures.pt](mailto:pedro@horizonadventures.pt)

[joao@horizonadventures.pt](mailto:joao@horizonadventures.pt)

[www.horizonadventures.pt](http://www.horizonadventures.pt)

Whats the next adventure on your horizon?

Cofinanciado por:







RUST

WWW.RUSTSPORTS.COM

Visit [www.rustsports.com](http://www.rustsports.com) for the latest video content, social media feeds and issues...

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


[www.youtube.com/watch?v=sj-5xW\\_-x-l](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://www.youtube.com/watch?v=7_EGuentg3s)

#### 2017 HUSQVARNA LAUNCH

The 2017 Husqvarna enduro bikes, ridden and rated by RUST's Jon Bentman... Check out the 2017 Husqvarna Special Edition at [rustsports.com](http://rustsports.com).


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


[www.youtube.com/watch?v=a0K02x9reL0](http://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](http://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](http://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](http://www.rustsports.com)


[www.youtube.com/watch?v=L8ePyI2E4M](http://www.youtube.com/watch?v=L8ePyI2E4M)

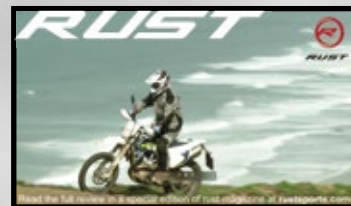
#### 2016 V-STROM 650XT

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](http://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=8l54XQQYoPo](http://www.youtube.com/watch?v=8l54XQQYoPo)

#### 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](http://www.youtube.com/watch?v=9oHMTpB0RNw)

#### 2016 HONDA AFRICA TWIN

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


[www.youtube.com/watch?v=ntK07l63tuA](http://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...



# SO GLAD I FITTED...

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

**All ARC Levers have  
a lifetime guarantee...**



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

**CGHIMPORTS.COM**

GO ONLINE OR CALL US TODAY GB 01283 500450





# TOO MANY BIKES?

Our columnist Chris Evans is looking to make some hard decisions – he's going to cull his collection. And he's not even being pressured to do it. Yeah, first you need to understand the context...

**A**ll through my early motorcycle years I was frustrated by the lack of a workshop and the corresponding lack of space to store all the bikes I wanted to own – even though I couldn't actually afford to buy them. My parents drove me to despair by insisting on using the garage for their car when it was perfectly obvious that this was just a waste of valuable spanner space. In their defence, this was at a time when cars really did need to be garaged if they weren't to deteriorate into a pile of rust.

When I moved to Paris it was even worse and I was reduced to oil changes in the street, before becoming sufficiently wealthy to share a lock up with equally impoverished enthusiasts in godforsaken suburbs that back in the UK you only hear about when the disgruntled youth decide to set the whole lot ablaze.

Eventually I graduated to about the best possible solution for the urban off-roader – an enormous old workshop not too far from the centre of town that I shared with eight others. They were slightly older than me and more interested in restoring Triumph Metisses and ancient twin shock Husqvarnas than actually riding, but they did have a lot of knowledge when it came to fixing things and I really enjoyed the camaraderie. Every last Thursday of the month we would all meet up at the Chinese around the corner for a big blow out and make jokes about my accent. Great blokes but very messy and while there was electricity and hot water there was no heating and in



winter it was bitterly cold. So on the spur of the moment I decided to buy a wreck of a farmhouse in the country three hours out of Paris and relocate all things mechanical out there.

Of course the very first thing I did on acquiring the wreck was pull all the junk out of the stables and build a workshop. It was the first part of the house that had heating and hot water and I used to go out there to wash before the bathroom was eventually finished. The whole thing has been a huge money pit but I love being there so much that I have recently moved my whole life out there, apart from my wife that is, whose profession is entirely unsuited to a population density of 12 people per square kilometre. Fortunately she likes coming out at weekends...

The irony of all this is that since being out in the middle of nowhere, rather than continue to acquire yet more 'dream' bikes I have been busy getting rid of them. I just off-loaded a 2013 KTM 350EXC and rather than feel all nostalgic as it was driven away, I could barely contain myself at the prospect of one less bike in the garage. Currently I've got it down to just six and there's a couple more that don't have a great future.





## RUST TRAIL

The old Fantic 200's days may also be numbered. It is worth even less than the 400EXC and as my first real competition bike it holds a special place in my heart. My intention has always been to restore it to its former glory – the one it had long before I acquired it. But supposing I do ever find the time to even getting it running again when am I actually going to use it? Because the irony that has been heaped on the irony of wanting to get rid of most of my bikes is that since I've been in the country I've been very busy. Busy riding bikes and therefore busy maintaining them true, but busy also maintaining the house that is attached to the workshop that I bought so I could maintain lots of bikes. I think someone could have warned me how much time partially restored farm houses require. A neighbour has a couple of shipping containers in his field. I used to think they were an eyesore, but I'm starting to appreciate their stark functional beauty...



Part of the reason for this unanticipated downsizing is that out in the country it is actually much easier to go for a ride. I just have to push a bike out of the garage and I'm in motorcycle heaven, be it on or off road. That means that the bikes get used much more and suddenly there's no room for anything that isn't functional and functioning. And however much time you spend in the garage I defy anyone who isn't a properly trained mechanic to keep any more than four bikes in a rideable condition. Obviously I need to keep two enduro bikes for running the tours and the Montesa 315 is indispensable for taking the dog for a walk, or for when I want to just pop over to the nearby stream and ride a few sections. But the others? Who needs a mint Ducati 750 that requires a trip to the osteopath every time you ride it? The battery is always run down and by the time I do get round to charging or replacing it the belts need changing.

The KTM 400EXC Supermoto's existence is also looking under threat. It is the perfect tool for the roads around here and unlike the Ducati it's worth nothing. But since I've got the dog it never gets used (*he gets upset if I don't take him down the shops with me...*) and the last time I walked past it and pulled on the clutch lever it came all the way back to the bars.



### Road-book Enduro Tours in France

#### DATES FOR 2017

6/7/8 Sept	Lozerien Bis 3 places available
20/21/22 Sept	Pyrenees 1 place available
4/5/6 Oct	Cantal
18/19/20 Oct	Dordogne 4 places available
8/9/10 Nov	Massif du Morvan
15/16/17 Nov	Normandie
Dates for 2018 will be on the web site at the end of September	



All trips are priced at £530 (*payable to ABTA bonded and ATOL protected UK travel agency S&N Pickford*). Price includes 3 days riding, 2 nights half-board accommodation, loan of road book and road book reader, support vehicle and driver, an opener and a sweeper, plus for 2017, a rather classy T-shirt. Please don't hesitate to contact us if you would like any further information.

**Chris Evans, Sport Adventure,**  
44 Rue des Gravilliers,  
75003 Paris, France.  
Tel: 0033 662 487190  
chris.evans@sport-adventure.com  
www.sport-adventure.com

www.rustsports.com 



# ONE DOWN, FIVE TO GO...

Ever since he came up with the idea to run six marathons on six continents, and ride a motorcycle to them all, RUST has been covering Andy Dukes' preparations for the round-the-world ride of his life. Now, three months in — and one marathon already in the bag — Andy tells us what he's learnt from life on the road so far.



## THE MARATHON RIDE

RUST is following Andy Dukes as he takes a year-out from work, family, life and everything and sets out on his big ride — a Round The World trip of a lifetime. Andy set off in March 2017 and on his travels will look to run six marathons on six continents — running being another of his passions. Check out the previous instalments of his story in RUST 18, 19, 20, 22 & 26...





### I MAKE THE RULES

**I** SHOULD HAVE been writing this piece from a quiet, sandy beach on Sumbawa island, where I recently enjoyed a few days in the company of a fantastic bunch of overlanders participating in the inaugural Horizons Unlimited Indonesia World Travellers' meeting. But guess what? I'm actually back home in the UK, enjoying balmy weather, warm beer and family time.

Why? The truth is that I missed my family terribly and I got a lot of response to a blog post I wrote about homesickness. Most people said that I'd get through it and that it would become easier over time but one smart lady got in touch to remind me that it was my trip and as such, I could make the rules. If my family couldn't come out and see me as originally planned, then why not park the bike, jump on a plane and visit them instead? So that's exactly what I did and it was absolutely the right decision. Now my batteries are recharged and I'm thinking about 'the road' again with fully-renewed vigour.





# RUST ADVENTURE



## I NEED TO SLOW DOWN

It's not that I've been riding too fast, but more that I've been riding too far — and the problem was that I set myself some pretty tight deadlines even before I'd turned a wheel. First of all my carnet paperwork arrived a week late, so that put me under additional pressure to get from the UK to the Iranian border, as I needed to cross on a specific day. I made it just 10 minutes before it closed, after 11 days and over 5,000 kilometres in the saddle.

The next rush was to get to the Myanmar border, where I'd arranged to join a group of 4x4 overlanders and share guide costs (*you can't travel alone through there*). This meant some crazy days getting through the chaos of India and trying to survive despite the best efforts of truck, car, tuk-tuk and rickshaw drivers to finish me off. I survived by the skin of my teeth, with badly dented panniers and several kilos lighter, but with my spirits still intact.



## ANDY'S RIDE

### BMW F 800 GS Adventure

I CAN'T TELL you how impressed I am with the F 800 GS Adventure that has taken me right across two continents without a hitch. Apart from replacing the worn Karoo 3s in Istanbul, it hasn't required any attention apart from regular chain lubing and adjustment. In nearly 20,000 kilometres it's not used any engine oil — in fact the litre bottle I took with me was used as communal chain lube when I rode a couple of thousand kilometres around Laos and north Vietnam with a bunch of Portuguese BMW riders.



My final deadline was in Kuala Lumpur for the first marathon, on 21 May, which I eventually made with ease, proving that I had, indeed, gone too fast. Eighteen countries and 18,000 kilometres in 11 weeks had always been ambitious, but at what cost? France, Germany, Austria, Hungary, Serbia, Bulgaria and Turkey went by in a blur, while Iran, Dubai India, Bhutan and Myanmar had their own challenges. It was only when I got to Thailand, Laos and Vietnam where I started to relax, safe in the knowledge that I could make it to Malaysia on time for my first marathon. Now, looking back, I know I need to visit some of those countries again to do them more justice than 'just passing through'.







## RUST ADVENTURE



*I reckon it's returning around 70 miles per UK gallon (approximately 4 litres of fuel per 100km) and the efficiency is improving all the time as the engine continues to loosen up. I've managed about 550km from the 24-litre tank but have never been able to put more than 22-litres in, so I guess you could touch 600km if you really had to. The bike is pretty standard apart from some excellent Touratech bits (suspension, engine protection bars, foldable mirrors) and a Wunderlich screen extender which has been invaluable in keeping the snow, wind and rain at bay in Europe, and then protecting me from the huge insects dive-bombing me throughout Asia.*

*This is the most basic 800 Adventure available (no heated grips, ESA, cruise control, etc.) and it has carried me and my overweight luggage (tools, spares, camping equipment, running gear, clothes, computer, cameras etc.) across the worst roads and tracks imaginable with no problems whatsoever. I can't speak highly enough of this bike.*



### THE OVERLANDING COMMUNITY IS TRULY ALIVE AND KICKING...

I can say without a shadow of doubt that without the help of so many, I'd have never got this far. Right from the beginning people have been following the trip online and contacting me via the website or social media to check on my well-being and to see if I need a place to crash down for the night. To those that have provided a bed, offered advice and assistance, helped with the bike, phoned their friends further down the road and just watched out for my safety, I can't thank you enough.





# RUST ADVENTURE

## ANYONE CAN OVERLAND

I began this trip as a fairly nervous rider, low on skills but with a healthy thirst for travel. I put my blind faith in the bike I was riding and in friends and contacts in various places along the route, whom I could ask for help if I needed. And you know what, it worked! There were so many things that could have gone wrong, but they didn't and when I look at the big map of the world in my kitchen — decorated (*by my family*) with bright red pins from the UK all the way to Indonesia — I feel a great sense of pride in the journey so far. So if you're among those hesitating to take those first important steps to committing to a RTW journey (*like quitting your job!*) I urge you to just crack on. It's life changing, I can tell you.





# RUST ADVENTURE



## WHAT'S NEXT?

Australia beckons and the Outback Marathon awaits, towards the end of July. I'm giving myself plenty of time to get to the 'red centre' and can't wait to experience the sheer isolation and vastness of the Outback, which will be in direct contrast to the madness of Asia, where life is a daily struggle for survival for many.

After that it'll be on to South Africa and the Mandela Marathon, with Europe and America to follow. I'm not thinking about those latter stages at the moment as they seem too far away but I'm already looking forward to leaving the luxuries of home behind and living out of just one bag again. I've learnt that it's entirely possible to get by with very few possessions, as long as you don't mind washing your smalls every couple of nights.









# RUST ADVENTURE

## 12 THINGS ABOUT OVERLANDING TO THE FAR EAST

Andy's experiences

- 1 RUST:** Crossing Europe you had a network of friends ready to put you up at nights, but once you got across the Bosphorus into Asian continent and then Iran you were on your own. How did that feel? How were you arranging stopping points and accommodation?
- ANDY:** *I was lucky, because the 'network' continued throughout Turkey, with friends of friends calling ahead and arranging safe places for me to stay — even arranging for a truck to carry my bike across the mountains when heavy snow came down. I'd have never made it to the Iran border in time for my arranged crossing without the help of so many.*
- 2 RUST:** What have you so far discarded from your packing?!
- ANDY:** *Heated clothing, handlebar mitts, Buffs and thermals were gladly discarded once I crossed over the Persian Gulf into Dubai. But I needed them throughout Europe — and even in Iran in March.*
- 3 RUST:** What occupies your thoughts once you set off each morning?
- ANDY:** *I think about my family and friends a lot, but all kinds of crazy stuff enters your thoughts each day, such as where you're going to sleep that night, is that car behind actually following you, and whether the dodgy meal you've eaten the night before will pass through your digestive system without incident...*
- 4 RUST:** How much are you relying on the GPS to determine your route each day?
- ANDY:** *Not much. It's good as a back-up, but I'm an old-fashioned guy and love paper maps. Especially waterproof, tear-resistant ones.*
- 5 RUST:** India looked great on your videos, how was it emotionally for you, and physically?
- ANDY:** *I really didn't like India at all. It's the maddest place I've ever been and I was glad to get out of there alive. I'm hoping to look back on it with fond memories but at the moment it's with a sense of relief that I'm no longer there. Physically, I lost a lot of weight while I was crossing India, and I've developed an aversion to squat-pans, for obvious reasons.*
- 6 RUST:** Where have you felt safest and, of course, most at risk?
- ANDY:** *I've nearly always felt safe, and not had any stones thrown at me yet. I was more worried in some of the volatile areas of south-eastern Turkey than I was in Iran. One day, my GPS showed Baghdad, Aleppo and me on the same screen and at that moment, I felt a long way from home.*

I'm enjoying writing the blogs and posts and it's an amazing feeling to be connected to people all over the world. Riders in places I'll be passing through several months from now have already messaged with extended offers and requests to accompany me through their neighbourhoods, which is exactly what I hoped would happen. I'll never complain to my kids about overusing social media again — it has been perfect for a trip like this and everyone's comments and encouragement have really kept me going at times.







## FOLLOW ANDY

Get involved with Andy's RTW adventure at [www.themarathon-ride.com](http://www.themarathon-ride.com) where you can also subscribe to the Facebook, Instagram and YouTube channels he has set up. And if you're reading this in Australia, South Africa or The Americas, get in contact with him and join him on the road if he's passing close to your hometown.

## RUST ADVENTURE

**7 RUST:** Knobbles or road tyres – what's best for the route you've taken?

**ANDY:** *I changed from Metzeler Karoo 3s to Michelin Anakee 3s in Istanbul because I'd squared off the Karoos riding fast through Europe and didn't know what lay ahead. The Michelins were fine apart from some of the dirt roads when it was raining but they lasted all the way to Bangkok. Given the choice again, I would have preferred to start with the Anakees and then switched to the Karoos.*

**8 RUST:** The SPOT tracker has been excellent as a way of following you. Are you happy with that – had much feedback?

**ANDY:** *SPOT has been more important for my extended family than for me. I promised I'd 'check-in' with them every couple of days, and they were able to see I was OK and mark my progress on a big map in our kitchen at home in the UK. For me, it's the safety element that's important – so that if I'm injured and alone in the Australian Outback because I've lost a fight with a kangaroo, then I know that I can use SPOT to call for help.*

**9 RUST:** Judging by the number of days SPOT had you located in a port, getting out of Iran looked like an issue, was it?

**ANDY:** *Yes it was tough, but it also presented me with one of my most memorable encounters and experiences so far (see my blog of 25 March) and that's the best thing about travelling solo – people are a lot more willing to help you.*

**10 RUST:** How are you doing for food on the trip – roadside eateries? Evening meals?

**ANDY:** *I'm using a combination of cafes, truck-stops, services, street vendors and even hotel restaurants. I love trying all kinds of food but am really missing things like Yorkshire tea, toast, breakfast cereal and fresh milk – from a cow! I don't think I'll eat rice again for a long time.*

**11 RUST:** Have you had many days off, where you just park the bike and chill?

**ANDY:** *Definitely not enough. Setting myself some quite tough deadlines has been a mistake and I intend to slow down, look around and chill-out a lot more during the next stages of The Marathon Ride.*

**12 RUST:** Have you camped yet?!

**ANDY:** *I'm ashamed to say that I lugged camping gear right across Europe and Asia and didn't need it once, because of the people who put me up all the way to Iran and then the fact that rooms in Asia are not expensive. I'm hoping/expecting to rectify this in Australia though.*



# 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:

**Contributors:** Warren Malschinger  
(Guernsey), James Barnicoat (UK),  
Pedro Matos (Portugal), Alex Waters (UK),  
July Behl (UK), Fabrice Glad (France),  
David Marvier (France), Andy Dukes (UK),  
Joao Soares (Portugal).

### Copyright:

Rust Sports Ltd.  
All rights reserved.

**Thanks:** again to David Marvier for a fantastically  
captured and described feature on a classic flat  
track event. Simply beautiful.

Reproduction of any part of RUST is prohibited  
without the express permission of Rust Sports Ltd.



Hats off to Christophe Nambotin, at the point of going to print (or at least finalising the PDFs – modern times) the 33-year-old Frenchman was leading the 2017 ISDE outright (after three days). Injury has blighted his past two seasons but he's bang on form again now. And you cannot deny his ISDE supremacy, already five times in the winning team and twice the outright winner (and of course three-time a world champion). Yeah, that's a stride of pride...

**Image:** Future7Media