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YOUNG BLOOD

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SCALE 900 RC



Frame : Scale Carbon / IMP Technology / HMX / Tapered HT / PM 160 Disc
BB92 / IDS SL Dropouts for 142x12mm / SDS Shock Damping System
Fork : Rock Shox SID RL3 Air / DNA3 Custom Damper with 3 modes
15mm QR axle / Tapered Steerer / Lockout / reb. Adj. / 100mm Travel
Group Set : SRAM XX1 11 Speed
Frame Weight: 9kg
MRP : ₹ 6,37,900/-*

+ DM CHAINRING + HANDLE BAR 720MM + RIDELOC UNDER THE HB



A SCOTT ODLO MTB RACING AND 3ROX TEAM REPLICA, THE RC IS AS RACE READY AS IT GETS!

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EDITORIAL



Mesum Verma – Editor in Chief

ride on
keep it real!!

Mesum
Verma

Young Blood

Get them young, we always say!

The Family Wu in China always take their kids on trips somewhere in China. They have been also to Tibet, and took the bikes along with them. The kids really like to go outside and explore the world with their little bikes.

We take you also into the process of how the Atherton team got ready over the winter for the new season. On board there is also young Tyler who makes progress every year.

In Shillong, a good number of boys are going out every week to explore and ride the trails in Meghalaya. A good scene is growing there, going together digging, riding and having fun, and that is why there is a need to spread the news about biking, the yet still young sport in India.

It needs young fresh blood!

ISSUE 24

MTB KIDS

How Family Wu spend there weekends and holidays.



TESTING 1.2.3

How Atherton's got ready for the new season!



DOWN TODAY

Rise tomorrow



FRESH GEARS

SDG Components, FiftyFifty, StanTi



CONTENT

BRING
THE

CYCLING

TO SEE
THE

BOYS

WORLD



Chen Yijie

Chen Yijia



Wu Ge



Wu Ge

Chen Mingying



We have two boys and before they were born, their father got crazy passionate about cycling and spent almost all his spare time on cycling. After the kids were born, my husband had to give up on his beloved cycling activities and started helping take care of the twins. Most of the times, he could only watch some past cycling video clips to satisfy his craving for biking while attending the kids.

While the kids are growing older day by day, their father found out that they started to become interested in biking. When the dad was watching biking related videos, the kids were also watching with him quietly. We

got each of the twins a balance bike with no pedals when they almost turn two. The kids were able to ride the balance bikes inside our house all over the places the very first time hopping on the bikes making me believe they must have got the sport genes from their father. Gradually, the kids started to bike outside near our house with their father. There is a place closed to us called "Shumuyuan" which is used as a plant research center by a college. Although the place is not very large, it preserves the primitive ecological environment. There are many different rare plants in there, and the breath taking forest is adored by me





since I am
a passionate
photographer.

Last May, we packed our luggage and bikes, drove 2000 kilometers to the Sichuan Tibetan region with our Pajero enjoyed a 10-day “4+2” journey. Ten years ago, when my husband and I first came here, we met a young lama name Baima which means “white horse”. Ten years has past and Baima has already become to a respectful Guru in his temple after so many years of hard study. Baima’s temple is located on top of a mountain with 4000 meter altitude right outside of the town of Daofu. Many students from inland have been studying here for

many years
however their
perfect Mandarin
somehow make me feel
dissonant. On the other
hand, Baima's far away
from perfect Mandarin
warmed me up. It was
the first time the twins
met with Baima but
they were not shy at
all and circled around
Baima with thousands
of questions that
Baima would never
understand. When their
father took out their
balance bikes from the
car, the kids started to
cycle around the sacred
temple disregarding
the high altitude along
with the curious look of
the lamas. On contrast,
Baima was a little
shy, hid himself in the
corner and watched
the kids playing with a
silly but warm smile on
his face.





In the Tibetan region, it never lacks the beautiful snow mountains even in the month of May which is already the beginning of summer. The kids who grew up in the south seeing the snow the first time in their lives were very excited and built a “transformer” snowman with their little hands. Driving freely to the top of the mountain, it is easily to find a perfect downhill path.

What you cannot see from the beautiful scenery photo is the cutting wind blowing at us. Luckily, the twins did not care much about weather and enjoyed cycling around the plateau grassland and became the model of their photographer mom.

Now the twins are five, and they are capable of biking for 20 to 30 kilometers with no trouble, so their father no longer needs to sacrifice his cycling time to take care of the children.





Every weekend, they can always find somewhere to bike around. Biking and traveling have not only taught the boys how to love and enjoy the beauty of nature but also taught them to be diligent, be humble, be brave and to love others.



Laurence Crossman-Emms



Gill Harris



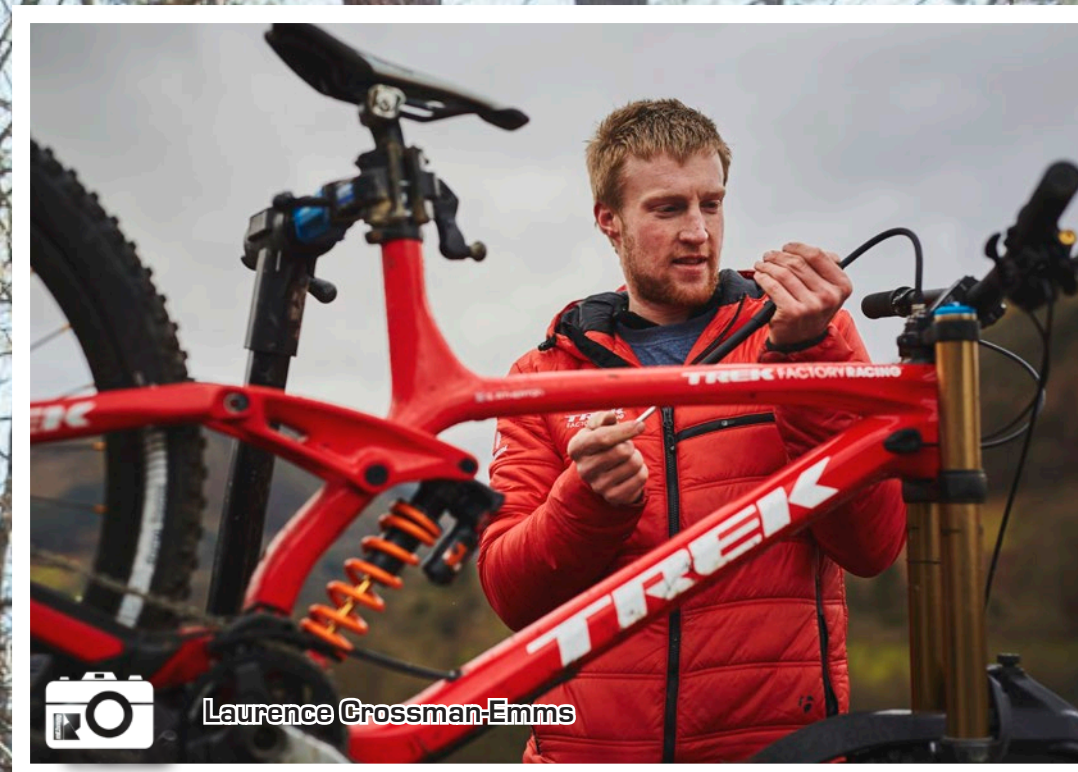
TREK FACTORY RACING

With the 2016 Downhill World Cup season already underway with Round 1 at Lourdes we caught up with the brand new Trek Factory Racing DH team, winners of the fastest team at the race to chat about the winter of groundwork and the 3 stage system of training and development that made these results possible.





Duncan Philpot



Laurence Crossman-Emms

MTB Mag Asia: It doesn't seem months ago that we were celebrating Rachel's domination of the 2015 season, and now she's at it again with her first victory of 2016...

Alan Milway (Trek Factory Racing DH Coach) The mountain bike race season is long, and seems to get longer every year with commitments for filming and media, so the true 'off season' is becoming more and more important. Physical recovery is key, but more than this, the mental down is really important. There's a big difference between an amateur who might be fit and strong and continue to train 2-3 times a week, versus a professional, who needs some time away to refresh.

MTB Mag Asia: So they have a month or so off and then what? I think someone once described it as like base camp on the way to the Everest summit?

Alan Milway You're right! It is a bit though with four such different athletes it's not clear cut... Rachel was coming off a hugely successful season, but being Rach she always wants more. We had some clear areas we both think can be improved, and that was motivating. Gee had come in to



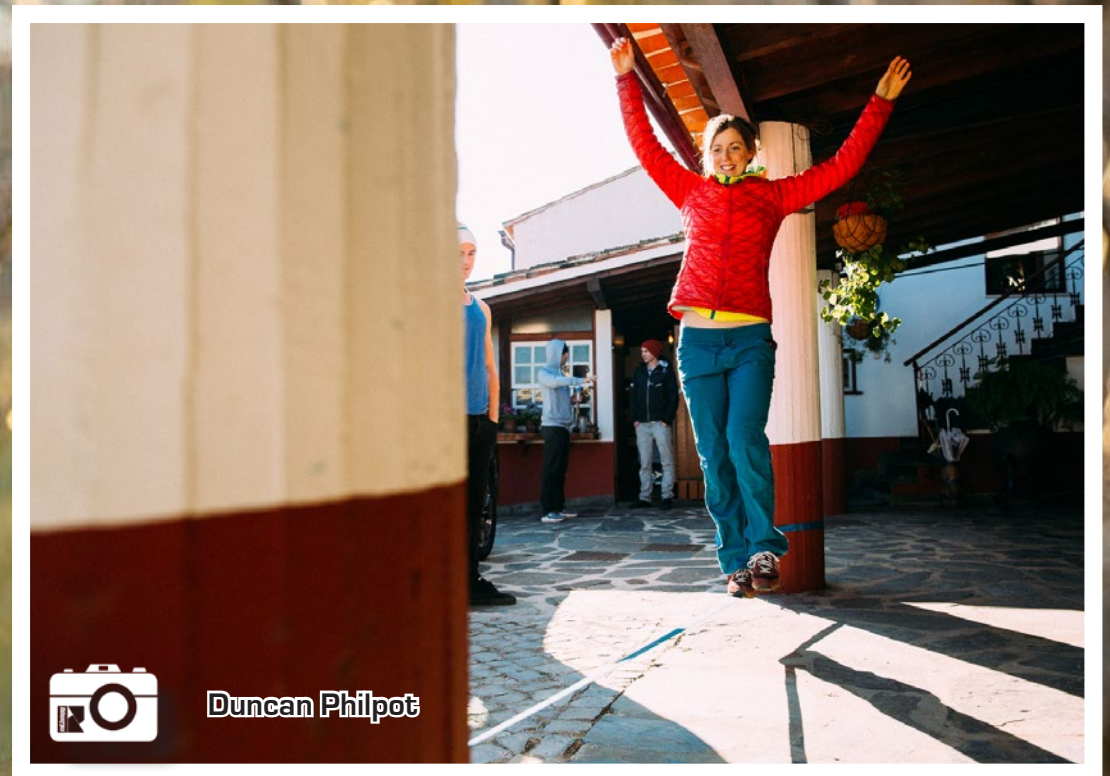
Lourdes 2015 so fit and strong, but a broken wrist there had left him coming back from injury and kind of fighting niggles all year long. His big crash at Worlds meant he had some wounds to heal, and he needed to feel ready for the slog of training all over again. Dan won't be racing Downhill this year, he'll take on the Megavalanche and some EWS races but he is a massively important part of the team dynamics – in training and in all aspects of the team life. He had a big shoulder operation in September, because he's been focusing on his digging over the winter rehab wasn't as drilled as it could have been, but he has spent a lot of time now working on it and we have got it to a good level already – way ahead of the surgeon's prediction.

And finally young Taylor, Tay is getting bigger and stronger by the day! As he is still young there are still lots of areas to develop and improve – 'movement skills' shall we say, so we are keeping eyes on this as we work around the other main areas of training. I always have that long term plan for someone young like Tay where we try and make him a good athlete now, and a better one for the future.

This year I've viewed the athletes off-season as having 3



Duncan Philpot



distinct stages of development each with their own set of measurements and constant testing/feedback so yeah, stage 1 would definitely be “Rest” followed by a killer session in the bio lab to quantify those base levels!

Stage 2 is dominated by Training Camp 1, here it's all about the athlete's bodies, gym work and building endurance on the road bikes. We've run this kind of Training Camp for four years now so I have 4 years of notes and numbers I can refer to!

We pretty much ride every morning, and spend every afternoon in the gym! I like to integrate Rach with the boys on road rides I'll often be her 'wind break' and try to pace her, and then bridge the gap to make the sure the boys are doing there thing. Rach has it tough because she is surrounded by men who are strong, fast and fit; which means she never really sees how good she is! That can be hard, but then when she is in an environment with other girls she can see the benefits of having the boys as a yard stick! It's a bit of a circle...

As Tay develops it is easier for him and Gee to train together



Duncan Philpot

on the road – Dan is the “all seeing eye” and keeps everyone working together, which is great. He’s a hell of a big brother!

In the gym, everyone has specific areas to work on but the same over-arching focus, we are racing the same sport with the same demands, so train accordingly. Balancing the two things is the ‘art’ of coaching I guess.

It sounds stupid, but in our resort there was a diving board at the pool and this was a such a good break between sessions. The water was freezing which was great for recovery, but mostly it was fun and we could have a laugh trying to perfect back flips, tricks etc!

MTBMagAsia: Ok so they’re rested, their bodies are rehabbed, re-tuned and strong, what’s stage 3?

Alan Milway: Stage 3 is all about linking the ‘off bike’ progression with ‘on bike’ training and development. There were several stages to this, especially with brand new bikes from Trek to get used to adapt, test, re-test. Luckily the riders all seemed to settle really quickly. We ran a number of very productive test days in the UK, as well as being invaluable to

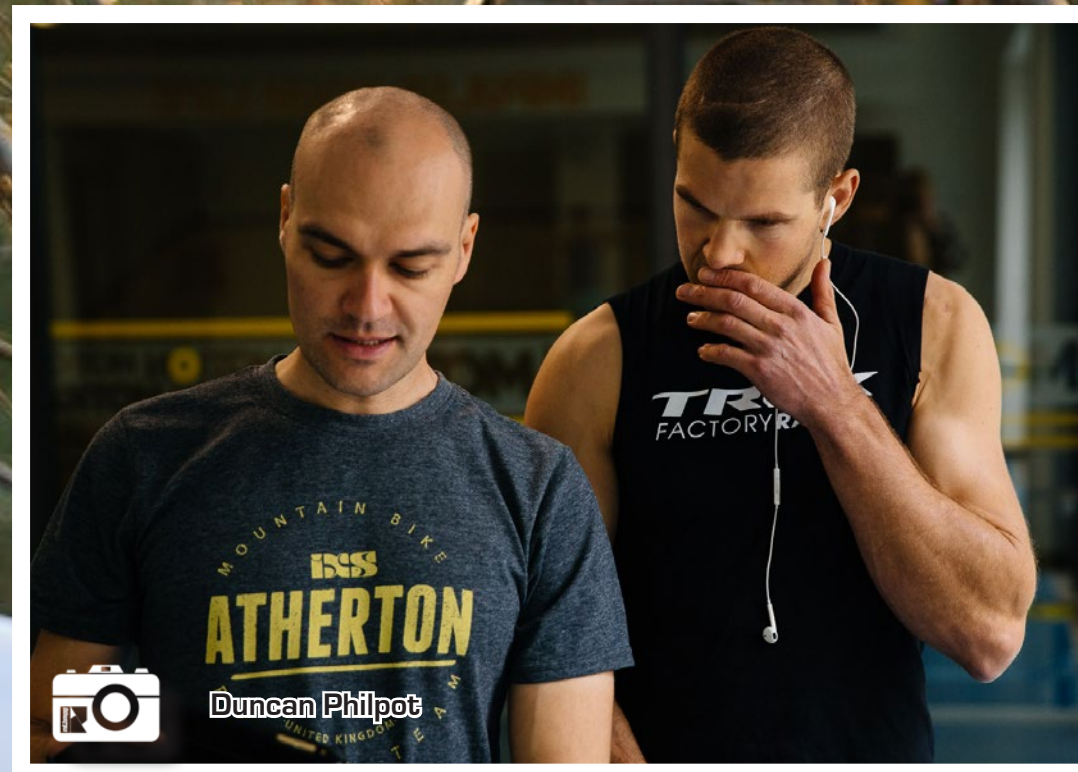


Duncan Philpot



Duncan Philpot





the technicians it allowed me to get a handle on how practice runs and riding can be broken down and analysed in a bit more detail. Then we took those learnings to Portugal where we met up with Fox who support the team with setting up their suspension, this week is always absolutely invaluable. Alongside this we had to keep progressing with the fitness and implement some 'on hill' sessions really getting to know those new bikes, factor in the essential periods of rest and I started to long for more hours in the day. Having Timmy [The Atheron's longtime chef www.podiumcatering.co.uk] here has been a God send as we can relax and eat well without going back out for food.

Everything I do with team is evidence based, but linking it in to such an applied area is the challenge, a fun challenge though! Logically working through the physical demands, how best to measure and then train them on off the bike and on the bike, timing, filming, feeding back, it all comes back to being faster down the hill.





Dongul Paominlun



Cheyann Wyeth Nongrum



Cheyann Wyeth Nongrum, Ian D Kuper

Ronan Bazely, Jason Syiem

**DOWN + TODAY,
RISE + TOMORROW**



This summer offers a perfect opportunity for the boys in Shillong, Meghalaya to get their head start in the world of biking. It poses not only the perfect opportunity to train for upcoming events, but also to grow, develop and hone their skills in the sport.

Mountain biking has impacted the city of Shillong, the capital of Meghalaya in North East India. The city has a number of young talents eager to grow and improve in the sport.

This summer lets out the spell of sunny days, dusty trails and tons of fun. Many young riders have taken a keen interest in the sport and biking generally has become an important part of the lifestyle of not only the riders, but for the common people as well. Many individuals, young, old, working, or just on vacation, are seen in the streets with their bikes doing a few laps round the town square.

A particular group showing more formal interest in the sport has come together

to form a separate legal entity called, "Cycling Shillong." This not only takes biking to a higher level in the town, but also shows the interest and support of people who show common interest in the sport. The government has also realized the growth of interest and the increase in number of cyclists. There for taking action and showing its support to this new trend, have imposed new rules and regulations ensuring the safety and welfare of the cyclist around town.

There are many other young riders who show a particular interest in downhill mountain biking. Shillong being a hill station has many trails yet to be discovered. The most common trails which downhill riders prefer are the popular trails in "khlaw Malki" and "Third mile" in Upper Shillong.

"The day starts off with the alarm at 4:30 am and a rendezvous at 5 am. We head off to the trail and hike up about 20 minutes halfway to the top of the hill. We normally start





our run down from there. Khlaw Malki offers a mix of fast straights and significantly technical trails. Though they are pretty short, they're enough for us to choose different lines and try out which one's the fastest.

"Laimer" or Third Mile is a longer trail which has many sections which requires you to pedal in order to keep up the speed. It has many sections through the woods with tight turns where one might clip their handlebars if not careful. But it helps you

improve your weight distribution while turning and body lean etc. Third mile also has steep technical sections where one can shred it through with proper line choice and significant amount of arm pump. One thing to watch out for with all that speed are the trenches which were dug and used during the Indo Bangladesh battle. Dropping in with that speed, it is necessary to remember where the trenches are in order to avoid falling into them!"

There are many more trails yet to be discovered and yet to be one of our favourites. There are many with the potential of helping us reach our peak performance. As time passes and the rains go, new trails will uncovered. Ride on! Ride Safe! Ride hard! Shred!



ALL FRESH GEARS



I-FLY 2.0 | I-BEAM

FEATURES

Light, strong and technologically advanced with minimalistic designs.
Ideal for: DH/All Racing Disciplines

- Flat-Forward Platform: Allows ease of movement on the saddle
- Rear Buzz-Cut: Provides extra tire clearance
- Lowered Profile Nylon Glass Fiber Base
- Light-Weight EVA Foam
- 2pc Cover with Kevlar Sides
- I-Beam Technology: Original monorail design, offering the greatest adjustment capabilities with the lightest weight to strength performance in the industry

Rail: I-Beam

Length x Width: 257mm x 128mm

Weight: 155g





DUSTER P SHIBUYA | TI-ALLOY

FEATURES

Optimal pedaling efficiency, versatile and responsive with smooth cover options.
Ideal for: Road, XC, Endurance, CX

- **Flat-Forward Platform:** Allows ease of movement on the saddle
- **Peri-Canal:** Continuous relief channel from tip to tail
- **D2 Edge Flex:** Provides softened edges for optimal pedal strokes
- **Mid-Density EVA Foam**
- **1pc Seamless Microfiber Cover**
- **I-Beam Technology:** Original monorail design, offering the greatest adjustment capabilities with the lightest weight to strength performance in the industry

Rail: Ti-Alloy

Length x Width: 285mm x 137mm

Weight: 235g



FIFTY-FIFTY



AM Stem 35mm / 50mm

Material:
6061T6 aluminium alloy Anodic oxidation

Weight:
139g/With 6 steel bolts(35mm) 129g/
With 6 titanium bolts(35mm) 161g/
With 6 steel bolts(50mm) 151g/With 6
titanium bolts(50mm)

Colour: Black

Length: 35mm/50mm

Tools including: N/A

DM stem 30mm / (45/50)mm

Material:
6061T6 aluminium alloy Anodic oxidation

Weight:
136g/With 8 steel bolts(30mm) 112g/
With 8 titanium bolts(30mm) 127g/With 6
steel bolts and 2 spacers(50mm) 109g/With
6 steel bolts and 2 spacers(50mm)

Colour: Black

Length: 30mm/ 45/50mm

Tools including: N/A



FIFTY-FIFTY



GuideRing GXP

Material: Anodic oxidation 7075 T651 aluminium alloy

Weight: 70g(32T) 80g(34T) 90g(36T)

Colour: Black Blue Red Green

Accessories: N/A

Chainguide DHR

Backplate material and Hardware: Anodic oxidation 6061 T6 aluminium alloy

Drivetrain protection: Nylon direct mount bash guard

Upper slider / Lower armature: Adjustable w/ ring size indicator

Chainring range: 32-36T or 38-40T

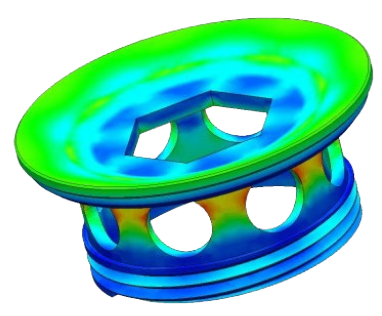
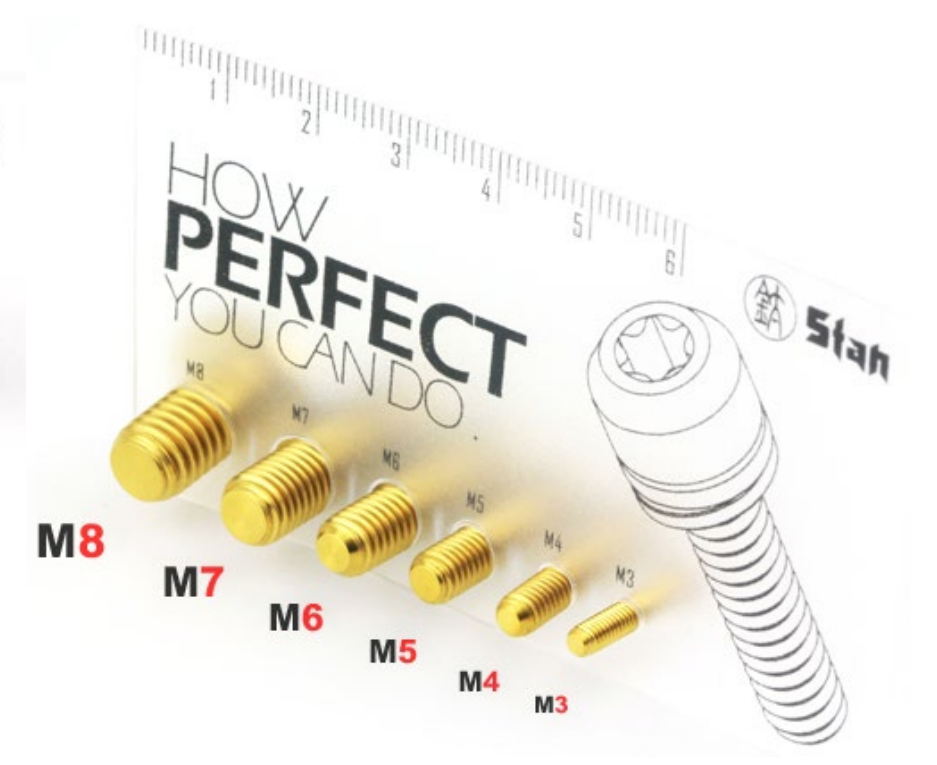
Mounting standard: ISCG 05 or ISCG 03/OLD

Roller: Single idler

Colour: Black/White

Weight: 150g(ISCG 05 36T) 175g(ISCG 05 42T)





HOW PERFECT YOU CAN DO?

STAN TI produce Titanium bolts to save some weight on the bike.

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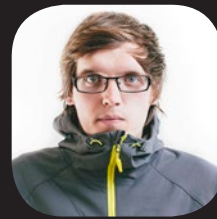
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