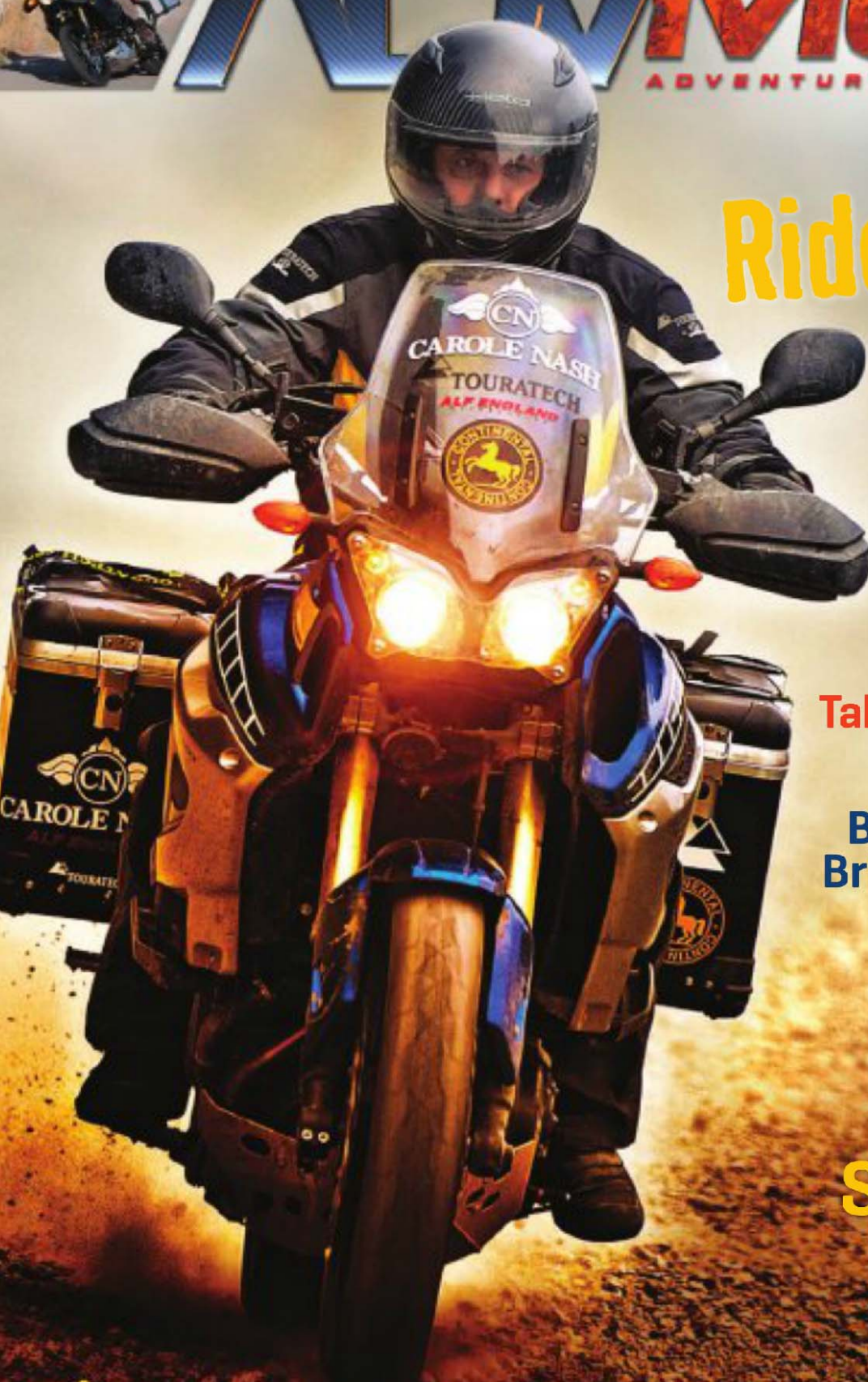




# ADV MOTO

DUAL SPORT NEWS  
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## Nick Sanders' Ride for the RECORD

Prudhoe Bay to Ushuaia  
... and Back!

Ara Gureghian & Spirit  
Musings of a  
Wandering Soul

Tales of the Unexpected  
Time to Change Your Mindset

Beautiful, Barren and  
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Sudan: The Great Unknown

A REVIEW OF THE 2012  
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**In-Depth Reviews**  
Safari, Rugged Rider,  
PIAA & More

**A Trip Snapshot**  
Frank, the Chinese Mechanic,  
Gets the Job Done

# BETTER!



Our second note about the Safari is that small amounts of fuel remain in remote spots of the tank after it is technically empty (see photo). This is due to overall tank size, shape and petcock placement. The good news is, if one should run empty when on the rider reserve, they may be able to tilt the bike and scavenge any remaining fuel. We'd estimate 8-14 oz. might be gathered this way.

## A-HA!

Perhaps the biggest, most pleasant surprise about this product is its noticeable improvement to overall handling. By placing fuel lower and to both sides, the cumulative effect is that the bikes center-of-gravity is lower. Perhaps not as noticeable when full, by the time you've used 1/3 tank you feel the bike has better COG than with a full stock tank.

For further product information, or product availability for your bike visit [www.justgastanks.com](http://www.justgastanks.com).

## RUGGED RIDER: DRZ400 Skid Plate

by Richard Peebles

Loose rocks are hazards we don't want to avoid when we're out on our Suzuki DRZs—in fact we go looking for them.

At the same time we don't want them re-shaping the engine, or worse yet setting our oil free! So, most of us add sturdy skid plates to our bikes as soon as we can. You can't do better than the one from Rugged Rider. This skid plate is an impressive combination of strong materials, excellent craftsmanship, and elegant design. The thing just looks really cool on the bike. That's a theme for all Rugged Rider products: excellence in engineering—just like their famous extensible tail rack for the Suzuki DRZ they also make. In fact, I purchased this skid plate because I was so delighted with the tail rack that I bought three months earlier.

Rugged Rider's skid plate made of 3/16" 5052-H32 aluminum which is strong enough to fend off the most aggressive rocks lurking on the trail waiting to bite you, and light enough that you won't know it's there. The mounting design is clever. Using the factory side mounts, the bolts are protected from the hazards of the trail just as well as the engine case is. Mounting brackets hold the plate away from the frame so it is quiet—no vibration noise and no hum at highway speeds. The plate has venting holes that let the engine stay cool, and a drain hole in the bottom means you can do an oil change without having to remove the plate.

I'd rather ride than wrench, so on the project difficulty scale of one to five wrenches, my mechanical expertise lets me take on the "one wrench" jobs. With that calibration in mind, I can tell you mounting this Rugged Rider skid plate is an absolute breeze. The kit comes with a ball end hex wrench that makes it dead-simple to screw in the bolts—no need to wrestle with the thing to get it on. I had the job done in about twenty minutes; half of which were spent admiring the craftsmanship before getting on with the job at hand.

Customer support at Rugged Rider is second to none—they back their products. Help was friendly and immediate. I highly recommend it! MSRP: \$139.95 (standard) to \$189.95 (anodized). [www.ruggedrider.com](http://www.ruggedrider.com)

