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ISSUE 028 - SEP / 2016



CHINESE RAMPAGE



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FEATURES

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EDITORIAL



Mesum Verma – Editor in Chief

*ride on
keep it real!!*

*Mesum
Verma*

Chinese Rampage

the first time there has ever been a Downhill Race in Qinghai province. Close to Xining, the area looks a bit like in Utah where they held the Redbull Rampage. So everybody started saying, this is the Chinese Rampage, and everybody knew which race it was. The biggest prize money in history was given out for a domestic rider: the winner got himself 30K Yuan, which is pretty good! Of course there were international riders there, mainly from Australia, since they built the track there, so the legend Nathan Rennie was there too!

Probably not a bike for Rampage but still a bike to attack hard! We show you the all new Scott RC Scale, which Nino rides from win to win!

A bit of Rampage style could be found at the last European iXS cup in Leogang! It was raining, which means, you have good conditions to beat your bike and yourself! We got this issue out a bit late, since we were in India for biking there. Next issue is coming soon with that story!

ISSUE 28

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CHINESE RAMPAGE

Downhill Race in Qinghai



SCOTT RC SCALE

Review of the new Scale



EUROPEAN DH CUP

Race Report: iXS European Cup #6 Leogang





Hannah Cowie

The TDRY 2016 international Danxia downhill cycling race,

was held on the 27th and 28th of August. The event was set in the mountains in the middle of China's rural Qinghai province. The track was a short dusty trail that offered spectacular views, which made the event special. The event saw many international elite riders including Australian downhill legend Nathan Rennie and other Aussie talents including the Crimmins brothers Thomas and Andrew, and Tim Eaton, Japanese rider Hajime Imoto, Canadian Doug Sharpe, Markus Ruchti from Switzerland and not forgetting the riders from Hongkong, Taiwan and China itself.

Nathan Renny





The event was held in the Ashigong National Geological Park within the scenic spot known as the Xuanyuan Earth Garden. It's been open to the public since 2006 but this was the first downhill event the region has seen. The first thing you notice when you enter the park is the breathtaking number of diverse mountain types that cover the land area being made up of 13 different soil types. The purpose of the event, according to Qinghai TDRY cultural tourism organisers, was to promote and develop cultural and eco-tourism in this region of China. What better way than to have a downhill event!



The Australian based company DirtArt was commissioned to design and build the track. They sent over a highly skilled team including riders Nathan Rennie, Thomas Mallet, Jay Motherwell and Jon Sydney to construct the track. The track was built over 4 weeks using what the guys described as basic equipment which included shovels, pick axes, 2 excavators and a yack cart which was used instead of a wheel barrow. Being a National Geological park there were a lot of restrictions on where the track could go. They were asked not to remove certain soils and most of the plants were not to be touched.



Thomas Mallet said the main difficulties they faced were the dusty unstable conditions of the earth that they were working on, the high altitude conditions (2209 meters above sea level to be exact) and the heat. The steep mountainside offered no shade, which made working conditions very tough. Thomas said that these conditions were completely different to working back in Australia. The four foreigners and 21 non-English speaking Chinese workers produced a well designed and well executed 1.15km downhill track and a dirt jump area.



The track had no lift up due to the steep conditions so all the riders pushed their bikes up the hill to practice. No one seemed to mind so much as the temperature wasn't too high and the walk up the track only took around 15 minutes. The first day saw all of the riders building their bikes and having some initial practice runs down the track. First impressions I got from most of the riders was the fact that the track was very loose and dusty, as they hadn't had much rainfall before we arrived.



The Chinese organizers welcomed us and put us up in a nice hotel. Although being picked up went smoothly, during the event there seemed to be a lot of miscommunication and hanging around which led to some frustrations amongst the riders. The local food we had was spicy and not to some riders' tastes which was a hot topic for the riders to discuss in between practice. Although most people were not so keen on the food, Hajime Imoto said that compared to the last Chinese race he attended in Enping the food was Michelin star standard.



On the second day was the opening ceremony, with a huge show put on for both government officials and local people. The set up of the stage and screens was to a really high standard and it was great to see the local people turning up to the event although looking a little confused at to what they were there for. This was a nice atmosphere for all the riders to meet the media, including local television stations and press.



After what seemed like only a few practice runs down the DH track and a few demonstration rides on the 2x2 track, which impressed the government officials, it was time for the seeding event. The weather conditions were very good with mild temperatures and not too sunny. Some riders did catch the windy parts of the afternoon once they got to the top of the track.



The groups were categorized as follows:

- International elite group
- Domestic downhill group:
 - Elite group age 18-39
 - Open group age 18-55
 - 2x eliminator groups age 18-48



The seeding races saw some of the international elite and open groups getting their crashes out of the way before race day. Unfortunately for Tim Eaton his crash half way through his run ended in a broken collarbone; he was rushed off to hospital and was on the first flight back to Australia. Everyone was pretty sad to see Tim go home.

On race day the weather was very dry, sunny and dusty. Some riders felt like the course had changed quite a bit due to heavy winds.

In the international elite category in 1st place Thomas Crimmins (1:08.78), 2nd place Andrew Crimmins (1:09.84), 3rd Nathan Rennie (1:10.74), 4th Hajime Imoto (1:11.97), 5th Markus Ruchti 1:13.63, 6th Jay Motherwell (1:14.08), 7th Doug Sharpe (1.16.36), 8th Thomas Wallet (1:29.54).





Domestic Elite group

1st Tang Meng Qi (1:17.33), 2nd Zhang Shuan (1:17.34), 3rd Song Jia Yi (1:19.31), 4th Sun Jian(1:20.15), 5th Li Xian Yi (1:21.77) 6th, Ye Zheng Wu (1:22.16)

The closing ceremony was as grand as the opening with many volunteers holding flags and trophies to give out to everyone who had competed. Officials gave out prizes, which included some big cash prizes. Nathan Rennie entertained everyone with his skills at giving champagne showers. After lots of prize giving and cheering and further champ spraying, the press got their last minute shots and interviews with the competitors. The evening turned into a hedonistic celebration for some riders as the winners used some of their prize money on boxes of beers and local spirits.



After a long philosophical evening, the organisers kindly took us on a grand tour around some tourist hotspots. Entertainingly there were lots of quad biking areas that we went past which the riders could not resist. It was fun to see downhill mountain bikers being let loose on quad bikes around the sand dunes. It was a bit like seeing little kids on Christmas morning.



Despite some organisational mishaps, which sometimes caused misunderstanding among the international riders, for a first time event the overall outcome was a positive one. Everyone seemed very happy with the standard of the track and the international riders could see that the Chinese riding scene seems to be on the rise and all had a special experience coming to China and could see themselves coming back in the future.

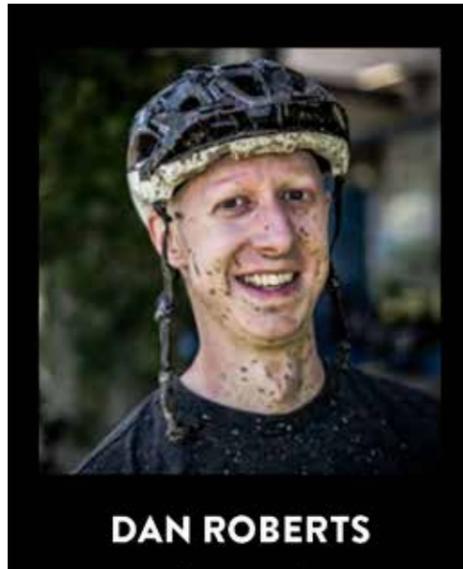
SCOTT SCALE

WORLD CUP DOMINATOR



SCOTT's super lightweight hardtail has won countless World Cup races, and can call itself both a World Champion and World Cup Champion. When we think of the Scale, we think of World Champion Nino Schurter no other rider/bike combination has won as many races together. One of the sport's most promising young talents, Jenny Rissveds, set a new record winning all U23 World Cup races in 2015 aboard the Scale, emphatically taking the World Cup Champion title.

The SCOTT Scale is more than just a super light, stiff and fast race bike. It has not only fascinated mountain bike racers around the World for many years, but has also appealed to everyday-riders for just as long.



DAN ROBERTS

BIKE ENGINEER

“In today`s market it`s getting easier for anyone to go to Asia and release a mediocre carbon hardtail frame and call it good. That`s where we are different. Focussing passionately on every little detail, no matter how small the gain is really sets us apart from everybody else, and puts the new Scale firmly ahead of the competition.”



RENE KRATTINGER

PRODUCT MANAGER

“From the time we first brought the Scale to market, we have set benchmarks with regards to lightweight hardtail frames. The new Scale follows this trend, again setting benchmarks with regards to weight and stiffness, and now also with its technical innovations.”



NINO SCHURTER

SCOTT ATHLETE / WORLD CHAMPION

“The new Scale not only is incredibly light, it also provides standing comfort in the rear triangle which is super important when riding technical descents. It saves me energy in both uphill and downhill. Another great achievement is the improved geometry- the Scale feels more confident in the front thanks to a more centered rider position on the bike and more agile in the back due to shorter chainstays.”



**ENGINEERING &
PRODUCT DEVELOPMENT
BACKGROUND**



points are machined alloy removable inserts that come along with the frame and can be chosen according to the setup of the bike. Assembly an electronic group or a dropper post will not be a problem and the look will always be clean-cut.

ICCR CABLE ROUTING

To provide a clean look and a functional solution for all the different control cable standards on the market, the cable routing is fully internal and designed for full length cable housing. Routing the cables internally omits bulky external hardware and looks cleaner. The cables can endure a longer lifetime as they are protected within the frame. The entry



new Scale

The seat stay area is critical to the ride comfort. To allow the seatstays to do their job properly, they should be independent of the stiffening effect of the brake mount. In researching the perfect balance of the brake mount with desired frame stiffness, we reconsidered the entire brake mount paradigm.



previous Scale

On the new Scale we've introduced a specific brake mount adapter anchored directly with the chain stay and the thru-axle. Thanks to this solution the carbon structure is cleaner and lighter, the flexion of the rear triangle on the brake side is not inhibited, and as consequence, the frame comfort is increased. The support is available in two versions, one for 160mm rotors and one for 180mm.



**849 GRAMS
LIGHTWEIGHT
COMFORT**



■ COMFORT ZONE
■ STIFFNESS ZONE

Racers will attest that ride comfort is an essential element of performance. During the development of a hardtail frame, it is essential to distinguish the areas of the frame optimized for comfort from the ones more related to the stiffness.

SCALE WHEELSIZE OPTIONS

SCOTT SCALE RC 700 / SCALE 700

THE SCALE 700 SERIES OF BIKES USE THE 27.5" WHEEL STANDARD AND IS DESIGNED FOR MAXIMUM EFFICIENCY AND MINIMAL WEIGHT. THESE BIKES HAVE MODEST AMOUNTS OF FRONT SUSPENSION AND ARE THE LIGHTEST IN THEIR CLASS.



SCALE FRONT TRAVEL
100mm

SCALE FRONT TRAVEL
100mm

- THE WORLD CHAMP'S BIKE
- THE SCALE 700 IS THE BEST ACCELERATING BIKE OF THE BUNCH
- INDUSTRY LEADING LIGHTWEIGHT FRAME



SCOTT SCALE RC 900 / SCALE 900

THE SCALE 29ERS ARE DESIGNED FOR MAXIMUM EFFICIENCY AND MINIMAL WEIGHT. THESE BIKES HAVE MODEST AMOUNTS OF FRONT SUSPENSION AND ARE THE LIGHTEST IN THEIR CLASS.



SCALE RC FRONT TRAVEL
100mm

SCALE FRONT TRAVEL
100mm

- THE MARATHON RACER'S CHOICE.
- THE SCALE 900 HAS THE BEST ROLLOVER CHARACTERISTICS THANKS TO ITS 29" WHEELS.
- INCREASED STABILITY DUE TO THE BIGGER WHEELS.



SCOTT SCALE PLUS

THE SCALE PLUS SERIES OF BIKES MIX A WORLD CLASS RACE GEOMETRY WITH TRAIL FOCUSED PLUS SIZED WHEELS AND COMPONENTS MAKING SOME OF THE ROWDIEST HARDTAILS EVER. - LIGHTWEIGHT, VERSATILE, FUN.



SCALE PLUS FRONT TRAVEL
120mm

- LIGHTWEIGHT, VERSATILE, FUN
- SUPERIOR TRACTION, BOTH GOING UP, AND GOING DOWN





▶ NINO SCHURTER

NO SHORTCUTS

It's not just what you see the moment you need to be at your best, it's that you were passionate enough to spend years of moments chewing up dirt to get there.

NINO SCHURTER
2015 WORLD CHAMPION
& WORLD CUP CHAMPION



© extreme-pics / Thomas Dietze



iXS

Race Report: iXS European Cup #6 Leogang Lukasik and Widmann win EDC 2016

Slawomir Lukasik and Veronika Widmann dominated the field of 300 riders from 24 different nations in an incredibly exciting last round of the European series this weekend and took this year's title as the iXS European Downhill Champions 2016.

Leogang has been a part of the iXS European Downhill Cup right from the start of the series and, hence, played host for the EDC already for the ninth time this season. The bike park belongs to the favorite downhill spots of many riders, which is why the races in Leogang are typically extremely crowded and lure especially the downhill elite to the European series and the World Cup. This year's season final was again celebrated as a part of the Biketember festival, along with the Specialized-SRAM Enduro Series, the Scott Junior Trophy und a C1 XCO race, resulting in a weekend full of mountain bike action and inviting hundreds of great athletes!

At the World Cup in June we already learnt that Leogang's track is far from easy even for the pros, especially under rather wet circumstances. However, it has been slightly modified again since then, providing the riders with quite another challenge this weekend. Similar to last year, summer decided to turn its back on Europe just in time for the Biketember festival, leaving the riders with rainfall and low temperatures after a week full of sunshine. While most riders arrived under a bright and shining sun sometime during last week, the weekend greeted the bike park with loads of water, turning the track into a real mud bath in combination with some wicked roots and stones underneath – hence, nearly no one made it down the hill during the training dry and without a crash.





As usual Saturday's seeding set the stage for the upcoming finals on Sunday by determining not only the start order, but also the participants of the Super Final. In addition, also the seeding brought some valuable last points for the rankings before the finals. At the end of the day Slawomir Lukasik (POL - NS Bikes FroPro) and Carina Cappellari (SUI - Radon Magura Factory Team) delivered the best times of the day in their respective categories

The current leaders of the rankings Johannes Fischbach (GER - Radon Magura Factory Team) and Veronika Widmann (ITA - Bike Club Egna Neumarkt) were left in third and fourth places. While Fischbach seemed to be on top at the beginning, he crashed in the final passage which reduced his lead in the rankings significantly. After such a result in the seeding and with everything in the Elite rankings still open, the stage could not have been set better for an exciting final round of the EDC on Sunday!

In the meantime, Max Hartenstern (GER - MTB Bande Schatzki) and Valentina Höll (AUT - YT Industries) did not seem to care about these rather bad conditions at all – which might be due to the fact that they already took the title early and had nothing to lose in the finals. Max Hartenstern, who also currently holds the title of European Champion of the U19, still delivered a time that would have brought him the podium in the Elite Men and once more demonstrated his skills and the bright future of his downhill career ahead. Vali Höll also decided to prove her skills and

delivered the best time of all female starters, including the Elite Women – quite an achievement at 14!

Fortunately, the weather was better on Sunday and the rain finally stopped, even if the track was still far from dry. Unfortunately, while the track got drier, the mud got thicker and made it even more difficult to deliver a fast result, which became clear as soon as the first riders started down the hill.

In the Masters category Christian Junker (GER - Rose Factory Racing Team), succeeded with a 6-second lead towards seeding run fastest Rostislav Stencel (CZE - Bikeplac Racing Team), while Rowan Sorrell (GBR - Bikepark Wales) took the third place. Frank Hedwig (GER - Rad-Art), on the other hand, really did not get lucky this weekend and ended up in 11th place and even lost his third place in the rankings last minute.

In the U17 female category, Vali Höll repeated her success from the seeding and set a time of 5:06.631 minutes with an incredible gap of 43 seconds towards the second place, which made it a worthy final run to celebrate her title.

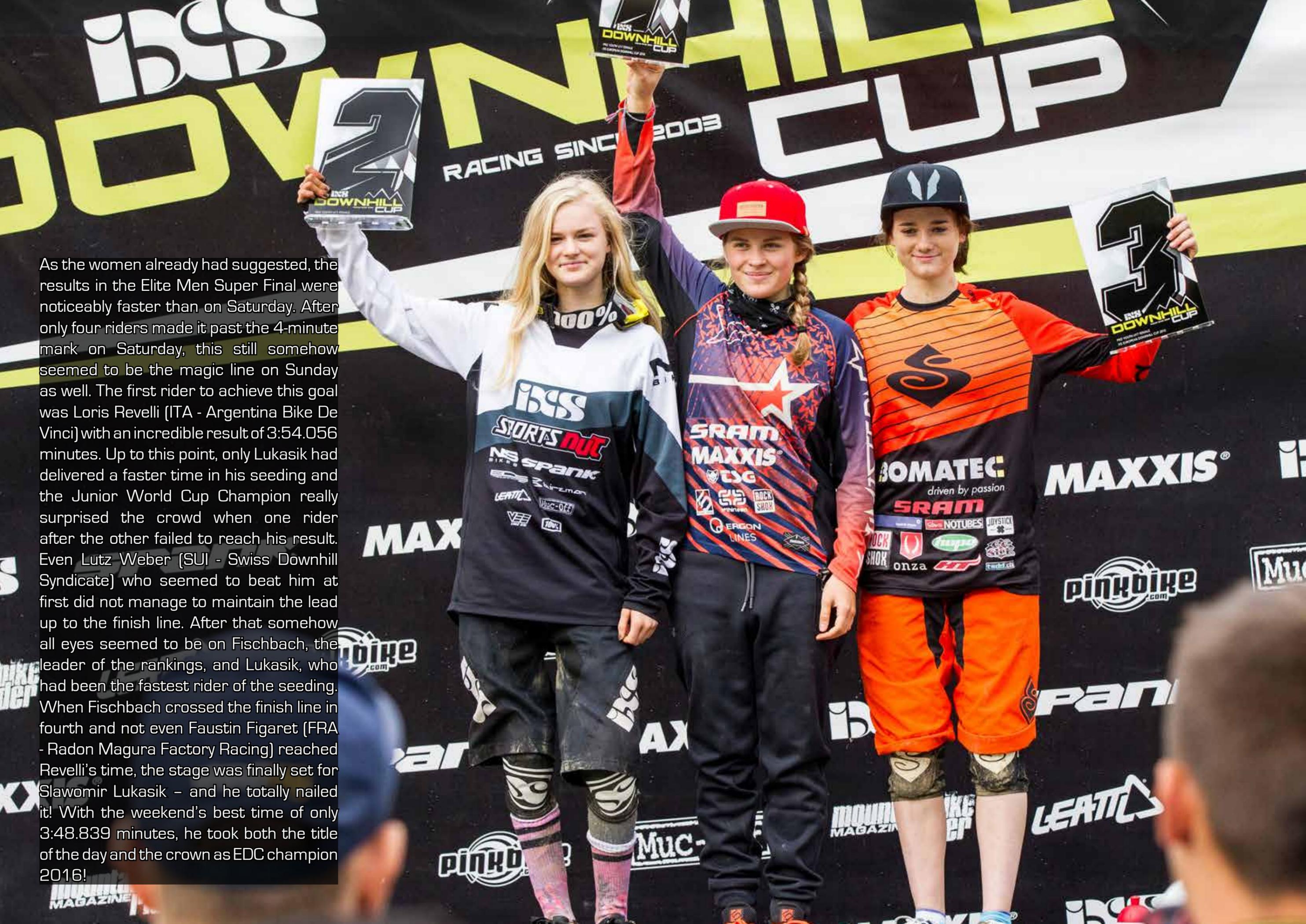
The next category down the hill was the U17 Youth. While Giacomo Masiero (ITA - 3 Stars) set the best time this weekend, Marcel Merkli (GER - Solid National Racing) finished in second and missed the first place by only split seconds. However, his lead in the rankings was still big enough and brought him the title 2016 anyway. Congrats!





In the U19 category Max Hartenstern was already crowned as this year's winner before the race had even started. His strongest competitor and the only one who could have altered this result would have been Moritz Ribarich (AUT - Swiss Downhill Syndicate), who had to cancel EDC #6 due to injuries following from a crash at the World Championships in Val di Sole. Nevertheless, Hartenstern delivered quite a performance and set the best time of 4:02.621 minutes, while Joe Breeden (GBR - Solid Reverse Factory Racing) and Janis Lehmann (SUI) completed the podium.

For Italian Champion Veronika Widmann the season ended exactly as it started: with success. She dominated the Elite Women category setting the best time of 4:43.547 minutes. With this result she not only was the fastest female rider of the day, but also took the title of the EDC 2016 in the overall rankings. Eleonora Farina (ITA - GB Rifar Mondraker) finished in second place, followed by Carina Cappellari in third. In the rankings Leogang's result brought Cappellari the second place, while Jana Bartova (CZE - RRP) had to settle with the third place this season.



As the women already had suggested, the results in the Elite Men Super Final were noticeably faster than on Saturday. After only four riders made it past the 4-minute mark on Saturday, this still somehow seemed to be the magic line on Sunday as well. The first rider to achieve this goal was Loris Revelli (ITA - Argentina Bike De Vinci) with an incredible result of 3:54.056 minutes. Up to this point, only Lukasik had delivered a faster time in his seeding and the Junior World Cup Champion really surprised the crowd when one rider after the other failed to reach his result. Even Lutz Weber (SUI - Swiss Downhill Syndicate) who seemed to beat him at first did not manage to maintain the lead up to the finish line. After that somehow all eyes seemed to be on Fischbach, the leader of the rankings, and Lukasik, who had been the fastest rider of the seeding. When Fischbach crossed the finish line in fourth and not even Faustin Figaret (FRA - Radon Magura Factory Racing) reached Revelli's time, the stage was finally set for Slawomir Lukasik - and he totally nailed it! With the weekend's best time of only 3:48.839 minutes, he took both the title of the day and the crown as EDC champion 2016!



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Another downhill season comes to an end and another year of downhill action is in the books. For now, all participants are headed towards the off-season for a well-deserved rest. Let's all take some time to sit back and relax – just take it as the calm before the storm: next year we are officially celebrating the tenth anniversary of the iXS European Downhill Cup at the best tracks of Europe. So be prepared and ride on!

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ISSUE 28

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SPECIAL THANKS TO

Bryan Bell, Liu Wen Qian, Yiya

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