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ISSUE 037 - JUN / 2017



PROGRESSION



X FUSION

RV1

FEATURES

The HLR damper is a twin-tube, cartridge based damper which features high and low speed , independently adjustable compression and rebound damping adjustment. Carbon fork guards protecting the magnesium lower legs.

Neutra Valve pressure release valves to neutralize internal pressure providing the most consistent spring rate characteristics.

Nvolve Wiper seals reducing seal drag and increasing durability

Single Bolt 20mm Pinch Axle

Optimized Dual Crowns for 26 and 27.5 inch wheels

Clip on frame guards

SPECIFICATIONS

Weight: 6.1lbs/2767 grams

Wheel Size: 26 inch or 27.5 inch

Travel: 200mm (ITA 180-200mm)

Stanchion: 36mm Aluminum

Spring: Coil

Damper: Twin Tube HLR Cartridge

Adjustments: High and Low Speed Compression, Rebound

Steerer: 1 1/8th Dual Crown

Axle: Bolt-On 20mm

Features: Neutra Valves, Fork Guards

Colors: Matte Black, Smoked Chrome

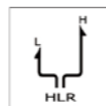
Axle to Crown: 26in. 569mm, 27.5in. 579mm @ 200mm of travel

Offset: 26in. 42mm, 27.5in. 46mm

Max Rotor Size: 203mm



TECHNOLOGY



HLR damping systems are on our performance line. They offer external rebound adjustment & external high and low speed compression adjustment.



Open path damper in a sealed outer tube for ultimate performance, low weight and low stiction.



The Adjustment Shield is an aluminum protection cap that keeps the fork's compression knobs safe from deadly impacts by natural terrain while ripping rough trails.



Pressure release valves to neutralize internal pressure providing the most consistent spring rate characteristics.



Brake house guides for simplistic and easy brake line mounting.



New ultra durable, low friction wiper seals for all forks.



Specific offsets for 26, 27.5 and 29 inch wheel platforms.



EDITORIAL



Mesum Verma – Editor in Chief

ride on
keep it real!!
mesum
verma

PROGRESSION

we need this throughout our whole lives, but especially in the biking industry, whatever part we have in it. As with riders like the Meekboyz, pushing the limits at an early age of their lives. The two boys living in Hongkong let us know how it is to ride for Loose Riders (Global Alliance), and what's up with their own progression in biking.

2 years ago, here in Asia, we could only watch movies and dream about riding a pumptrack. And now it seems, from zero pumptracks, almost every month a new one comes up here in Asia. We tell you the story, how Nanjing got its first legal pumptrack.

In 2010, Chengdu hosted the mountain bike asian championship, and in 2017 it was again in China, this time in Xuancheng. We know it was real progress from the event in Chengdu, but also Asian riders are getting stronger and stronger, and soon they can keep up with the top 50 riders in the world.

The only RedBull sponsored rider in China lives in Qingdao. He is the inspiration for many riders in China to work hard and make progress in their riding skills. Read his interview and listen what he has to say about Danny McAskill.

ISSUE 37

XUANCHENG / CHINA

Asian Championship 2017 / XCO & DH1



CONTENT

ZHANG JINGKUN

Interview - the only Redbull sponsored rider in China



MEEKBOYZ

Interview - YOUNG GUNS



DREAM BICYCLE PARK

Pumptrack in Nanjing



RIDE IN GOOD COMPANY

Duster P MTN

285mm x 140mm

C/F: 190g

Ti-Alloy: 240g

Cro-Mo: 255g



D2 EDGE FLEX

Dual injected, nylon-glass base with rubberized edges for optimal pedaling efficiency

COVER MATERIALS

Soft microfiber top with embossed graphics and durable Kevlar sides



NOSE PLATFORM

Wider surface area for increase control and power transfers on inclines

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Continuous relief channel from tip to tail with light-weight EVA foam

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Allows ease of movement and enhanced pressure distribution in multiple riding positions

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MOUNTAIN BIKE
ASIAN CHAMPIONSHIP 2017

中国宣城
XUANCHENG / CHINA



After Thailand last year, China is hosting the Asian Mountain Bike Championship in Xuancheng Anhui province.

Despite trying with several e-mails to the Chinese Mountainbiking Federation to reach them for info about the event and to get a media registration, I got no reply. So I went on my own to Xuancheng which is not far from Nanjing. I arrived early to try to get this media badge, but after two days I gave up, as nobody knew that some media people would be coming! I had great help from Chinese friends, but they also could not get more. So I went there just as normal tourist. And I had to talk my way through, explaining that it is important I can take pictures and make this event alive for other people.

Wednesday, I went for a track walk, to see the downhill course. The venue is about 2km away from the official hotel all the riders stay at. I walked to the hill, very nice area, with nice tea fields with a Buddhist temple at the bottom. Also at the bottom, there are some jumps through a tea field, which looks really

cool, you see some riders just popping out in the air while jumping the doubles. One double is a bit weird, as there is a wooden ramp on the second double, which is pretty hard to ride, as the take-off is like a rocket ramp, it's too steep. And so far, it seems the double is too long to jump the whole thing. Before those doubles in the tea field, there is a big jump out of the woods! Then there comes lots of berms and tight corners, pretty flow trail. The soil is pretty loose, kind of sand, not really compact dirt. One day earlier it had been raining all day, pretty hard, but I could not see that there had been any rain at all. The water will not stay in the trail, so it will drain away quick! There is an artificial rock garden, which looks good, not too brutal, but sure tricky to ride. After the rock garden more berms and tight corners coming again, all also pretty steep. The top section is for sure the most technical part of the whole trail. Very steep, very loose, and a lot of rocks, so you have different line choices. One big jump is there too, which is not so tricky to ride, but as after that big jump comes a 90 degree turn, you need to brake down pretty hard, and you need to check, that you don't overshoot the jump, as there will be no time to brake down.



In total, they did a good job, the bottom section with those jumps, maybe they could do a bit better, especially that one with the wooden ramp, I feel is a bit dangerous!

Thursday, training session started for the downhill riders. One was in the morning, one was in the afternoon. Before the training session was the official track walk, which seems to be only done by a few teams, as everybody did it already yesterday, and some even rode the track. I started from the bottom towards start gate to watch the riders, and take some pictures and videos. As I mentioned before, that jump with the wooden ramp was really difficult to ride, several riders crashed, Dan from Taiwan and some Japanese Riders trying going around it, but there was little space, so it was easy to get caught at that wooden ramp and crash. I headed up to the start point. All riders blasted it down, and it looked like a very fast track, pretty dusty, pretty loose. Riders sometimes stopped to have a little chat with me. Kazuki said: I like the trail, top section is very technical, and in total, it's very slippery, but it makes fun to ride. Afternoon the sky got darker, and only a few rider could make it before

it started raining heavy! Hiroka Nakagawa, the female rider from Japan, whom I met 9 years ago in Japan at the avalanche downhill race, was riding here again! Might be she is the oldest in the female downhill field. She went down hard, at the big jump in the top section. Luckily I was there. At that point, everything was going wrong that could go wrong. First the marshal with the whistle and the flags just left his post, and did not stay to stop the following riders. They came so fast, so they had to hit the jump, but she crashed just after the jump. He just walked away to the spot where she was, to help. But the medic also did not know how to lift her helmet, and the neck brace. It was terrifying, she was screaming in Japanese, probably to get her helmet off, as the goggles were covering her nose, she could not breathe. I had to help to release her helmet softly, and also the neck brace. I think, for those events, there must be training in how to lift off a helmet, and a neck brace. And also, if she had some injury to the spine, the helmet should not be released, or really really carefully, but they could not speak English, and she, so much in pain, also could not speak any English, even though she can speak a little when







not hurt. The organization in total was just not really good. I helped her to get back to the hotel, because otherwise nobody would know what happened. It is not easy yes, but I feel, safety first, also give the official some walkie talkie, and one guy should be there only to translate, in case something happens, to inform the official. The medic refused to bring her down to the finish line, as she wanted to see her Japanese official, they screamed at me and said, there is nobody there. But I know, they would wait till she got down! Of course, they knew she was at the mountain, so we must go down there to see them. My Chinese is limited, but finally I got her down there, and it was good to see the Japanese official. But this should be organized better, it's difficult, but must be handled with care.

The training session was cancelled after the rain, so all went back to the hotel. The opening ceremony was cancelled too, and it would be held next day in morning 7:15 o'clock, which I didn't know who would attend then. As I was at a different hotel, I did not attend, I thinking that nobody would be going there. Finally, really late in the evening, the Indian Riders and officials arrived in

Xuancheng. The missed a total day training. Let's see how they can handle the trail. Rajesh and Suman doing well with their small bikes and Rajesh can hold on those fast lines we spoke about when we did the trail walk!

Friday, it was still raining, heavy, but it could be better in the afternoon. In the morning, there was the first race, it was the XCR (Cross Country Team Relay) and the first gold medal for China in this Asian Championship. Second place went to Japan and third to Iran. The 5th official training session for the XCO riders was just after the race. The XCO course was not an easy one, with steep uphill sections, and downhill sections which could be easily a part of a downhill world cup course. Of course it was shorter, but brutal for the riders. Many took the „chicken line“ and didn't go over the rock garden. Originally they had a road gap, but they closed it, as too many riders got injured and they simply could not ride a gap which was almost 5 meters long and at the take-off point was almost 3 meters over the ground. It would be a interesting race on Sunday!!

In the afternoon the sky opened up, and the sun came out! On



the program was the seeding for the downhill race. Shortly before the riders could adapt to the different track, as it was first dry, and now the condition is a bit different, as it was wet now. The seeding started a bit later, as the official trail builder worked on the trail to remove the wooden ramp, as it was too dangerous and many riders crashed there. And the riders were happy, especially those who took the whole 12 meter gap, so they found them more safe doing it. Last year champ Kazuki Shimizu from Japan won the seeding. In the women's category Vipavee Deekaballes from Thailand took the first place.

Saturday, big day for the downhill riders. Today was the Final, and the weather was perfect, the trail was dusty and slippery again, but they had trained for these conditions two days before. First the women had a short time frame to practice and they let it loose, and I saw some small crashes as they slipped away in corners, they came too fast in. 3 2 1 GO! Women's final started, and it was amazing to see how fast the girls went down there on a track where a lot of male riders would have problems. In the end, it was Vipavee Deekaballes from Thailand who was down

fastest, with a time of 2:32.004, 11.495 second faster than Nining Purwaningsih and 14.492 second faster than Andini Prastika Tiara, both from Indonesia. Hiroka Nakagawa got 7th, even though she had a lot of pain from her crash on Thursday, she could not go full speed as she wished, but she tried hard. Congrats to her, still riding the bike in the final, after that horrible crash. After short practice for the men, and it was almost the same picture as for the women, everybody was checking, where is the limit. Kazuki also went once over the handlebar but could save himself from a hard impact from the crash. It was so dry again, and dust everywhere, as the riders started for the final! To win, we all knew, you must jump the double to save some seconds (maybe 1 to 2 second) so it's all down to those can manage to hit that 12 meter gap. And in the end was like this, from 1st to 4rd, all cleared the jump. Yuki Kushima from Japan was the fastest, very close behind him, only 0.605 behind, was Chiang Sheng Shan (Dan) from Taiwan. Last year's asian downhill champion, Kazuki Shimizu from Japan back 2.413 second came 3rd! Hajime Imoto, also from Japan, came again 4rd. The oldest rider aged 30 years,



Chiang Sheng Shan "Dan"





Popo Sejati from Indonesia came 5th. Japan did really well, with Junya Nagata coming 6th, they had 4 riders in the top 6. Thailand, Indonesia and Iran have also very fast riders! Rajesh Magar from Nepal was the fastest guy with a „small“ bike, with only single crown fork and only 160mm back suspension, he did very good. 16th place and 13.996 second back of Yuki, and got into top 20, he can be happy with his performance. There were a lot of spectators along the trail to watch how you can ride a bike so fast down a hill! Especially on the bottom section with the jumps in it, there were a lot of people.

Sunday belonged only to the XCO riders! Starting with the junior men category and junior women in the morning. Korean riders took first and 3rd place, and China took 2nd place in the junior men's event. Urara Kawaguchi from Japan took the first place in the junior women category, 2:04 minutes later Zhe Qinghua from China came second. China got 2nd through 4th place. China is very strong at the XCO category, to say, they have no downhill riders on the start, but a lot of XCO riders. So it was not surprising, that in the elite women's category all girls from 1st to 5th came

from China. 10:10 minutes later Iranian Faranak Partoazar came 6th. In the elite men's field, it seems nobody could follow the pace of the Chinese riders, especially Lyu Xianjing who was riding his own race! 48 riders were on the start, the race distance was 27,28 km and they had to do 6 laps. Downhill rider Dan from Taiwan had mechanical problems and a flat tire, so he had to give up. 11 riders had to go out already after two laps, as the fastest riders were there to overtake them [UCI 80% Rule].

It was a fast and brutal race, and also I could see the big gap between riders, about fitness and how to ride the section which was technical. For example, the Indian riders, some (only Kiran Kumar Raju rode the rock garden) of them took the „chicken line“ at the rock garden, but even were walking at the „chicken line“. China again took 1st to 3rd place, then Iranian rider Faraz Shokri could follow them. Iran also did well, with 5 riders in the top 12. Only 18 riders raced the full distance, all others had to go out before. It was really nice to watch it, and the crowd went crazy when Chinese riders came, especially when they rode the rock garden and after that the small jumps.





It was time to say good bye to Xuangcheng and go back to Nanjing. The whole event was well hosted. Everything was on time, and it seems everybody was happy with the trails. The UCI did care about the trails. They could do more about safety for the riders after a crash. Also i got there myself, and i got no media registration at all. Sometimes i could not make pictures where i wanted, as it was not allowed to go so close to the trail. Normally for such events, they invite also media people to share pictures, results and what is happening on this event, but not on this one, even when i asked the UCI federation several times in Beijing, they never replied. It was now all good, as i still could almost go everywhere i wanted to go. In total, it was a very good event! Good atmosphere, good trails, good riders, good hotel! GOOD FOR MOUNTAINBIKING IN ASIA!!

My thought going out to the family and friends of Tanaphon Jarupeng (Golden Boy Thailand) who was also in Xuancheng and crashed hard at that double, so he could not ride the seeding and the final. And he crashed one week after the asian mountain bike championship in Thailand while training with the team. After the crash they brought him to the hospital, where he died.

R. I. P. Golden Boy!!!!





RESULTS DOWNHILL WOMEN

RACE DISTANCE: 1.3 KM

1. Vipavee Deekaballes	THA 2:32.004
2. Nining Purwaningsih	INA 2:43.499
3. Tiara Andini Prastika	INA 2:46.496
4. Siraphatson Chatkamnoed	THA 2:51.327
5. Chou Pei Ni	TPE 2:53.121

RESULTS DOWNHILL MEN

RACE DISTANCE: 1.3 KM

1. Yuki Kushima	JPN 2:09.723
2. Chiang Sheng Shan	TPE 2:10.328
3. Kazuki Shimizu	JPN 2:12.136
4. Hajime Imoto	JPN 2:12.270
5. Popo Ariyo Sejati	INA 2:12.296



Popo Sejati

RESULTS XCR CROSS COUNTRY TEAM RELAY

1. CHINA
2. JAPAN
3. IRAN

RESULTS XCO MEN JUNIOR

1 START LOOP AND 4 LAPS - 18.42KM

- | | | |
|-------------------------------|-----|---------|
| 1. Kim Mino | KOR | 1:06.02 |
| 2. Xu Duibing | CHN | 1:06.49 |
| 3. Kim Geonjin | KOR | 1:07.21 |
| 4. Mohammedhoussein Eskandari | IRI | 1:08.54 |

RESULTS XCO WOMEN JUNIOR

1 START LOOP AND 3 LAPS - 13.99KM

- | | | |
|--------------------|-----|---------|
| 1. Urara Kawaguchi | JPN | 1:01.06 |
| 2. Zhe Qinghua | CHN | 1:03.10 |
| 3. Wu Tingting | CHN | 1:04.03 |
| 4. Chen Hongyu | CHN | 1:07.08 |

RESULTS XCO WOMEN ELITE

1 START LOOP AND 5 LAPS - 22.85KM

- | | | |
|-----------------|-----|---------|
| 1. Yao Bianwa | CHN | 1:33.10 |
| 2. Wei Qianqian | CHN | 1:33.25 |
| 3. Wang Xuelian | CHN | 1:33.50 |
| 4. Yao Ping | CHN | 1:34.10 |

RESULTS XCO MEN ELITE

1 START LOOP AND 6 LAPS - 27.28KM

- | | | |
|-----------------|-----|---------|
| 1. Lyu Xianjing | CHN | 1:29.30 |
| 2. Ma Hao | CHN | 1:31.50 |
| 3. Chen Mingrun | CHN | 1:32.06 |
| 4. Faraz Shokri | IRI | 1:33.08 |





TANAPHON JARUPENG
„GOLDEN BOY“

1990 - 2017

FIFTY-FIFTY



Guidering 104 PCD

AL-7075 T651, Black Blue Red Green

Range: 30T 32T 34T 36T

Compatibility: 9/10/11 speed

Size/PCD: 104PCD

Weight: 36g(30T) 36g(32T) 48g(34T) 60g(36T)



Chainguide DHR Series

AL-6061 T6, Black Blue Red Purple Green Orange

Plastic Parts: High molecular nylon, black or white

Range: 32-36T or 38-40T

Mounting Standards: ISCG03/OLD or ISCG05

Weight: 150g (ISCG05 32-36T)



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速降赛


2017.8.12-13




ZHANG JINGKUN

Interview

张
京
坤

Zhang Jingkun 

Mesum Verma 





Hi Jingkun, so far we know that you are the only RedBull Athlete in China for mountain biking, so it is nice to know you more. Tell us something about yourself.

Hi, it's a pleasure to receive your interview. I'm honored to become the first RedBull Athlete in China for mountain biking. My name is Zhang Jingkun, from Qingdao. I graduated from Shandong Normal University, majoring in P.E. I am 27 years old, 191cm tall and I have 16-years of experience in mountain biking. So, I am a child growing up on a bike.

In China, playing Basketball or Table tennis is much more popular, how did you come to biking? And also, why did you choose to ride Trial and not cross country or downhill?

When I was young, my father gave me a bike as a gift. As soon as I stepped on the two wheels, my parents just could not keep up with me anymore! It felt so great



to be free! When I watched climbing shows, which was just like dancing, I was so obsessed with it! In my childhood, I often got hurt while learning riding skills. However, whenever I jumped over obstacles, I always felt my body energy exploding because of the extreme concentration! I also used many climbing techniques on ENDURO models. These combinations display my unique techniques. Many of my ENDURO riding videos won the encouragement and praise of other riders. I will try to play some new tricks in riding!

How did you get sponsored, how did you get into RedBull? And what does it mean for you personally to be a RedBull Athlete?

I have been insisting on training to maintain a good body situation. By now, I have won prizes for multiple extreme sport games and riding trials and have become one of the riders who got famous at a young age. I think, my excellent riding performance skills, not being afraid of challenges and my willingness to share my sports experience are some of the main reasons why RedBull signed me! After becoming a RedBull athlete, I experienced more excellent and exciting extreme sports and felt the power of people's bravery in the process of challenging themselves and nature.

Beside riding your bike, what you do in your spare time? Do you have other hobbies?

In spare time, I like to chat with friends. As Qingdao is my hometown, Qingdao Beer is my favorite~Aha. Watching movies is my preferred way of relaxing. Every time I am in a cinema, I get addicted to the stories. I am also fond of outdoor sports like rock climbing, swimming, canoeing and motor boating.



How is a normal week of Jing Kun? How often do you ride your bike? How often do you do movie or photo projects?

Wow, this question will make me fully exposed! Aha~ Every morning after getting up, I ride my bike while listening to music. I also have some interactions with other riders online. Generally, I participate in riding training 2 days a week and particularly ride the rocks as the tide ebbs. 2-day mountain biking should be a serious and well-planned practice. Sometimes, I also take skill practices on other bikes. In a word, it can be a good pleasure for me to cross over obstacles with different type of bikes. In the evening, I would practice standing biking, stand-still biking and wheel-lifting skills as long as I have time. Speaking about shooting videos and promotion photos, usually the collages of my studio would take some photos and videos for me when I was riding. They often use GoPro cameras!

Beside just riding your bike, do you also take other training to strengthen your body for biking?

I once was an athletics competitor, and my physical situation is not bad. I pay more attention to practice skills, such as controlling of the muscles.

Do you also eat specifically, do you care? What is your favorite Food and Drink?

Since I live beside the sea, I love eating seafood, low-fat and high-protein. It can provide me with daily needed energy. Even if I eat a lot, my figure will not change!

Haha~ My favorite drink is yogurt.

Sometimes I drink some carbonated drinks when I enjoy hot pot~





You have been to the RedBull Sky Gate event, how was it for you to be there? How was the feeling going up those insane steep stairs? Did you also try to ride down?

The stairs of Sky Gate are really scary. Downhill riders were nearly out of control. However, they could overcome the fear of danger. It's a true event that challenged our limits, and it was so breathtaking! It was indeed difficult to jump over 999-step steep stairs on rainy days! During the process, I was extremely tired. Nevertheless, I told myself to persist until the last stair. So this challenge had been complete with my tenacious will! It was a pity that I just took my trial bike there, but no downhill bike. Otherwise, I would have definitely tried it.

Tell us, why should people pick up bikes, rather than anything else as a sport/hobby?

The bike is less restrained by the venue. It is convenient for me to travel with the bike. In the eyes of passers-by, you are a super charming cyclist! There are many types of bikes. I can bike crazily and also leisurely. Anyway, it would always have a style which is suitable for you! Environmentally friendly, healthy, romantic and also a good way of family communication, all these fashionable functions are embodied in biking! Biking with me, and you'll find it interesting. It will be your favorite sport during your whole life!

You went for the first time in USA for the Seaotter bikefestival! How was your feeling to get there, so far away from China? Different culture than Asia, but sure also different Bikeshow, what you can tell us, what is the difference?

I had been looking forward to this travel to the United States. I was so excited that there was no jet lag this time! In the US, I deeply felt that the local people truly love sports! Many people have one or more kinds of sports that they would like to stick to. The sports atmosphere is really good! Comparatively, people in China are not so crazy about sports. On the way to the Sea Otter Festival, I saw many pickup trucks that carried a variety of bikes. Many families joined in biking events, both adults and kids. They happily greeted me and made me feel the real fun of the festival rather than just a professional event.



I remember, i had posters and was interested in everything Hans “NO WAY” Rey did. I was dreaming that i can ride one day with him! And finally i did a trip with him, which was amazing! I guess your feelings are the same! Tell us, how was it, to meet Danny Mc Askill and even ride with him at the Seaotter bikefestival?

Many years ago, DANNY's ride video stunned me, "Amazing!" As he became more and more popular, he tried more to improve himself. He made many cool and extremely wonderful riding videos for us! I was very honored to meet, communicate and ride with him at the Sea Otter Festival! I saw DANNY ride, which has not just widened my horizon; his perfect performance also opened up my imagination. I believe that such an unforgettable experience is good for me to improve my riding style.



Did you guys plan to ride more together? Or do some projects together?

Surely, I hope I could have more chances to cooperate with DANNY in the near future. We have some common cooperating commercial brands. He also has numerous fans in China. Both of us would try to create opportunities!

Thank you so much, we hope you will have a good summer and all the best to your future career!



PATROL
TRAVEL: 155MM REAR 160MM
FRONT / WHEEL SIZE: 27.5"



PATROL CARBON
TRAVEL: 155MM REAR 160MM
FRONT / WHEEL SIZE: 27.5"



TR500
TRAVEL: 180MM OR 203MM
/ WHEEL SIZE: 27.5" OR 26"

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B I C Y C L E C O M P A N Y



MEEKBOYZ

INTERVIEW

Hi Toby & Rory,

It's nice having you two boys here on mtbmagasia. Tell us a little about yourselves, so we can know more about you boys.

Toby: I am twelve years old and I am in Year 7 at German Swiss International School. My hobbies are downhill, bmx, soccer, kitesurfing and riding scooters.

Rory: I am ten years old and I am in Year 5 at German Swiss International School. I am kiwi. I like to ride bmx, downhill, scooters at I like kitesurfing and SUP.

How come you picked up biking? Did you always ride bikes, or have you tried something else before getting so involved in biking? And why choose biking and not another sport?

Our dad comes from a bmx and downhill background so we grew up riding with him. We have been riding bikes form the age of 2 1/2 so it was our very first sport. We like the airtime and the thrill of speed that you get when riding a fast bike. Maybe when we are older we will try Slopestyle or motocross.

You compete mostly in BMX races, have you raced in any MTB races? How do you feel when there is a race? Do you feel nervous when you are in the start gate? For me it is, I just love the whole atmosphere of a race; is it also the same for you boys? Or why do you race?

We have raced at Crankworx Whistler and Crankworx Rotorua. The mob start gate is not as nervous-feeling as being on a bmx start gate with lots of riders beside. The atmosphere at these events is huge and being around all the kids our age and famous riders is awesome fun.

How many times do you ride your bike during the week? At what course you train mostly? Do you also participate in some other sports regularly or only biking?

We ride our bikes about six days a week. We are training for the World BMX Championships at the moment and will race in the USA for New Zealand





at the end of July. We are also racing downhill at the US Open of MTB at the end of May. Downhill racing feels like less pressure than bmx and the atmosphere is more relaxed.

If you were to go travelling, and you can only take one bike, which bike you would choose and why?

Toby: my carbon DH as its better than any bikes I've ridden and I can do so much on it now.

Rory: DH probably because it gives more options. I would go to Queenstown.

How is it riding with your brother? Do you push each other, and how do you push your limit when riding together?

Riding together helps keep up our motivation and helps push us because we have different strengths. We are competitive with each other but in a good way. It's nice to share the experience with someone else who understands.

You ride also sometimes with big pros, especially from Loose Riders Global Alliance, which you are also riding for. What is the feeling when riding with such big guns?

Riding with the big guns is so sick. Riding with Nico Vink and Vinny T of LooseRiders was a big inspiration for us and they helped us improve our skills to a higher level.

What bikes are you riding? We see you have got brand new Meekboyz bikes. Can you tell me more about those bikes? What BMX do you ride?

Toby: I rider a carbon 26" Meekboyz MegaBeast.

Rory: I ride a carbon 24" Meekboyz Beast

We both ride Thrill frames for bmx racing and are sponsored factory riders for Thrill. They have supported our racing for 5 years, right from the beginning and Steven Wong (East Asian Games gold medallist) and Risa Suseanti (Indonesian women's DH Champion) played a large role in this sponsorship support.

Rory? Toby?, you started to learn flips and doing other tricks with your bikes. With the airbag it is, for sure, nice to learn. Are you afraid to go upside down? Or this is all cool? Both of you, how you conquer your fear going over not small jumps, that even we adults must think twice if we will hit them. How do you handle those fears?

At first we were frightened to flip upside-down but we really wanted to master it. Rory was first to try during our week at Crankwork Rotorua. To handle our fear we trust in the ability of our bikes to go big and perform safely and we trust in our skills and instincts to work out what to do with our body positions. We have learned to improve our skills over many years on good quality bikes that dad built for us, that would cope with such degrees of skill-level to master big feats.

Going over new big jumps is daunting but for Toby especially it is his favorite part of riding. He can visualize what needs to be done to make a big jump. Years of incremental practice also helps.

What you are doing when you are not on the bike? If you would not do biking, what you would do? Any other sport or completely something different? How do you manage school and biking?

Toby: I play soccer and I am left-footed. I also kite surf and can jump big, backlog and ride toe-side. Our school is very supportive of our racing and gives us time away as long as we keep up with our work.

Rory: I can kite surf independently aged only ten. I am also learning gymnastics this year and can do a back-flip 180 and front flip. This will help my riding tricks.



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Mesum Verma 

Fang Lu 

After years of waiting ...

... struggle, and hassle, finally, we are doing it the legal way...

Located in an RV camp on Purple Mountain, there is the Dream Bicycle Park, the first [technically] bike park legally operated in Nanjing, Jiangsu, China. Even though the bike scene in Nanjing is not at a small scale, and we used to build downhill trails and race on them, maybe building jumps or berms here and there, they are not legal, and they are gone, forever, thanks to the brilliant local government. Trail builders like Pan Le(Pang Le), Zhou Tao and so on have always had a dream that riders in Nanjing can have a place to hangout and ride and chill someday, legally, without worrying about being torn down in the near future. After years of waiting, struggle, and hassle, finally, we are doing it the legal way.



The Dream Bicycle Park is a pump track based bike park that contains rollers, berms and jumps, where all kinds of bikes are welcomed.

Last weekend, a time attack race was held here to celebrate the grand opening of the park. With a passion to support the local bike scene, riders come with all sorts of mountain bikes, including cross country, enduro, downhill, dirt jump and 29er. One rider is even from out of town. The event was a blast, in the race form of eliminator. Riders battle with each other in pairs, and the one with the best time shall proceed to the next group. Young riders showed their skills on the big jump in the middle of the track, doing whips, tables and all the other cool tricks. At the same time, there were riders in their 50s who don't want to get owned

by their age.

At the end of the day, there was also a prize draw with goodies like helmets, jerseys, gloves, all sorts of biking supplies. The membership fee was also announced that it will be 1580 RMB/year. The park is created to promote the local mountain biking scene in Nanjing, and improving average riding skills among local riders, said Pang Le, track builder and event organizer. There will be a race each month throughout the year, and future events will be in various forms. It is good news for all Nanjing local riders that we finally have our own bike park here in our homeland. With the support of local riders and sponsors, we believe that the bike park will get bigger and better in the near future!

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ISSUE 37

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SPECIAL THANKS TO

Bryan Bell, Kun, Pascal, Bobby Chen, Jimmy, Jane, Holger, Steven Meek, Peng Le

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