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FLOW



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



get out and play

#ixsplayground



#madenduro #malaysia



#ixs #european #downhill #cup



#interview #tahaghabeli #iran



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

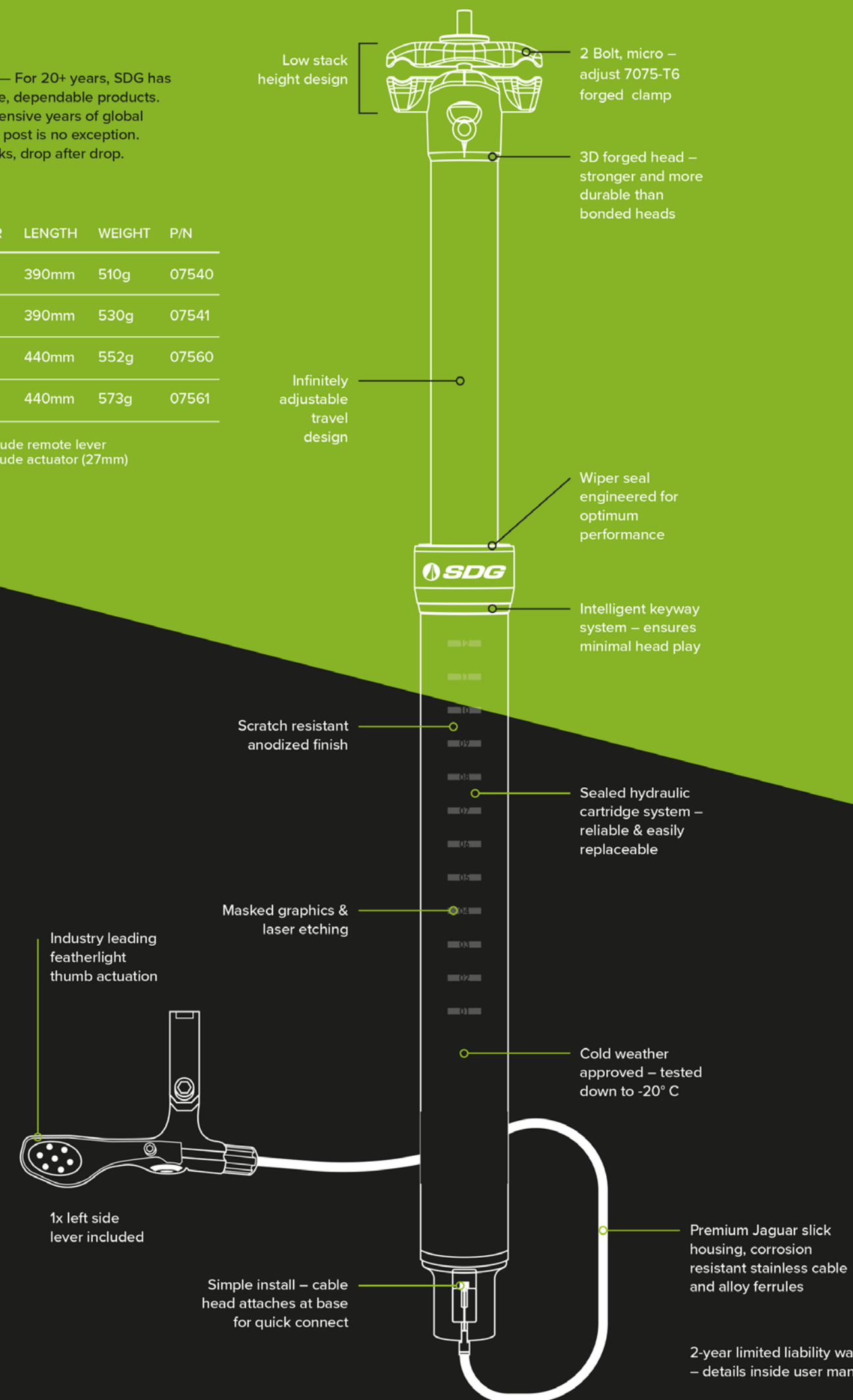
* Weight does not include remote lever
* Length does not include actuator (27mm)

TELLIS WORKS DROP AFTER DROP

Cable actuated
hydraulic dropper.



sdgcomponents.com



2-year limited liability warranty
– details inside user manual



MAD ENDURO



It started when a bunch of people became friends through their passion in Mountain Biking; KK, Eddy and William. They have been riding all sorts of trails, in and out of Malaysia since 2016, but this time they came together for a different cause; organizing the race they love. With KK as the director of MAD Group, an event organizer company, they are already set on the right track. They have been following the Asian Enduro Series (AES) for quite some time and what more, AES have yet been organized in the lush forest of Malaysia. Therefore, it seems only right to bring the AES to Malaysia. That is how they began their contact with Shyam Limbu, the marketing director for AES and finally successfully won the bid for Malaysia to be chosen as one of the venues for the series in 2018.

A lot of blood and sweat have definitely been sacrificed on making the event a success. Therefore, they would like to thank every single person who has been supporting the MAD Enduro 2018 especially AES, sponsors, riders, crews and volunteers.



MADENDURO



Mesum Verma & MADENDURO



mtbmag



“Friendship and sportsmanship among riders from 21 nations, proudest event so far. Highest appreciations to all partners, sponsors, riders, marshals, crews and everyone, and especially thank you to Mr. Eugene, CEO of Dainese Malaysia/SG for supporting Mad Enduro wholeheartedly. This is just a kickstart for Mad Enduro. Stay tuned for real new exciting announcements! Cheers!”

**KK Lim,
Director for MAD Enduro &
Director of MAD Group**



In the past, I've organized various events from conferences, running event and Obstacle events. Mad Enduro 2018 had totally lifted up my passion to a whole new level. Witnessed and shared the blood and sweat with riders from all over the world. Now the fire is unstoppable. So guys, stay tuned for the next!"

**Stella Chan,
Event Director**



*“Go Down or Go Home”
“No MAD No Fun mean No
Challenging”*

Eddy Lim,
Race director



Either trusts me or trust yourself. You're on it anyway, just do it! See you guys next year!

**William Tan,
Trail & Safety Director**



*Better to be absolutely
ridiculous than ridiculously
boring...*

Ang Jee Mun (Malaysia)
Champion Master B
MAD Enduro 2018



*“To bring Malaysia event up to international level is not an easy job. All of this come from the strong leader of KK, Eddy and William and it takes more than 1 year effort to build it. Now the effort turn into a great standard of an event. And not to forget with the great team **EVENT COORDINATOR, IT DEPARTMENT, CONTENT CREATOR,** government & authority, and also PR as well as **ART AND DESIGNER** that support behind. Great events always comes with the teamwork and huge support from behind”*

**Ng Yuan Jun (YJ),
Director of Media & Marketing
MAD Enduro 2018**



“Thank you KK, Eddy Lim, William Tan and the entire MAD Enduro team!! This is one of the BEST event I have been so far!! My team will be back in 2019...for sure!!!!”

**Shyam Limbu
(AES Marketing Director)**



1st SHRESTHA NISHMA (Nepal)
2nd CLAIRE JOSETTE DEMARQUET

NEP Women
FRA Women

00:51:26.18
01:03:36.00



1st CARLO RICOTTA (Usual Suspect)
2nd MOHD JOHAN SHADZLI (Virolasak Racing)
3rd TAN CHANG WOEI (lone ranger)

ITA Master C 00:40:26.05
MAS Master C 00:42:40.58
MAS Master C 00:43:34.25



1st ANG JEE MUN (LSC)
2nd WEEHOW WU
3rd FARRANDY ISKANDAR (VIROLASAK RACING)

MAS Master B 00:35:13.81
MAS Master B 00:35:18.75
MAS Master B 00:38:23.76



1st JOEL MC GUIRE (Privateer)
2nd TAN SOON SOON (RedRudeRacing)
3rd WEE CHONG YAW (RedRudeRacing)

MAS Master A 00:33:32.27
MAS Master A 00:34:14.16
MAS Master A 00:35:38.54



1st	NIRAV SHRESTHA (Himalayan Single Track)	NEP Junior	00:34:38.22
2nd	JUNHO KIM (SM BIKE ACADEMY)	KOR Junior	00:37:24.63
3rd	RINKU THAKUR (himalayanmtb)	IND Junior	00:37:40.32



1st	FLORENT POILANE (Specialized)	FRA Men Elite	00:30:30.75
2nd	RAJESH MAGAR (yeti/fox/Himalayan rides)	NEP Men Elite	00:32:08.10
3rd	MINHO YANG (KOREA)	KOR Men Elite	00:33:29.79

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)

THE ULTIMATE REVIEW

iXS European Downhill Cup

#4 Spicak 2018

Finally, the EDC season 2018 slowly but surely comes to an end: four out of five races of the iXS European Downhill Cup are in the books. This weekend, the fourth race of the season invited riders and downhill fans all over Europe to Spicak near the Czech-German border and with this the cup returned to a beloved venue that already has been a fixed part of the agenda for eight years.



#page31

Rick Schubert

Racement / iXS / Mesum Verma



iXS

SPECIALIZED

MAXXIS

ÖHLINS

LEATT

BMO
BIKE-MAILORDER

Muc-Off



Sandra Rübesam

mtbmag

It is the venue that makes a race special. This is why so many riders are looking forward to the annual race on Spicak's "Struggle" Trail. After numerous facelifts and improvements during the last years, the track has become one of the favorites for many riders. Even if 1750 meters in length might seem rather short, the rocky ground combined with a 320-meter descend make for a demanding track that calls for high concentration and stamina. After weeks of dry heat, the dust even added to the level of difficulty, especially where it covered roots and rocks, turning the track into a slippery slope. Well, let's just say it is called "struggle" for a reason. Nevertheless, the 250 riders from 28 different nations seemed to have loads of fun this weekend!





Friday's track walk opened the weekend and greeted the riders with a clear blue sky. Sadly, the following 6-hour training session already took its toll, so the fight for the podium had to be pushed to the final run of the series in Brandnertal for some of the riders. On top of that, the weather forecast was less than optimistic, promising heavy rain and thunderstorms throughout the weekend – so it was going to be an interesting weekend.

Fortunately, Saturday started with dry conditions and the riders enjoyed a rather relaxed second training session before the qualification started in the afternoon. In the qualification runs Nina Hoffmann (GER - Santa Cruz Bicycles) and Stanislav Sehnal (CZE - Kelly Factory Team) set the best times of the day and already collected



important points for their rankings, so that Hoffmann managed to close in on the current leader of the rankings Monika Hrastnik (SLO - Blackthorn). Also Joshua Barth's (GER - Carbocage Factory Team) lead over Bryn Dickerson (NZL - FS Funn Factory Team) is melting more and more, adding some more anticipation and competition to the final run on Sunday.

Sunday morning greeted the riders with overall conditions that might have made more than one of them want to stay in bed for the day: after heavy rainfall all night, thick fog made it nearly impossible to find the perfect lines for the race. But after a rather slow start, most riders seized the last training session to adjust to the new conditions before their final run. Fortunately,





it started to clear up during the day and the rain stopped in time for the race.

As usual, the Masters opened the race and proved that despite the weather the track did not lose a lot of its speed. Frank Hedwig (GER - Rad-Art) set a best time of 3.23,213 minutes, which was only five seconds more than the best time of the qualifications. Fabian Buschor (SUI - RSF) finished in second place, followed by Mads Weidemann (DEN - madsweidemann.com) in third.

In the U17 category, Marko Niemiz (SLO - Sinter Brakes Team) succeeded by one second towards Goncalo Bandeira (POR - Miranda Factory Team) in second place. Meanwhile, former



Rookies Cup rider Gabriel Wibmer (AUT - Ride Free Osttirol), who has been climbing the ranks during the last three years, completed the podium this weekend.

In the Elite Women category Monika Hrastnik set a time of 3.39,426 with a 30-second gap towards her competition rather early into the race and had quite some time to sit back and relax in the Red Bull Hot Seat, before her strongest competitors even entered the track. Finally, Jana Bartova (CZE - MaxCursor) crossed the finish line with a result that came close, but a 5-second gap still remained. Sandra Rübesam (GER - Nukeproof) came even closer, but missed the best time by one second, leaving only





Janine Hübscher (SUI - iDirt Racing Team) and Nina Hoffmann with a shot at the first place. In the end, Hoffmann ended up in fifth place, while Hraštnik took the third title in a row, once more ensuring her lead in the rankings. Janine Hübscher finished in second place and Sandra Rübesam in third.

In the U19 category one rider celebrated a special debut this weekend: Patrick Butler (NZL - MS Mondraker) who already has been participating in the World for the last two years and who reached his first podium in Val di Sole two weeks ago, took part in his first EDC race this weekend and set a best time, that would have brought him the eighth place in the Elite Men category with 3.11,923 minutes. Zak

Gomilscek (SLO - Sinter Brakes Team) and Max Meinhold (GER - Gravity Bike Verein Schöneck) followed in second and third place.

After that, it was finally time for the Elite Men Super Final which was as exciting as ever. The results kept getting better and better and no one stayed in the Red Bull Hot Seat for long. It was not until Joshua Barth set his time of 3.06,419 minutes that someone established a clear lead, even if it was “only” by 6 seconds. But then Bryn Dickerson entered the track and man he was fast! But not fast enough. After that, all eyes were on Stanislav Sehnal. When Sehnal crossed the finish line the clock revealed a lead by split seconds. So at the end of the day, Stanislav Sehnal succeeded,





followed by Joshua Barth in second place, once more defending his lead in the rankings. But with Dickerson in third place this weekend it's getting ever closer in the rankings and the stage is set for an exciting season finale in Brandnertal in Austria!

Spicak once more delivered some high-class racing this weekend. Minus the rain it was the perfect race weekend! Now we're facing the four week break before the iXS European Downhill Cup returns one last time for the season finale in Brandnertal at the end of August.

Until then:

ride on!





1st	Monika Hrastnik
2nd	Janine Hübscher
3rd	Sandra Rübesam
4th	Jana Bartova
5th	Nina Hoffmann



II.

III.



1st	Stanislav Sehnal
2nd	Joshua Barth
3rd	Bryn Dickerson
4th	Max Hartstein
5th	Martin Lebl



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TITANIUM HEADSET CAP INCLUDING TITANIUM BOLT 8GRAMM







طاها قابلی از ایران

TAHA

GHABELI

INTERVIEW

 Taha Gabeli (Privat)

 Mesum Verma



Hi Taha, it's great to have you here, i've met you already twice in China, once at the Asian Championship in Xuancheng, and once at a Race far west, in Guide (Qinghai Province). Tell us a bit more about you, where are you from? How old you are?

Hi Mesum it's great too. Well I'm TAHA GHABELI a pro rider from Iran and I'm 27 years old.

You started biking when you were 18 years old, how did you get into mountain biking? Did you do other sports before?

Well, I was riding a bike before I was 18 years old, but just for fun, not like a pro rider or taking part in competitions. I always followed cool things and did fun things, and when I was child, I was interested in riding motorcycle cross and cars, but because of my age, my parents didn't let me ride a motorcycle or do things like that. I went to skate and gymnastics

class as a child some years ago, and I was a smart kid who learned a lot of things as soon as I could. When I understood that there was a place for training and riding, I was so excited that I went there every weekend and watched them. I learned how to ride a bike on mountains and how could I go down like downhill riders. I watched the world championships of riding during the week, and did the same thing in the weekend. I took part in the first city bike competition and got third place, and they picked me for the national championship.

Biking is your life, do you have other sports you do? Or do you totally focus on mountain biking?

I always rode a bike because it's the whole of my life and my job. My real focus is just on it, and moreover because of a shortage of training facilities, I can never give up and I





still keep going.

How difficult is it in Iran to pick up cycling as a profession? How many riders are there? Obviously road cycling will be the most popular, but there are many pro mountain bikers in Iran?

The difficulty of improving in Iran is due to the deprivation of facilities and lower quality of competitions, because there is no advocacy and riders lose the motivation for racing and competing with other riders who aren't at a profession level. Because of that, there are fewer downhill riders than xco riders, but nowadays we have a lot of xco riders who ride for fun and enjoy it and there are nearly 20 cross riders who compete together.

Do you have any job other than riding bikes? When you are not riding the bike, what you are doing?

I use all of my time for training, and I don't have any time for a job and there

wasn't any job to be useful with my training. Nowadays, the situation is so hard for me, because it hasn't let me train as well as I could, and it's so important because I really want to win the challenge that I have with myself or in competitions and pick myself up and show my talent.

How many races have you ridden in Iran? How many outside Iran? Where do you go most for racing, outside Iran?

Well when I was taking part in competitions in Iran, there were 4 or 5 races in a year, and I took part in all of them.

And from 2010 until now, the first competition that I went to was the Asian Championship 2012 in Lebanon, then another Asian championship 2013 in china, Asian championship 2014 in Indonesia, the Asia Pacific 2015 Downhill Challenge,

Asian championship 2017 in China, China Guide Park international



competition 2017. I met you after Asian Championship in 2017 in China again, I think the place that I went to most is China.

You've been three times in China, for racing. Tell us a bit about the experience there? Funny moments? How do you like it to ride there?

Yes in total, I've gone to China 3 times. Well China is a vast and interesting country with several quaint cuisines, friendly people and cool mountains for riding.

The interesting thing was when I travelled to China the first thing I thought was how to eat the food with chopsticks? It was hard but finally I learned.

The night when I arrived there, I'd never been to a REDBULL RAMPAGE but it was so rip roaring that, even if it wasn't the Red Bull Rampage, it was similar, and when every one saw the race they remembered it.





If you could choose, where would you love to ride your bike? And which bike you would take along, if you could only choose one, enduro bike or downhill bike?

I always like riding in Europe and challenging my talent and trying all the different races specially for competitions, And if have one choice, I really want to be the best in downhill.

What's the top destination in Iran for riding bikes? Enduro or downhill? Did you ever ride the Dhamavand? Personally, I would love to ride the biggest mountain in Iran, hope I get a chance to do it once in my lifetime.

My greatest aim is to improve my talent and achieve my goals in the highest level of this style in the world.

But there isn't enough attention for mtb riding these days in Iran. There aren't any competitions for enduro. It's just for fun in Iran, but there

are a lot of places for it and foreign people come to Iran for riding. Here riders compete together in cross country and downhill. Because I've always trained for racing, I haven't had a chance or time to ride on Damavand mountain and climb it, but one day I will go and get a new experience. I'd be really happy that you accompany me in this way, which I know it will be a hard climb.

Where do you see yourself in 5 years?
What is your goal, about biking?

Well, the situation is hard and needs some advocacy to improve, and I hope in time this will happen, and it can help me a lot because it is my plan to reach the championship by putting all of my effort towards it.

We wish you all the best, and see you soon! RIDE ON!!



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

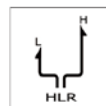
Axle to Crown: 26in. 569mm, 27.5in. 579mm @ 200mm of travel

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.



#about

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#special #thanks

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