





Reliability, Redefined — For 20+ years, SDG has delivered cutting edge, dependable products. And today, after 2 extensive years of global testing, the Tellis seat post is no exception. Simply put, it just works, drop after drop.

TRAVEL	DIAMETER	LENGTH	WEIGHT	P/N
125mm	30.9mm	390mm	510g	07540
125mm	31.6mm	390mm	530g	07541
150mm	30.9mm	440mm	552g	07560
150mm	31.6mm	440mm	573g	07561

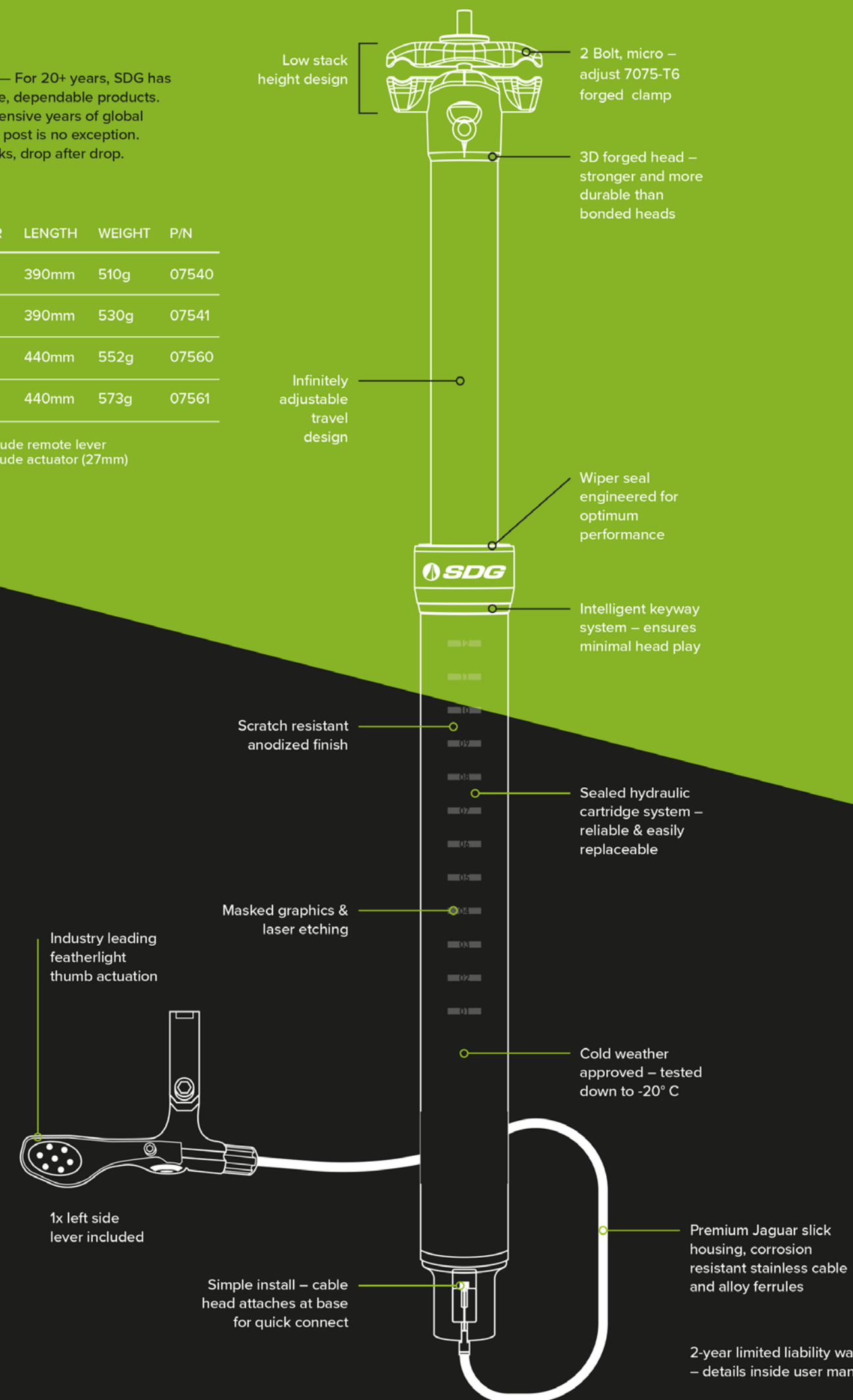
* Weight does not include remote lever
* Length does not include actuator (27mm)

TELLIS WORKS DROP AFTER DROP

Cable actuated
hydraulic dropper.



sdgcomponents.com



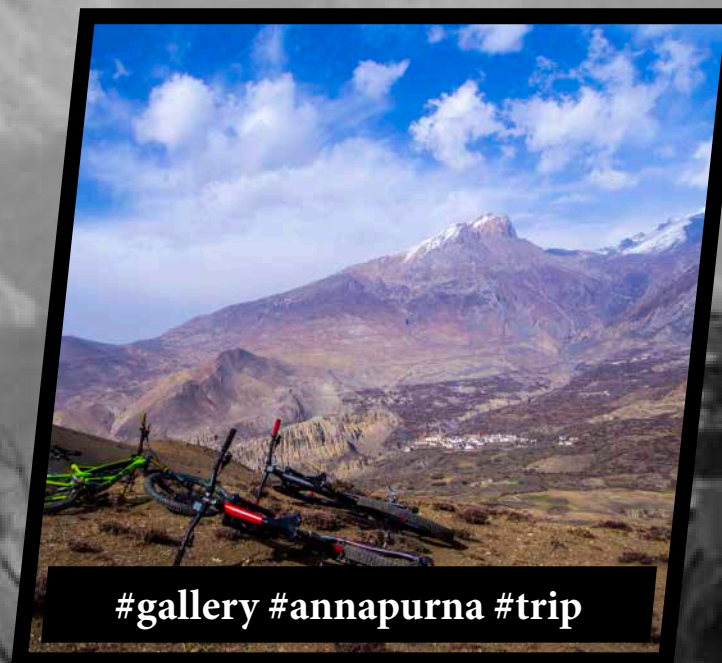
2-year limited liability warranty
– details inside user manual



#briancook #interview



#sdg #tellis #dropperpost



#gallery #annapurna #trip



#gdl #china #race #recap

ixs THINK SMART. **RIDE FREE.**



FLOW



X-MATTER™ SMART, SAFETY CERTIFIED AND RECOVERING **SOFT IMPACT ABSORPTION**



get out and play

#ixsplayground



BRIAN COOK

INTERVIEW





Hi Brian, thank you, you found a little time for the interview! Can you tell us a little about yourself, where you live, how old you are, what you do for a living?

My name is Brian Cook I live in Hong Kong I am 40 years old this year and I teach balance bikes to young children to promote our Sport for a living, you can check me out at: www.RiderLearning.com

How exactly did you get on a bike? Did you try some different kinds of sports before, or did you always stick with the bike?

I grew up in a village in Hong Kong and started riding bikes with my friends when I was a few years old. I used to play soccer professionally and also run long distance for Watson's water. I was also a professional rally car driver too!

How difficult is it to get on a bike in Hong Kong? How difficult is it to make a living out of it?

In Hong Kong it is not that difficult to get out on a bike but bikes are not welcome in the city and we have very minimal bike trails in the

mountains. It is very difficult to make a living racing bikes here because we don't have a biking industry and factories, it is a very small place and the only support we get are mainly from industry outsiders and Bike Shops, I am very lucky to also have support from international bike brands which is very rare for our riders here.

Your daughter and son also ride bikes, even also motorbikes. How did they get into it? Do you often ride together? Does your family come along to your races?

My daughter and son have seen me riding bikes since they were babies and they grew up very interested in bikes and anything on Wheels so they naturally evolved from bikes to motorbikes to go-kart etc. My family will try to come and watch me race as often as possible but since the weather in Hong Kong is so hot and some of the races start very early they only comes sometimes when they can.

How crucial do you think is that there be different categories at the races (for example; age difference, Elite, Women). If you





could change anything, what you would change, or what is missing in races here in Asia?

I think races should have more specific categories so that it will encourage more riders to join and ride with their own category riders, people who have the same experience and riding abilities as them. Asian races should try to stick to the International race formats and be as fun and professional as possible to make it enjoyable for all riders especially for the small races that are trying to improve. For downhill races simple things such as having a hot seat and being able to have a screen to see each riders times as they come down makes a very big difference.

It's obviously difficult to ride as a professional mountain biker. Can you tell us what it takes, besides just riding the bike fast? And young riders in whole Asia complain that there is no support for athletes. There are not many Pro-Riders in Asia, but so it is it around the world. What would you say to somebody who wants to be a pro-rider?

To become a professional mountain

biker it's not just about riding your bike fast and turning up to races, there is a lot going on before and after races and also outside the biking scene. You have to represent your sponsors and be a brand ambassador 24/7, there is a lot to do, friends and riders always ask me how I have so many sponsors and I told them our bike races are not seen by the whole country, they are usually just seen by the biking community and if you would like the rest of your country to see your races you must promote them on social media and also all of the brands that you represent too. You must also always find opportunities to promote your sponsors brands in different situations all the time. And most importantly I always say to young riders if you were a CEO or even a bike shop owner would you sponsor yourself and why? Because there are so many other riders just as good as you or even better, what makes you stand out from the crowd, what can you do for their brand? Before asking what you can get off your sponsors, ask yourself what can you give to your sponsors first!

You've been the biking scene here in Asia for a long time, can





you see some progress? Where? What could be better, and what could the industry / government / scene give more attention to, to make it more successful?

I think in Asia for the countries who didn't start mountain biking early on but are playing catch-up, they actually are improving immensely and overtaking the countries who started earlier as they are taking a lot of tips and experience from other countries, it also helps if your country snows in the winter and you have chair lifts too! Government's should look at foreign countries and see how they make the trail network where bikers, hikers, motorcyclists and even horses use the mountains together.

Where do you see yourself in 10 years? Will biking still play an important role in your life, as it is right now? How you see the future of mountain biking in Hong Kong and the rest of Asia?

I will try and stay in competitive mountain biking as long as possible but with my children I think there is a next chapter in my life but biking will always be in my family and we will do the sport together. In Hong Kong

it seems like our mountain biking community has gone stagnant and races are rare and few that is why I have concentrated my efforts in the China bike racing scene as they are improving very fast and their races are very enjoyable with lots of sponsors and media attention, they are also a bigger market than Hong Kong.

Thank you very much, we wish you all the best! The last words are yours! Ride on!

Lastly, I would like to say what my father told me when I was a young boy, if you really want something, put your mind to it and don't give up, anything is possible.

You only have one life, but if you live it amazingly one is enough.





S-PARTS超轻钛合金碗组盖 www.spartsti.com
TITANIUM HEADSET CAP INCLUDING TITANIUM BOLT 8GRAMM






TELLIS

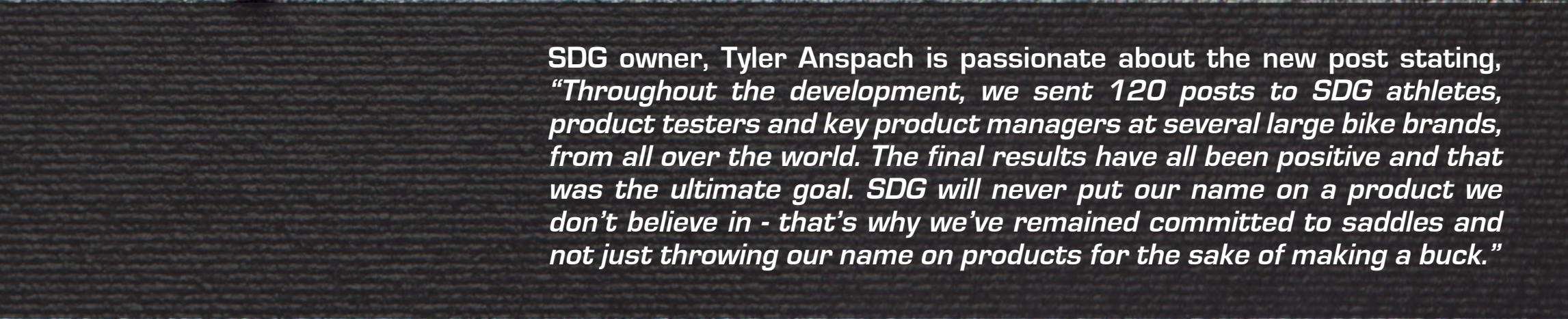
What do you get when one of the most reputable MTB saddle companies with over 25 years of experience buys a \$140 linear actuator? The dropper post you've all been waiting for, that's what! SDG has been committed to making saddles for decades and after watching silently, we've decided to address the four problems we found with dropper posts on the market: durability, simplicity, feather light actuation and affordability.

 SDG Components

 Mesum Verma / SDG Components

 mtbmag

 **SDG**
COMPONENTS



SDG owner, Tyler Anspach is passionate about the new post stating, “Throughout the development, we sent 120 posts to SDG athletes, product testers and key product managers at several large bike brands, from all over the world. The final results have all been positive and that was the ultimate goal. SDG will never put our name on a product we don’t believe in - that’s why we’ve remained committed to saddles and not just throwing our name on products for the sake of making a buck.”





Wanting to test more than cold weather functionality, they developed a self-contained vat of muddy grit that encapsulated the seal around the shaft. The machine ran for months as we tried to promote real world exposure to water, mud and debris. The system remained clean and functioning even after countless hours of cycling through the muddy water.

Development:

After two years of testing, refinement, along with countless hours on a “highly-sophisticated” test rig and passing all required ISO and EN standards, SDG is confident the new Tellis dropper post is exactly what they’ve wanted all along. It is an affordable, easy to work on and above all else, a reliable dropper seat post.

Sure, Huntington Beach is not the ideal environment for dropper post testing, but you didn’t know about there secret science shed in Kamloops, B.C. did you? Devyn Pelley, Chief Tester and SDG Global Sales Director spearheaded the global test team, while also setting up the reciprocating linear actuator motor to cycle the Tellis seat post for 6 months to complement our lab testing in Taiwan. And thanks to climate control features in his secret shed, along with riding his local trails in Kamloops, the Tellis post performed exceptionally in temperatures down to -20 Celsius.



Reliability & Service:

Less means more when it comes to SDG philosophy regarding reliability. Less moving parts in the Tellis post ensure riders are spending more time riding and less time bleeding, adjusting or cursing.

The SDG Tellis uses a fully sealed cartridge system. 3D forged head is sleek and eliminates one more potential joint for creaks or play to develop. The Tellis is constructed with an intelligent keyway system to eliminate lateral head movement and uses 7075 forged clamps and nothing but the highest quality hardware and fitments to further improve the post’s longevity and performance.



No attention to detail left untouched.

We understand shit happens, and for that reason, they want to mention that they expansive dealer and global distributor network will be ready to handle any issues that may arise. Whether that's inside our two-year warranty period or years beyond. Should you want to service the post yourself, you'll find the experience to be much easier than most posts on the market. No bleeding, no tricky alignment techniques and a large network of partners will be ready to deliver whatever part you may need. And once you get those parts, we've got an arsenal of detailed service videos waiting on the site to walk you through the process.

The bottom line is, SDG has never released a product we didn't believe in and the Tellis is no exception. Their team set out on this mission believing that they had the ability to offer you the post you've been waiting for. They've tried to maintain an affordable price point because they know what it's like to have a budget. And while the post is not only easy on your wallet, it's easy on your thumb – the Tellis has one of the lightest actuations in the game. No more thumb-pump.

Details:

Travel: 125 & 150mm (100mm & 170mm coming late summer)

Diameter: 30.9 & 31.6mm

Rail Compatibility: 7x7mm & 7x9mm C/F

Routing: Internal Only

Lengths: 390mm & 440mm + Actuator 27mm

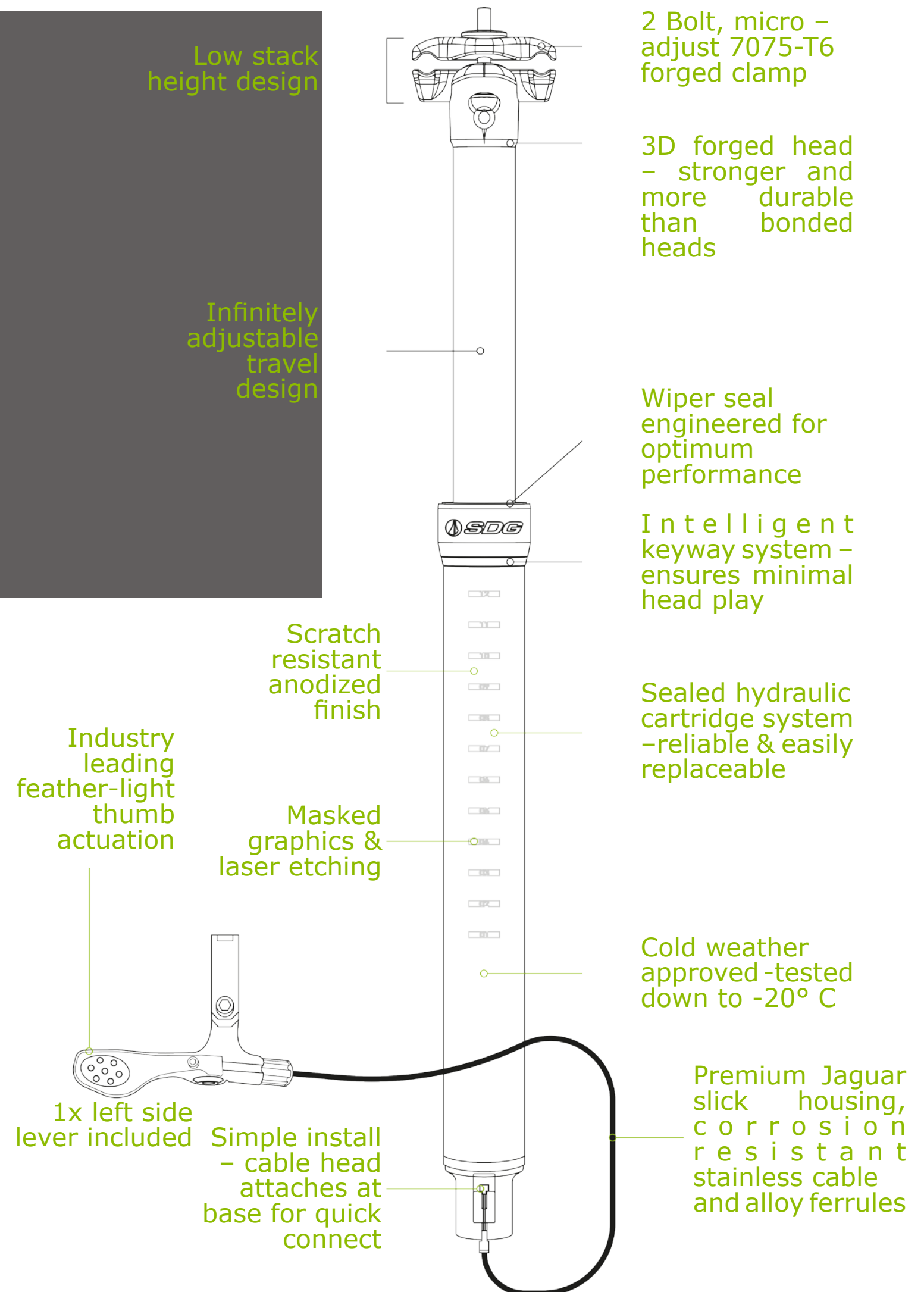
Weight: 552g (30.9x150mm), 36g (Lever), 87g (Housing & Cable)

Warranty: Two Years

MSRP: \$269.99 USD *Includes Lever and Jagwire LEX-SL Housing & Stainless Cable

Replacement Cartridge: \$44.99 USD

The SDG Tellis seat posts are now shipping and available worldwide. For more information, please visit: sdgcomponents.com





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)

GALLERY: Annapurna Ride

 Pelden Dorji





GALLERY: Annapurna Ride









GALLERY: Annapurna Ride



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

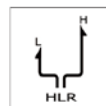
Axle to Crown: 26in. 569mm, 27.5in. 579mm @ 200mm of travel

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.



2018 GDL 广东速降联赛

SEASON GUANGDONG DOWNHILL LEAGUE



#page57

GDL

GDL / Mesum Verma



GDL Downhill League First Stage Zhongshan Race Recap

On May 13th, the opening ceremony of the GDL 2018 season officially kicked off. The organizer of this event launched a brand-new track, the Spring Forest Park in Zhongshan, Guangdong, and built a track specifically for this competition. With a length of 1680 m. and a 250 m. drop in altitude, the trail will be open for the public after the race.



Zhongshan Quanlin Mountain Bike Park offers a cable car, which makes racing very easy, without loose energy to push up the bike to the top, what is mostly right now the case in whole China, for a downhill Race.

In the 2018 season, GDL introduced new categories. U18 youth group, U29 open group, U39 open group and the 40+ master group. The elite group and women's

group have no age limit (must be over 16). There will be 5 races during the season and plus a final end of the year in Enping. It will be exciting to see, which riders stay on the top of there category and which team is the strongest in the end of the year!

130 athletes from China, Hong Kong, Macau and Taiwan joined the race. The categories U29 and U39 where they most popular with the most riders challenging





each other. In the women category attended 6 riders the first race from GDL, and GDL promised, even if there would only register one woman per competition, they will keep the women category till the end of the season, which is pretty cool, to give all the girls also a platform to race in the own level and not against the men's.

Seeding & Race day, the weather God was with us. It was a beautiful day. At 9:00

a.m., Shu Zhuofan team rider of the Changsha HOPE Junior Team in the youth group started the qualifying session. Brian Cook a member of the former Hong Kong team and winner of the Asian Games several years ago, was registered in the 40+ Masters group, and his qualifying result of 03:13,64 min. was the fastest also in U39 and U29 categories. The 18 year old Zhao Zhenjie from the SLH Racing Team shocked everybody with the fastest seeding time of 02:58,58 min. He won last year the overall



youth title at the GDL race series, and made his first appearance in the elite group in this race. In the final, things where not much shackd up, it remains stay same as it was in the seeding.

Stage 2 it will be soon! Already June 10th!



RESULTS WOMEN:

- 1ST: Cai Jiling
- 2ND: Wei Yang Yang
- 3RD: Luo Qiwen

RESULTS 40+ MASTERS:

- 1ST: Brian Cook
- 2ND: Zhao Yi
- 3RD: Huang Jun



RESULTS U39:

1ST: Gao Boxian
2ND: Liu Hongtao
3RD: Li Jianmin

RESULTS U29:

1ST: Deng Chiwei
2ND: Lin Zedong
3RD: Luo Shi Tao

RESULTS U18:

1ST: Zhong Weiqi
2ND: Xu Haoxuan
3RD: Jiang Fengxu

RESULTS ELITE:

1ST: Zhao Zhenjie
2ND: Wu Chao
3RD: Zhang Shuan

#about

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#special #thanks

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