



# mtbmag

asia.com



ISSUE 034 - MAR / 2017



NOT NORMAL



**SCOTT SCALE 765**



Frame	: Scale Alloy 6061 Custom Butted Tubing Tapered HT / BB92 Bridge less Seatstays / Internal Cable Routing / Replaceable Hanger
Fork	: Rock Shox 30 Silver TK Solo Air / Tapered Steerer / Reb. Adj. Remote Lockout / 100mm Travel
Group Set	: Sram NX1/1X11, Single Chainring, Sram NX1 Trigger
Brakes	: Shimano M365 Disc
Approx. Weight:	12.20kg
MRP	: ₹ 96,300/-*

**+ SRAM NX1 OPTIMIZED  
1 x 11 DRIVE TRAIN**

**+ ROCK SHOX 30  
SILVER TK 100MM**

# SCOTT SCALE

## WORLD CUP DOMINATOR



## EDITORIAL



Mesum Verma – Editor in Chief

ride on  
keep it real!!  
mesum  
verma

### NOT NORMAL

somebody asking you to build a MTB training park out of nothing. This exactly happened to the MeekBoyz. With Steve Gould and Steven Meek, Rory and Toby head it to Chiang Mai (Thailand) building there a nice venue. Not normal that the 10 respective 12 years boys where the test riders for that, to find out, everything is in place. Read about there journey and make sure, you can hit those jumps same as they do.

Opposite Cork 720, a Flip Nohand, a Double Flip and a Cork 720, this sounds for you a normal thing to do with your bike? Torquato Testa, just was winning his first FMB contest at White Style in Leogang this year, he let us know, how he feels about it.

Guangzhou Downhill League just completed there race serie in 2016. Not normal, that they had like Tracey Hannah, Andrew Neethling and other top riders from Asia on there races! The first race will be held already this month in March, but first read whats all about the races in 2016.

At last but not least, the Revox Series from Bergamont an 29" MTB, a review of a fun bike for exploring the trails.

## ISSUE 34

### MEEKBOYZ

Chiang Mai MTB Training Center Park



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### REVIEW

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# RIDE IN GOOD COMPANY

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I-Fly 2.0 / 155g





# CHIANG MAI

## MTB TRAINING CENTER

How often does one get asked to build a MTB training park with a complete, blank canvas? This is exactly what happened after receiving a call from a MTB industry friend, Steve Gould. He asked me to collaborate with him on a new project to design and build a MTB park in Thailand. Well, the answer to that question was a no-brainer!



Steven Meek



Donna Macintosh



Toby Meek

 **mtbmag**

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About a week later, with our initial design plans in hand, we boarded a flight to Chiang Mai, Northern Thailand. While Thailand is usually known for its tropical beaches, night-life and infamous Thai food, it has quite a serious mountain bike scene. The Chiang Mai region boasts some of the best natural DH and Enduro trails in the world. Access and uplifts are well-organized and some downhill trails start at an elevation as high as 5400ft and last for twenty to thirty minutes.

Our picturesque drive from Chiang Mai Airport to Sabai Sabai Retreat, where the park is situated, took about twenty minutes. The primary mandate we were given upon arrival was to build the biggest and most comprehensive bike park and training centre for mountain biking in Asia.

Having a blank canvas, flexible budget and the absence of bureaucratic barriers made



the project all the more promising and grander in scale. Within the first week, over a thousand truckloads of dirt arrived at the park site. With two thirteen-tonne excavators on site, the serious spadework began.

The training park is designed with all mountain biker abilities in mind. It is also the perfect northern hemisphere winter stomping ground for pro-riders to come and

train, perform their big aerial tricks and run some winter training courses.

The Chiang Mai MTB Training Center expertly caters for beginners and intermediate riders also. This is Phase two of the development and is being finished at present. It will have small jumps ranging from half-a-foot to six-foot training jumps. There will also be different terrains to train on such as sand, gravel, rocks and obstacles. Skinnies,







see-saws and berms will be included to cover the full range of skills required to equip riders to go mountain biking in the hills.

The MTB Training Center has also been designed with racing in mind. The training center start-ramps begin at eight metres high and progress to a pro height of ten metres high. The racing is for two people, head to head, over three large jumps that

lead into a berm where riders meet in the middle, side by side, to come down a rhythm section to finish.

All the race jumps have three options. Riders can either roll the jumps, hit the middle sections that have a small lip, or send it off the larger lip on the outside. Depending on your race strategy, you can jump high and get plenty of speed on the backside or if you



are not comfortable jumping, you can roll the jumps and pedal. Racing usually consist of two timed runs. Riders race the same person once on the left track and once on the right track. If they draw, the fastest time overall wins.

Phase Three of the training park will showcase great facilities including a jump airbag, maintenance centre, shop with floating restaurant and first aid centre. Adjacent to

the park is Sabai Sabai Retreat that sports a great pump track, swimming pool and a wide range of accommodation that caters for group tours, families and individuals on all budgets. There is something for everyone. A spa is on its way soon.

Simply imagine; the kids can be playing on the pump track or having training courses on the MTB park while Mum and Dad head to the mountains to ride, then return home







in time for a swim in the pool, have a sensational Thai dinner at the hotel restaurant, followed by a night session under lights on the big track. The adventure holiday of a lifetime!

Once Phase One of the park was built, my sons, Toby and Rory, came over to test their new carbon Meekboyz prototypes and hit the expert jumps. We were joined by

riders from the Looseriders team and by riding legend, OC Charm, from Indonesia. A number of talented local Chiang Mai riders joined. There were crazy, sick flips and jumps and aerials shots from riders to make for photographers' heaven.

And within two days on the training park, Toby and Rory, aged ten and twelve, had learned how to do full suicide no-handers, monster whips and they were the first to



test the ramp jump and sign their names of the Boner 'Wall of Fame'. The testing week also helped us to prove that if kids have the right high-performance components on their DH bikes, they can certainly ride to the same performance level as adults.

The new Chiang Mai Mountain Bike Training Centre at Sabai Sabai Resort has the potential to lift riding in Asia to a whole new level. It is the perfect training ground for

riders of all abilities and one, of a few of its kind, in the world. Being part of this innovative project and seeing it to fruition has been a rad experience. For all of you riders out there, here is the perfect excuse to link a mountain biking with a prime holiday destination, Thailand. It has all the elements of a perfect adventure get-away. We will be back at the Chiang Mai park in early May to test Toby and Rory's new carbon prototypes. **Hopefully we see you there and you can help test them!**





# FUSION

## SWEEP



### FEATURES

H: High speed compression damping, 16 clicks  
L: Low speed compression damping, 16 clicks  
R: Rebound damping adjustment, 36 clicks  
Roughcut HLR damper with high and low speed compression adjust  
LockX 15mm tool-less axle system  
Dedicated offset for 27.5  
Brake housing guides

### SPECIFICATIONS

Weight: 4.2 lbs/1905 grams  
Wheel Size: 27.5 inch  
Travel: 160mm (ITA 100-160mm)  
Stanchion: 34mm Aluminum  
Spring: Air  
Damper: Roughcut HLR damper with high and low speed compression adjust  
Adjustments: Rebound  
Steerer: Tapered  
Axle: LockX 15mm  
Offset: 46mm  
Axle to Crown: 551mm @ 160mm of travel  
Offset: 46mm  
Max Rotor Size: 203mm

### TECHNOLOGY



HIGH SPEED

LOW SPEED





# TORQUATO TESTA

INTERVIEW







Torquato Testa aka Toto loves to send Double Whips and Cork 720's on his Rose Slopestyle Bike and regularly practises with his mate Diego Caverzasi at Monza Pizza Bikepark. At the end of January, Toto won White Style, the only MTB slopestyle event on snow. The ambitious Italian, who became 6th at last year's Crankworx Rotorua Slopestyle, is already looking forward to his trip to New Zealand at the end of March. In June, the 24-year-old will be ready to rumble at the Out of Bounds Festival in Saalfelden Leogang. In this interview, Torquato talks about his plans for 2017, his friendship with Diego and motor racing.



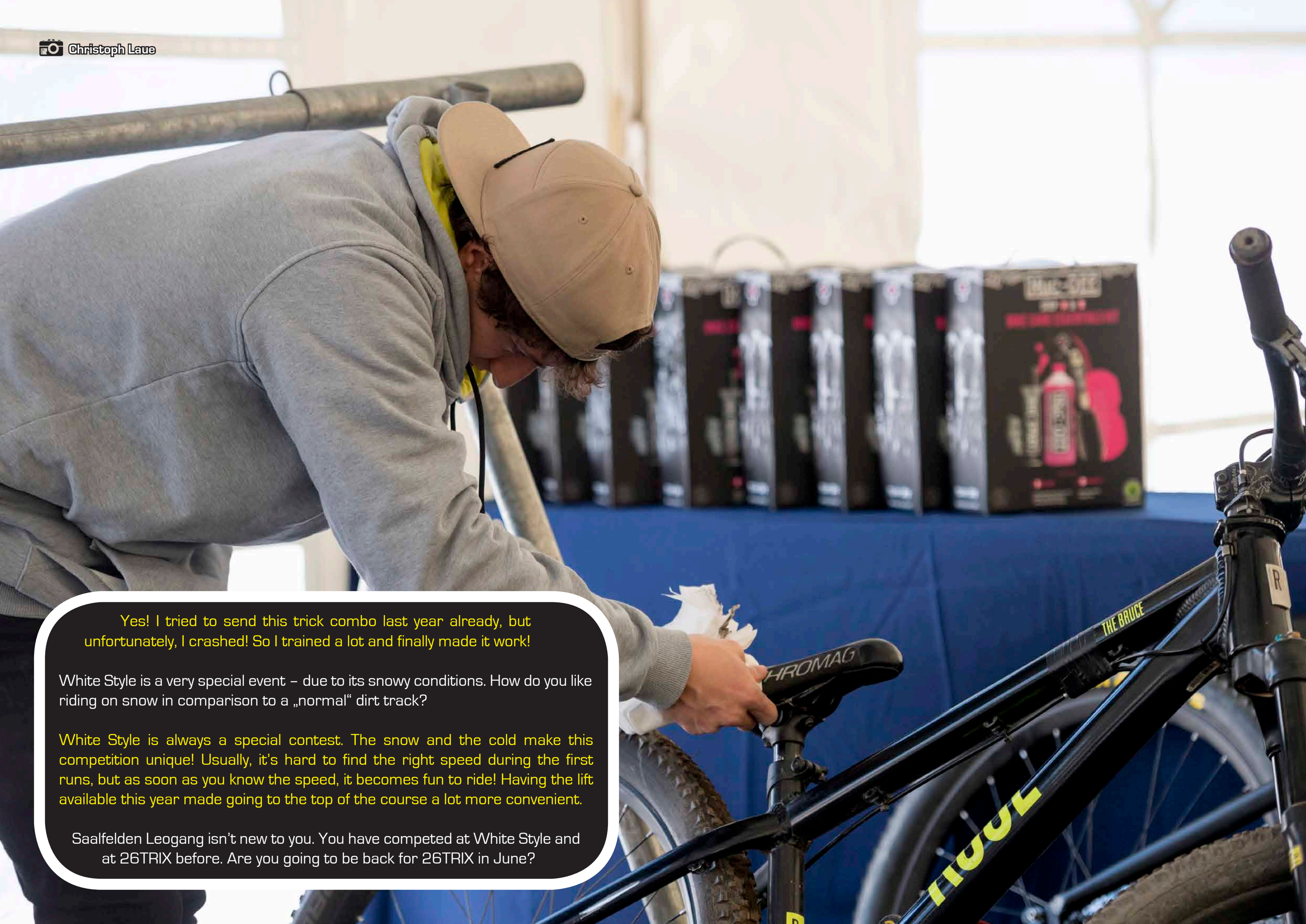


Ciao Torquato, first of all: Congratulations to your win at this year's White Style! It was your first FMB tour win ever. How was it to achieve your first victory of the season in Saalfelden Leogang?

I competed at White Style for the third time, and finally I won it! I was really stoked, because it was also my first victory at a FMB event!

The tricks you sent were absolutely incredible – an Opposite Cork 720, a Flip Nohand, a Double Flip and a Cork 720. This combination of tricks has never been seen before. Was it the first time you landed this combo successfully during a contest?





Yes! I tried to send this trick combo last year already, but unfortunately, I crashed! So I trained a lot and finally made it work!

White Style is a very special event – due to its snowy conditions. How do you like riding on snow in comparison to a „normal“ dirt track?

White Style is always a special contest. The snow and the cold make this competition unique! Usually, it's hard to find the right speed during the first runs, but as soon as you know the speed, it becomes fun to ride! Having the lift available this year made going to the top of the course a lot more convenient.

Saalfelden Leogang isn't new to you. You have competed at White Style and at 26TRIX before. Are you going to be back for 26TRIX in June?





Yes, sure! I'm really looking forward to compete at 26TRIX!

Tell us about your plans for the new season. What are the next contests you are going to compete in? Are there any contests you are looking forward in particular?

Last season, I had a couple of injuries that compromised my consistency and my results during the year, but this year I want to present constant performances whenever I compete! Right now, I am really excited to go back to Crankworx Rotorua!

Where in Italy do you train? Is riding your full time job?





I usually train in our new bikepark called "Monza Pizza Bikepark" in my hometown! Yes, nowadays riding bikes is my full time job and I will be a MTB teacher in the bikepark, too!

Diego Caverzasi, who won the GoPro Best Trick contest at White Style, is a good friend of yours. It must have been cool – you having won White Style and Diego having won the Best Trick! How did you celebrate? Do you often train together?

Yes, it was amazing! Finally, the two of us succeeded in the same competition! It's the best thing for two guys like us who often ride together and push each other every time we ride!





You are from Monza, the home of the Italian Grand Prix.  
Are you interested in motor racing or what other interests do you have besides riding?

Actually, I raced go-karts for ten years before I started riding bikes, and I still enjoy driving go-karts every now and then. I used to watch F1, superbike or rally quite a lot, but nowadays I only watch it from time to time.

One last question: Do you have any advice for rookie riders who have never competed in bigger FMB contests?

**Guys, don't think about the contest, think about having fun riding your bike during the contest, meet new riders and ride with everyone! It's the best part of our sport!**

GoPro

**MAXXIS**  
REIFEN





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# GDL

## A BOOSTER DEVELOPING CHINA'S DOWNHILL SPORT



Chen Min Ying



Guangzhou Downhill League

Guangzhou is a time-honored city. Back 2,200 years ago, it was already a prosperous trading port in South China. Currently, Guangzhou is one of the most modern cities in China. On the 7,434 square meters of land, there lives a population of more than 20 million people.







Although Guangzhou is a city with a long history, downhill sport is like a bud just breaking through the soil. This city not only sports a rapidly advancing economy, but also wonderful landscape surrounded by many hills. However, downhill as an emerging sport is still little known here and thus capturing the attention of only a few. Five years ago, there were just a dozen young people engaged in the sport. Two years later, this group of young people established Guangzhou Downhill Association. It was not until then that the charm of the fashionable sport became known to more, and thus the interest in it grew.

In 2016, Guangzhou Downhill Association and Guangzhou TV Station jointly established the GDL (Guangzhou Downhill League). Annually, four races were held in different downhill parks in Guangzhou. The number of applicants increased from 98 in the first race to 145 in the fourth race. Some of these riders were locals from Guangzhou, and some were from Hong Kong, Macau, Taiwan and other parts of the world. The youngest contestant was just 14 years old, while the oldest was 57 years old.

All races of GDL stick to the rules of



UCI DH. Electronic timing is adopted, and a professional judgment team is set up to guarantee the fairness of the competition.

After a season of fierce races, Su Kunliang from the Local team Madcat won the annual championship for his stable performance of winning the runner-up in three bouts and winning in one race. Chen Bowei from Ouyama Team from Taiwan won the annual runner-up for winning the third place in three races and the runner-up in one race. Another veteran player, Zhao Yi, won the annual third place.

Thanks to widespread broadcast of TV and cycling media, GDL has grabbed the attention of downhill fans throughout China. An increasing number of cycling fans have been fascinated by the sport. Every contest attracts large audiences to cheer the riders. Among these audiences, some become the contestants of the next stop. It is apt to say that GDL has become a booster of developing downhill sport in this ancient city.

GDL 2017 will be held in the approaching March. The organization committee of the race has won the support of many sponsors. The strongest downhill sport teams have confirmed







to compete for the annual championship. The organization committee will divide contestants into different age groups to welcome riders of different age. This year, the whole race season covers five stops instead of four over the past years. The final will be held in Greenland Resort, Enping in November. In May 2016, Tracey Hannah and Andrew Neethling from UR Team also joined a race that was held in Greenland Resort.

We sincerely wish a successful future for GDL and hope that it can bring more fun to downhill sport fans.







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# ergamont BICYCLES



The Revox Series accelerates  
like you would not believe  
and has all its angles  
precisely dialed to make for  
the ultimate 29er mountain  
bike geometry.



# Revox Edition



**FRAME** 29" MTB, 6061 alloy super lite tubing, T4/T6 heat treated, double butted, 3D-dropout, allround geometry

**FORK** Manitou M30 29", 100 mm, 1 1/8", air, rebound, remote Lockout.

**REAR DERAILLEUR** Shimano Deore XT, RD-M781, SGS, Shadow

**FRONT DERAILLEUR** Shimano Deore, FD-M610, 31.8 mm clamp, top-swing, dual-pull

**SHIFTER** Shimano SLX, SL-M7000, 3x10-speed, rapidfire plus-shifter

**GEAR RATIO** 3x10-speed, front: 40/30/22t, rear: 11-36t

**BRAKE** Shimano BR-M395, hydraulic disc brake, SM-RT30 rotor: 180/160 mm

**BRAKE LEVERS** Shimano BL-M425, hydraulic disc brake TIRES Schwalbe Tough Tom, wired, 57-622 / Rapid Rob, wired, 57-622

**HEADSET** BGM Comp, A-Headset, semi integrated, ZS44/28.6 | ZS44/30 (1 1/8")

**HANDLEBAR** BGM Race Pro, flatbar, backsweep: 9°, width: 720 mm

*Revox Edition is priced at INR 69,900*

REVOX the definition of a pure cross country racer: agile, fast, aggressive, precise, and comfortable. The new and smart internal cable routing makes the purist REVOX look even more graceful and elegant. Revox series will cater to the new-age mountain biker who would like to explore trails over the weekends. Also, the new and smart internal cable routing makes them look graceful and elegant. These bikes come with an easy-going geometry that leads to a comfortable ride.

## NEW, SMART CABLE PORTS

**No wobble or rattle:** Form fitting and firm connection to the frame

**Increased compatibility:** Simple installation of multiple cables, even in different diameters

**Simple maintenance:** Standardized part, compatible to all model ranges

*A wide range of models under Revox series are available from full on race bike to entry level models. Entire Revox range is available at Authorized Bergamont Dealer*







## Revox 2.5i



Revox 2.5 comes under '**Made for India**' bike range which is specially designed after careful study of the cycling culture & trends in the Indian market. The intention is to develop & make available a country specific product to match the needs of the Indian Consumer. You can find the suffix 'i' on the bikes to identify the '**Made For India**' version.

**FRAME** 6061 Alloy Lite Tubing  
**FORK** M3030-A 29", preload adjust, Disc  
**REAR DERAILLEUR** Shimano Altus 24 speed  
**SHIFTER** ST-EF510, 24 speed  
**GEAR RATIO** 3x10-speed, front: 40/30/22t, rear: 11-36t  
**BRAKE** Tektro Mechanical Disc brake with 160 mm Rotor IS  
**HANDLEBAR** ALLOY RISE:15MM, BARBORE:31.8MM AND 9 DEGREE, W/ NEW 2016

*Revox 2.5i is priced at INR 33,900*



# Revox 4.0



**FRAME** 29" MTB, 6061 alloy super lite tubing, T4/T6 heat treated, double butted, 3D-dropout, allround geometry

**FORK** Suntour XCM HLO-DS, 29", 1 1/8", 100 mm, coil, hydraulic lockout

**REAR DERAILLEUR** Shimano RD-M370, SGS, Shadow

**FRONT DERAILLEUR** Shimano FD-TY700, 31.8 mm clamp, top-swing, dual-pull

**SHIFTER** Shimano SL-M310, 3x8-speed, rapidfire plus-shifter

**GEAR RATIO** 3x8-speed, front: 42/32/22t, rear: 12-32t

**BRAKE** Shimano BR-M315, hydraulic disc brake, SM-RT10 rotor: 160/160 mm

**BRAKE LEVERS** Shimano BL-M315, hydraulic disc brake

**TIRES** Schwalbe Smart Sam, Kevlarguard, 54-622

**HEADSET** BGM Comp, A-Headset, semi integrated, ZS44/28.6 | ZS44/30 (1 1/8")

**HANDLEBAR** BGM Comp, riser bar, backsweep: 9°, rise: 15 mm, width: 700 mm

*Revox 4.0 is priced at INR 42,900*



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