



mtbmag

asia.com



#ISSUE62

#JAN2020

#madenduro #malaysia

#goggle #review

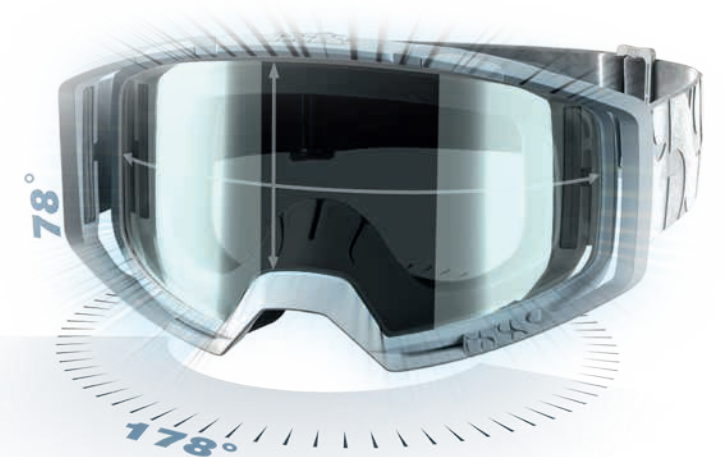
#digging #ningbo





TRIGGER

Wide field of view. Unobstructed peripheral vision (178°x78°). 3 ply foam for increased comfort. 45mm strap. Outriggers allow for perfect fit on any helmet. Multiple lens options. Moto certified.





#madenduro #race #malaysia



#review #goggles



#digging #ningbo #china





SPEED RACE WHITE



PANTS SEND IT



GLOVES RAD RED

Mad Enduro & Henrik Møller

Mesum Verma



GETTING TO KNOW

Interview with the man himself; Eddy Lim, Mister Mad Enduro!
And race recap from 2019!!



Hi Eddy, hope you are doing good and everything goes as planned for the next Mad Enduro in 2020! Tell us a little about yourself, where you're from, what is your work, what are your hobbies?

I am Eddy Lim, I am from Kuala Lumpur Malaysia, I am an IT professional working in an IT multinational company. I love mountainbiking, hiking and trailbuilding, all these hobbies can relieve all my physical and mental health issues.

I start biking not long ago, around 2014, because I was having heart pain and I was a 120KG fat man. I told myself I have to do something or else I am gonna die soon. So I started riding and I love it so much, and in 2015 I started traveling around Asia for mountainbiking, and this made me think that I needed to share what I have seen from Malaysian trails. Then I start building trails in Bukit Kiara (which is my back yard), bringing back all those rock gardens, steep





sections, and rooties sections into the Kiara trails.

Mad Group is specialised for obstacle course challenge events. In 2018 Mad Enduro came alive, can you tell us a bit about how this went down?

MAD Group is run by my friend, We've known each other since 2016, and in 2016 we went to Chaing Mai for riding together. Throughout the trip we were just talking about enduro racing, who is the best enduro rider, watching EWS & DH races at night, and talking about how fun the enduro race is.

After coming back from the Chaing Mai trip, he contacted me and said he wanted to do an enduro race in Malaysia, and he wanted to invite all the international riders here to race.

It took me 10 months to prepare all the race stages in Bukit Kiara,

talking to asian riders on FB, IG, Wechat, and Whatsapp to get them come for the race. Like almost every 8 hours we were talking and chatting on social media.

During the 2018 Mad Enduro we facing a lot of problems where the local riders complained the trail was too difficult, race fee too expensive, hiking community is not supporting the event, the government was delaying the permit, etc.....but we slowly sorted out those problems one by one, and that made the 2018 MAD Enduro such a success.

How did you get the status for a qualifier race in Asia for the EWS, in only the second year? What needed to be done for you to get that status so fast?

After the first MAD Enduro 2018 we got a lot of feedback from the local riders and international riders. The best comment from them was *Although it is so tough, we enjoy the challenge



A mountain biker wearing a red and blue jersey and a black helmet is riding a full-suspension mountain bike on a narrow dirt trail. The trail is surrounded by dense tropical forest with many trees and thick undergrowth. Sunlight filters through the canopy, creating dappled light on the path. A red ribbon is strung across the trail ahead of the rider.

and we've never ridden this kind of trail in our home ground.* All the support and feedback made us successful getting support from EWS to be part of the Qualifier for Asia EWS.

How is the biking scene in Malaysia? How many people ride a mountain bike on a weekly basis? Are there many MTB races?

Mountainbiking in Malaysia was the topic every weekend during 2016. We have over 100 riders riding in Bukit Kiara, but the numbers of riders was getting less and less in 2017 because the Malaysian economy went down. And also during 2017 – 2018 there were less enduro & DH races in Malaysia. But, after the MAD enduro 2018 race, we saw many races happen in 2019 and even more races in 2020 (8 Enduro Race & 5 DH races planned in 2020), the more races we have, the better the chance of growing the Biking community.

As organiser, tell us what is most challenging to organise a race? What is the benefit of having such a race? For the country, and for the scene?

The bigger challenge for us organizing the MAD Enduro race is getting support from the non-biking committee, to support event sponsors, and getting a strong team.

Organizing an Enduro race is more challenging than a downhill race. It requires a lot of manpower, a medical team, support team & someone with Enduro race knowledge.

Where do you see the Mad Enduro race in 5 years? Where do you see biking in Asia in 5 years? It's growing, but in which direction?

Five years down the road, MAD Enduro will be one of the races YOU MUST JOIN,

Our vision is to grow the biking community in Asia and have the





girls and boys in Asia step on the big stage of UCI WORLD CUP and EWS.

The last word is yours! Tell us, why you would take up biking, rather than any other sport? Why you would say, someone should do some racing?

When I started biking it was because of physical and mental health issues, but now I'm addicted to biking. I found it it is like working in a corporate company - everyday you face a challenge and all these challenges like riding a bike in the mountain.

Racing is not all about race, it can be very fun and challenge for yourself.

I always like to say *Join the race is to understand yourself better and make yourself stronger*

Thank you very much, and we wish you all the best with the Mad Enduro race!! Ride on!!



MEN ELITE

1st	Matej Charvat	Czech Republic	24:49.01
2nd	Sheng Shan, Chiang	Taiwan	24:51.19
3rd	Dedik Handika	Indonesia	28:22.31



U21 (JUNIOR)

1st	Ananda Bagus Putra	Indonesia	30:35.25
2nd	Yu Lun, Chang	Taiwan	31:04.00
3rd	Bima Fikri Aldila	Indonesia	32:26.42



MASTER A

1st	Ssu Han, Chiang	Taiwan	29:45.91
2nd	Chong Yaw, Wee	Malaysia	30:50.77
3rd	Mohamed Edha, Ali	Malaysia	34:34.11



MASTER B

1st	Soon Soon, Tan	Malaysia	30:16.26
2nd	Jee Mun, Ang	Malaysia	32:19.21
3rd	Siang Pheng, Ong	Malaysia	34:11.02



MASTER C

1st	Carlo, Ricotta	Italy	36:44.42
2nd	Mohd Johan, Daud	Malaysia	48:58.13
3rd	Chang Woei, Tan	Malaysia	57:47.42



WOMEN

1st	Siti Natasha Basri	Malaysia	43:59.81
2nd	Chi Ling, Tsai	Taiwan	50:18.14
3rd	Nia Vanessa Zaidi	Malaysia	58:29.68



THE END





ON THE RADAR





Vision Quest:

Choosing the best goggles for your ride



HILX



OAKLEY

DC force

BSS





We need something in front of our eyes when we ride a bike. It's even more important when we ride fast down the mountain. We could use some glasses, or we can use goggles. And that is what we are going to show you in this review. Goggles protect you from the wind (cold wind in the winter), from dust, and maybe from some gravel flying in your face, when your buddy rides in front of you. On small paths, they also protect us from getting hit by branches, which could result in a serious eye injury.

Today, we use goggles not only with the full face helmet. The generation „Enduro“ rides wearing an open helmet with goggles on. But all the protection that goggles offer us is only available if we actually wear them. So they must be convenient and comfortable to use. We've listed 4 main characteristics that we think are key factors for good goggles.

Field of view

Nothing will bother you more than when you can't see much while wearing the goggles. As the lens is about 1,5 cm in front of our eyes, there is quite a bit of plastic around to hold the lens. The frame is of course needed to fix the strap on, and also features like roll-off or tear-off for dirty business. We are going to check how much view each pair permits, while still fitting the full face helmet.

Steam / Fog

You are waiting in the start gate to tear the trail apart, but can't, because you can't see anything, as your goggles have steamed up. You push your bike up to the top of the mountain, your friends are ready to shred, you must hurry, and get going! But you can't, even when riding, the air vents can't handle the fog inside your lens. We will check how well the vents work, and in total, how quick the goggles steam up.

Comfort / Nose

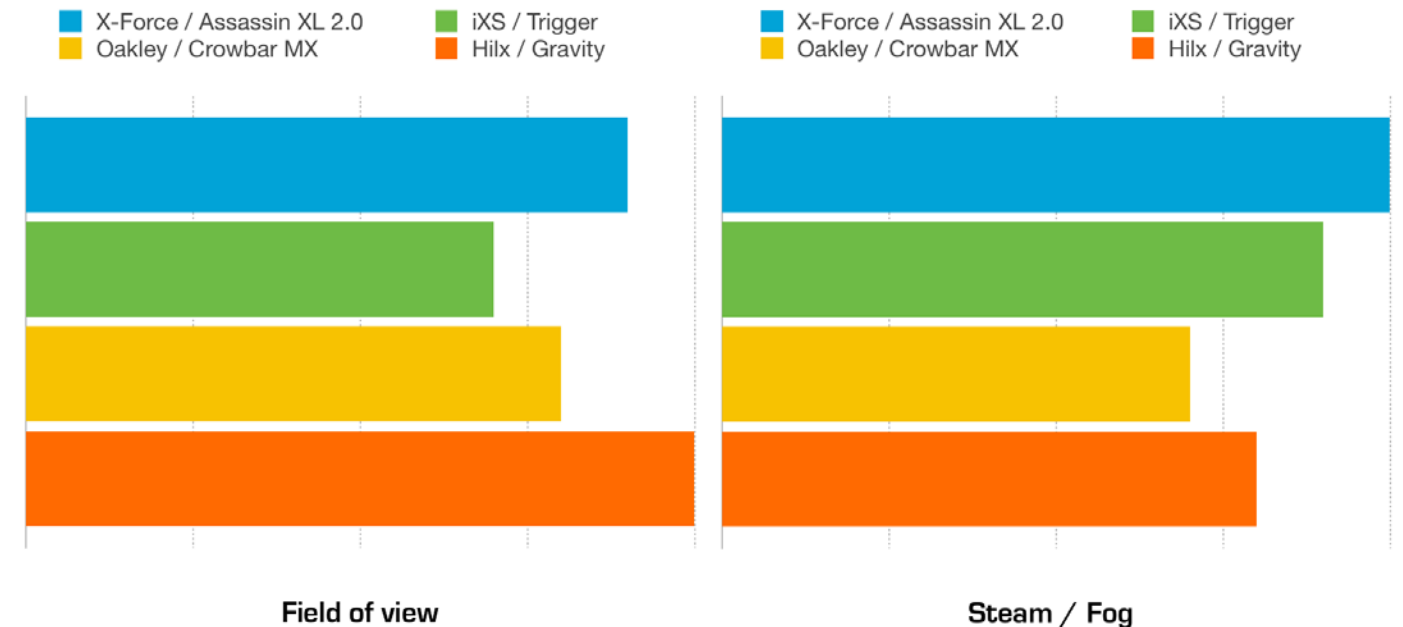
The goggles are nothing so small on our face, they are not like a pair of shades we wear, and even those must be comfortable too. You can't breathe well because the goggles press on your nose too much, and we know, you will breath mostly through the mouth, but still also through the nose, so they should not pinch the nose. We will look at how comfortable the goggles are to wear.

Changing the lens

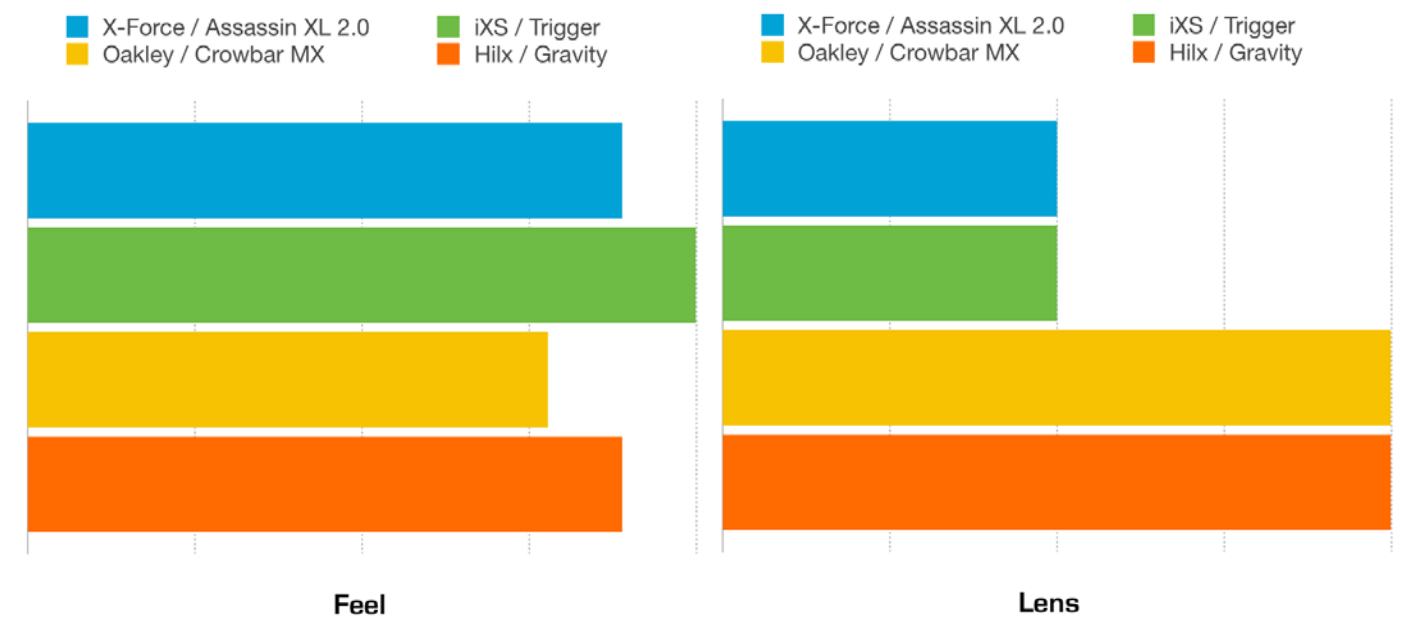
Unless you are sponsored, or don't need to check if you need to break the bank, you will certainly need to change the lenses (otherwise you will have two pairs with two different lenses on them). In sunny weather, you want the lens that protects your eyes from the sun, and you want those mirror lenses, just to look super sick. But those won't work if the dirty business is on. You need to get the clear lens on. Is the procedure convenient enough to stop you from saying, „well I see nothing when I have the „cool“ lens on, but I'm not going change the lens, because it freaks me out.“

We will also include the prices for the goggles.

We hope we will help you a bit to choose your next pair! Enjoy riding, enjoy the view! Ride on, keep it real!



Bigger bar is more better-er







USD: 169.00

Trigger+ Polarized black

iXS



The Trigger+ features a high-end polarized lens and was developed and tested in close cooperation with iXS athletes. Its outstanding peripheral vision makes this goggle one of a kind. The Trigger features a simple lens handling, a large variety of lenses and iXS Roll-Off/Tear-Off compatibility.

3ply foam for increased comfort; 45mm elastic strap
Outriggers allow for perfect fit on any helmet; Lenses:
Mirrored lens, anti fog, anti scratch, clear single lens



*Rob Brown (HILX):
„Hilx is local to Asia, its Gravity goggles have mad
style and solid value making them an easy pick“*

From racing to free riding, our MX/MTB goggles are designed with maximum protection for your face and eyes. Our XVIZ injection molded lens will provide you with unparalleled vision and clarity, as well as UVA, UVB and UVC protection from harmful rays. All our lenses are coated with a hydrophobic and triple layered scratch resistant coating. With our nano anti-fog coating on the inside of the lenses, you won't have to worry about your goggles fogging up anymore and can focus on the line your riding.

HILX



Gravity - Blue

USD: 89.00



Meekboyz (HILX):
“Epic choices for lens” “sick looking goggles” “bling”





The Assassin is fast, light, tough and deadly. Built around the World's best anti-fog lens, the Assassin is built to go fast and to win. It's the ultimate high-performance, mtb or mx goggle.

Super lightweight design; Anti-scratch, anti-impact and anti-fog lens; Large air intake vents for maximum airflow and zero fogging; The Assassin is the choice of mountain bike world cup racer Phil Atwill and the Propain Dirt Zelvyy team.



USD: 80.00

The Assassin XL 2.0





“Dan” Chiang Sheng Shan (X-Force):
„The goggle is super comfortable und the view is so
good! Also very good looking!!“



Crowbar® MX Goggle

USD: 90.00



Oakley Crowbar MX goggles are the first to balance and distribute frame pressure for all-day comfort. The contact area matches your face contours for a precise anatomical fit.

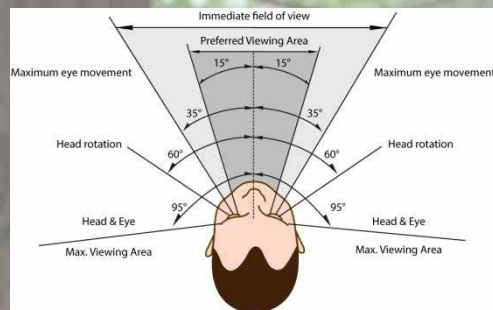
Features include: O-Matter frame, silicone backing, triple-layer fleece face foam, prescription-ready.

Frame Features: Foam Eyecup, Insert, Rubber Nosepad
Temples: Strap





Verdict:



Field of view

You will see on the chart how much we see, and what that means to the field of view for a pair of goggles. We need some „view“ on both sides, so that we do not always have to turn our head completely to focus on what is coming up on the trail. We ride fast, and the view is crucial to ride even faster. Numbers don't lie, we asked all the brands to report the degree of the view of the goggles. But it's not so clear to us how they measure it. We made the simple test of wearing each pair with the same helmet, standing still, without moving the head, moving only the eyes. Then we counted the trees to left and right side to measure how many we can see. They all have a quite good field of view, but HILX came out with the most counted trees in its field.

Steam / Fog

Now is a good time to test this, outside is cold, we are sweaty and we produce some steam ourselves in this cold weather. All the goggles are quite big, so they all fit into the helmet we tested, but the goggles are not tight to the face. Air can flow then a little already. Vents are important, as all goggles steamed up, and the foggy view went away as we rode the bike down the trail. X-Force handled this process very well, it took quite time to steam it up, and when the steam was there, it cleared up in no time.

Comfort / Nose

Mainly the goggles are made for also riding MX, and are all equipped with nose protectors, which we believe we don't need, it gives us extra air to breath. On all the goggles you can easily remove the nose protector. The comfort also has something to do with the helmet you wear, mostly with all goggles all straps come with outriggers, which makes for a perfect fit into the helmet. iXS had for us the best impression, also no pinching around the nose.

Changing the lens

The most tricky part. We want to say, don't forget that you don't want to touch the lens, because that will make it even more horrible to fit the lens back into the frame. Touching the lens will leave some fingerprints on it, and you'll need to remove after then. All goggles have their fair share of difficulty changing the lens, some need a bit of extra force and some go a bit better. Keeping that in mind, Oakley was the easiest to change the lens.

THE END



mtbmag



Aurelius Satlow

Aurelius Satlow

Digging

★ LOOSE ★
RIDERS
DOWNHILL
CHINA
MMXV



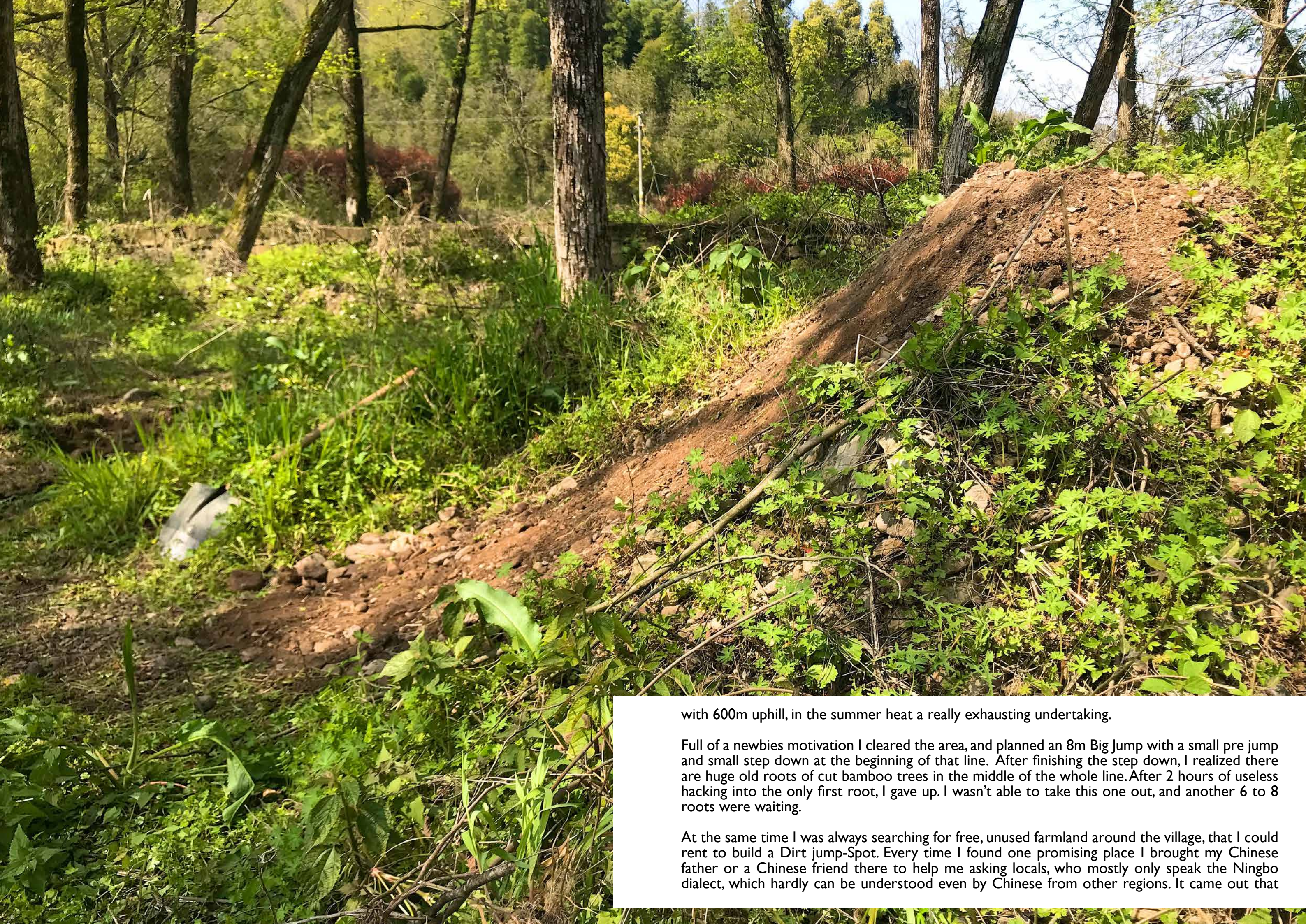
Digging and trail building south of Ningbo

In January 2019 I moved from Germany to Ningbo, China, a city of six million located a 2,5 hour drive southwest of Shanghai. Although I'd heard hints from other foreign riders about good trails near Ningbo, it came out that they can't be reached without a car, which I lacked at the time. So I started searching for possible trails or suitable places for dirt jumps to build one.



Luckily, from the village where I live, I can reach the Siming Shan Area by a 6km bike ride. After 3 to 4 months exploring every weekend the nearby mountains, forests, and villages in a 15 km radius, I gave up. Here in the south of Ningbo it's like that: Flat areas are all covered by farmland, villages or streets, I mean: ALL! Not a meter is free space or just green grasses. Where the mountainous area begins there is either bamboo forest, where there is barely a meter's space between the trees, or else it is super steep and very rocky. As a result, a new trail hardly can be build. The only last possibility are hiking trails, ancient connections for trading between villages and towns, often having never ending stairs, which are also often super steep and slippery, nothing suitable for a flowy ride.

It wasn't until the end of spring that I started trying to build a single Big Jump in the tiny glade of a bamboo forest high up in the nowhere of the mountains. Every time I went there it took me 8km



with 600m uphill, in the summer heat a really exhausting undertaking.

Full of a newbies motivation I cleared the area, and planned an 8m Big Jump with a small pre jump and small step down at the beginning of that line. After finishing the step down, I realized there are huge old roots of cut bamboo trees in the middle of the whole line. After 2 hours of useless hacking into the only first root, I gave up. I wasn't able to take this one out, and another 6 to 8 roots were waiting.

At the same time I was always searching for free, unused farmland around the village, that I could rent to build a Dirt jump-Spot. Every time I found one promising place I brought my Chinese father or a Chinese friend there to help me asking locals, who mostly only speak the Ningbo dialect, which hardly can be understood even by Chinese from other regions. It came out that



places are not rent able, since they were recently bought by someone, or that they only seem to be unused but in fact were dry fish ponds only used during the monsoon period, or else nobody uses them because they immediately drown after every rain.

Meanwhile I found a new spot near the riverside only 4km from home. A flat area about 100m long and 15m broad, enough for a small Dirt jump-Line, I thought. There had been already loads of material that just need to be shaped - I thought! While finishing the first jump I realized the "earth" consisted of 65% small round river stones, 20% earth and 15% trash. The material didn't hold together. That also led to an extreme waste of energy on the runway to the first jump. I started solving that problem by implementing flat stone plates on the way. But the problem at the jumps remained. At the end I had to realize that place also doesn't work. So, I went on to another spot, a remote place 500m high up on a mountain plateau.

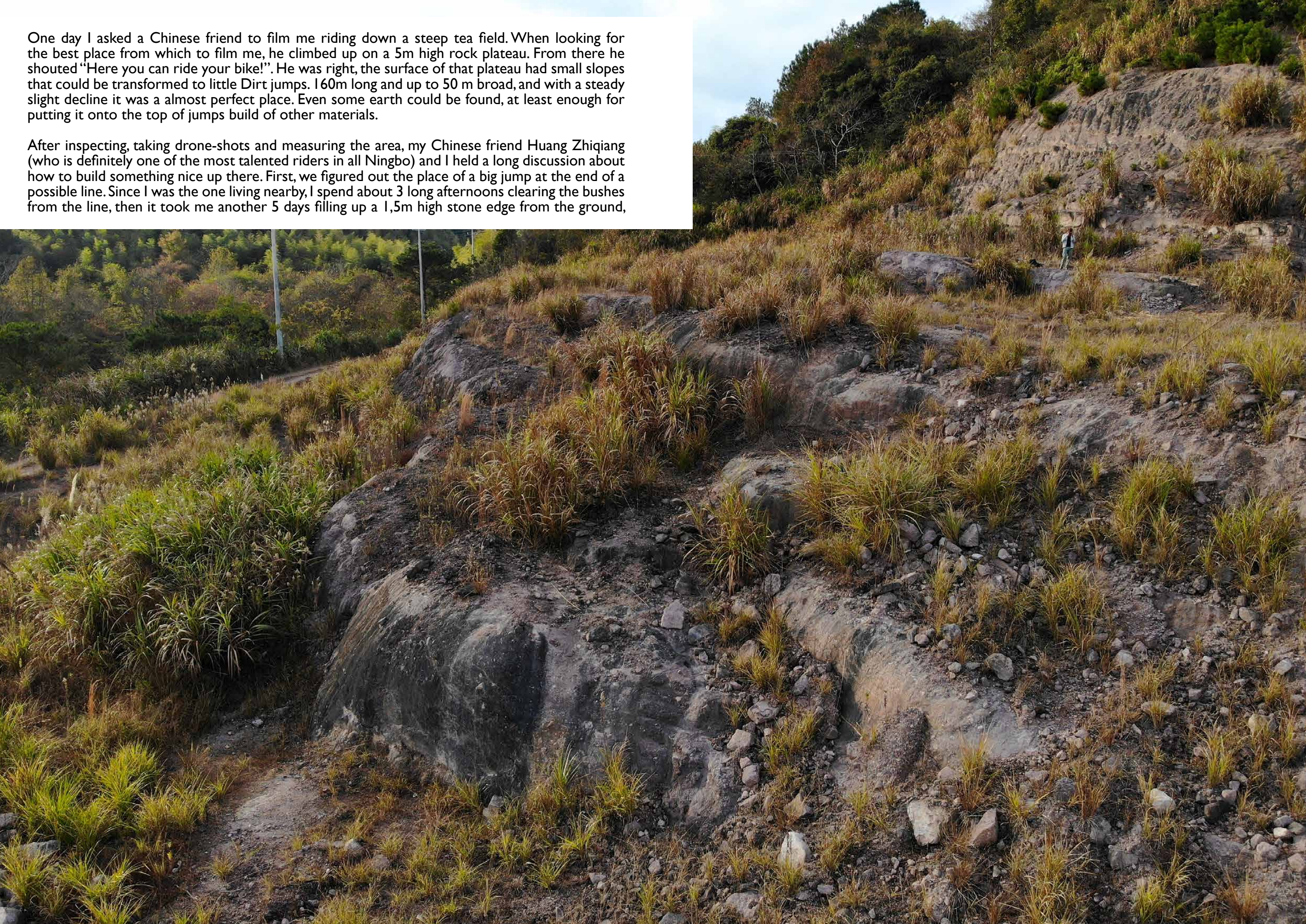


Almost 200m and 20 to 50m broad, a bit sloped, perfect conditions, but: all surface is pure rock! All material up there also was only small and big stones. Build jumps only using stones? The first moment I had the idea, I thought, it's crazy, but I was so desperate and missed the feeling of airtime, that I wanted to give it a try. I felt like a child doing a puzzle, finding the next stone that fit the spaces left between the already-settled stone pieces. Some tiny gaps between big stones I tried to fill with very small stones to avoid moving.

Within two sessions of about 3 hours I finished a 40cm high jump. When jumping it, one could hear the sound of the stones crunching on each other. I would have to cement every jump and then they would have been unchangeable. Second disadvantage: no one wants to crash on pure stone ground. I decided to look for a better place.

One day I asked a Chinese friend to film me riding down a steep tea field. When looking for the best place from which to film me, he climbed up on a 5m high rock plateau. From there he shouted "Here you can ride your bike!". He was right, the surface of that plateau had small slopes that could be transformed to little Dirt jumps. 160m long and up to 50 m broad, and with a steady slight decline it was a almost perfect place. Even some earth could be found, at least enough for putting it onto the top of jumps build of other materials.

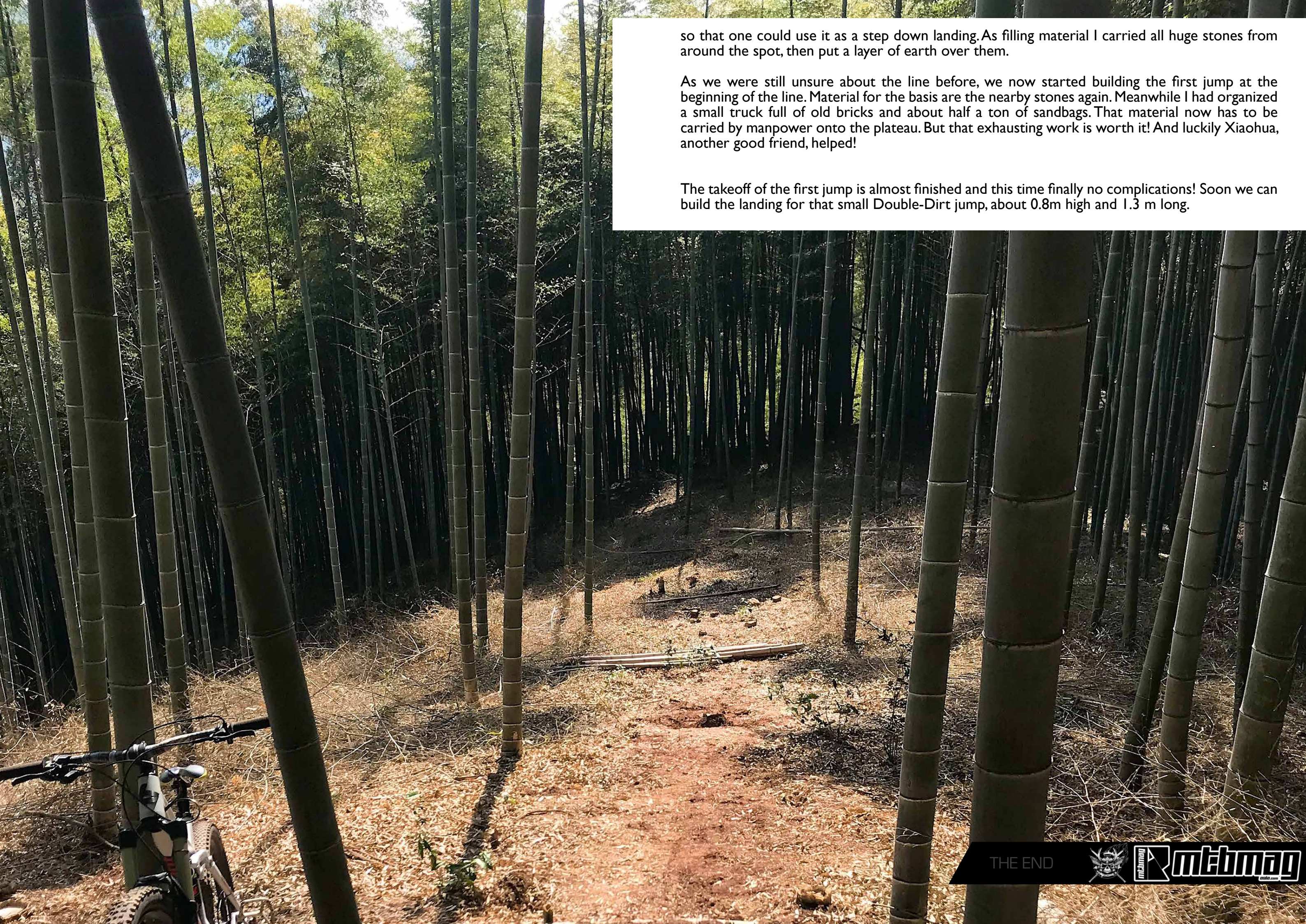
After inspecting, taking drone-shots and measuring the area, my Chinese friend Huang Zhiqiang (who is definitely one of the most talented riders in all Ningbo) and I held a long discussion about how to build something nice up there. First, we figured out the place of a big jump at the end of a possible line. Since I was the one living nearby, I spend about 3 long afternoons clearing the bushes from the line, then it took me another 5 days filling up a 1,5m high stone edge from the ground,

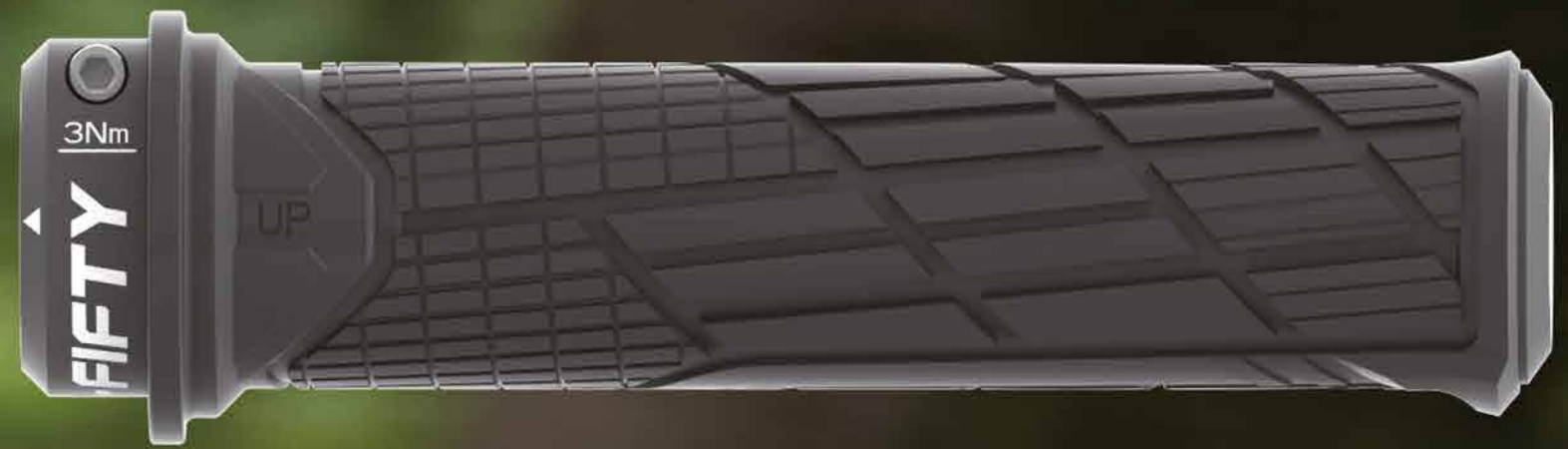


so that one could use it as a step down landing. As filling material I carried all huge stones from around the spot, then put a layer of earth over them.

As we were still unsure about the line before, we now started building the first jump at the beginning of the line. Material for the basis are the nearby stones again. Meanwhile I had organized a small truck full of old bricks and about half a ton of sandbags. That material now has to be carried by manpower onto the plateau. But that exhausting work is worth it! And luckily Xiaohua, another good friend, helped!

The takeoff of the first jump is almost finished and this time finally no complications! Soon we can build the landing for that small Double-Dirt jump, about 0.8m high and 1.3 m long.





SOFTER COMPOUND. LIGHT WEIGHT. MORE CONTROL.



FIFTY-FIFTY

www.fiftycycles.com

**Excellent handling grips for extreme riding.
makes it perfect for downhill and freeride.**

- Soft and durable super tacky compound.
- Carbon-friendly clamps.
- Different compound to increase palm cushion and finger grip.
- Interchangeable end plugs.
- Contains no harmful substances.



SPECIFICATIONS

Material:	Custom Rubber Compound
Size:	145mm total length / 31mm diameter
Color:	Black Grey Yellow Red Orange Purple Blue Turquoise Green
Clamp:	Single clamp
Weight:	approx. 122g/pair



#ABOUT

MESUM
VERMA
CEO
EDITOR IN CHIEF

#PHOTOS #EDITORS

Mad Enduro, Meekboyz, Henrik Møller, Mesum Verma, iXS, Rob Brown, Ian Chu, Aurelius Satlow

#DESIGN

Mesum Verma

#ADVERTISING #INFO

Mesum Verma: mv.mtbmagasia@gmail.com

#SPECIALTHANKS

Bryan Bell, Eddy Lim, Kaona Cheung

© 2020 mtbmagasia.com ALL RIGHTS RESERVED

No part of this document or the related files may be reproduced or transmitted in any form, by any means (electronic, photocopying, recording or otherwise) without the prior written permission of the publisher.



 #ISSUU

 #FACEBOOK

 #TWITTER

 #INSTAGRAM