



# mtbmag

asia.com



#ISSUE66

#JUN2020

#contrasts #taiwan #3of3

#dali #yunnan #china

#urumji #xinjiang #china







# TRIGGER FF

ALL PURPOSE/ALL-DAY/RACE



+/- 595g patented In-mould technology for optimized strength/weight ratio. Vortex™ ventilation system for extended aeration. ErgoFit Ultra™ headring system with horizontal and vertical adjustment. 2-Level visor adjustability allows space to rest goggle. User-friendly magnetic closure system.

# NEW TRIGGER FF

595g ALL PURPOSE/ALL-DAY

**IXS**

[ixs.com](http://ixs.com)





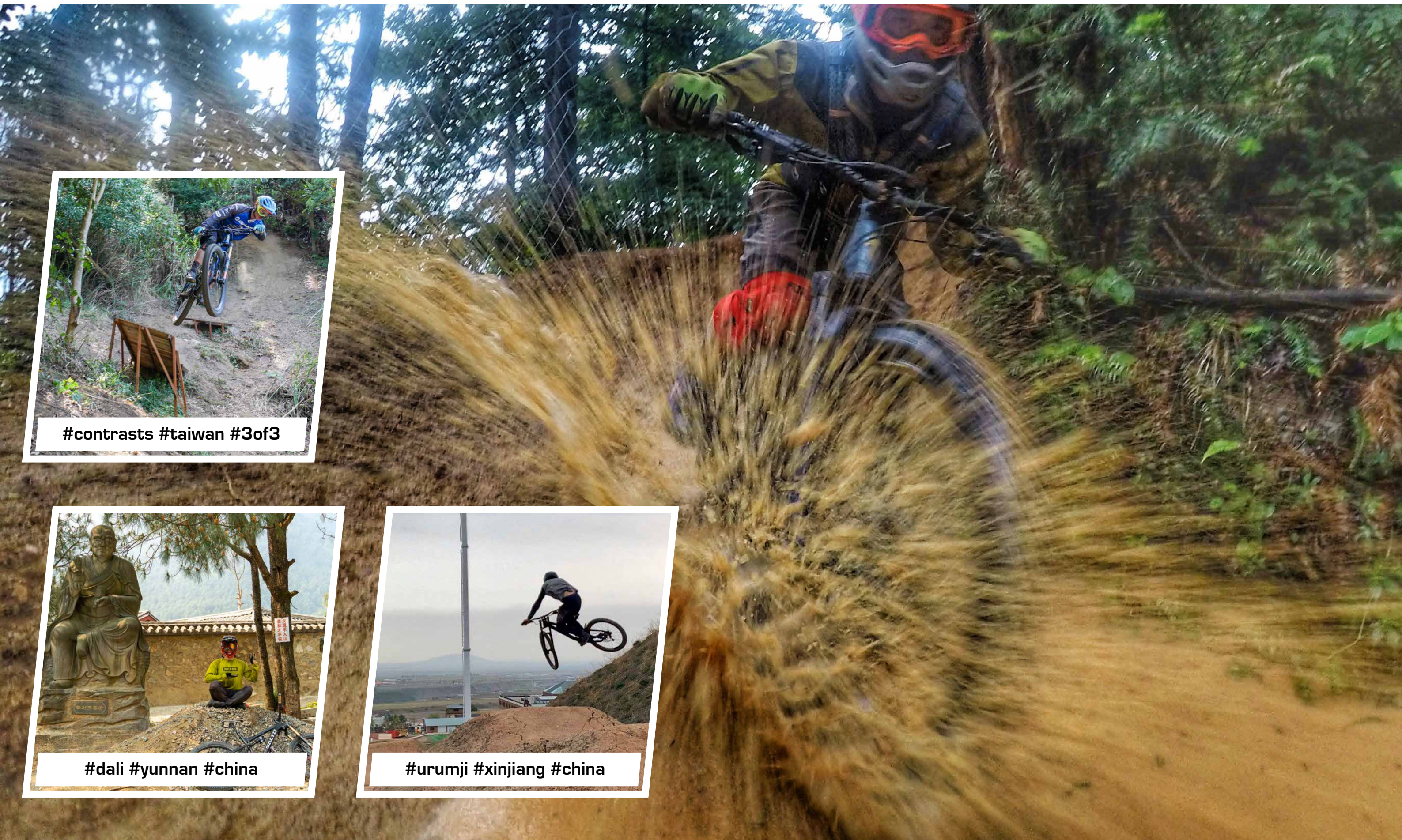
#contrasts #taiwan #3of3



#dali #yunnan #china



#urumji #xinjiang #china



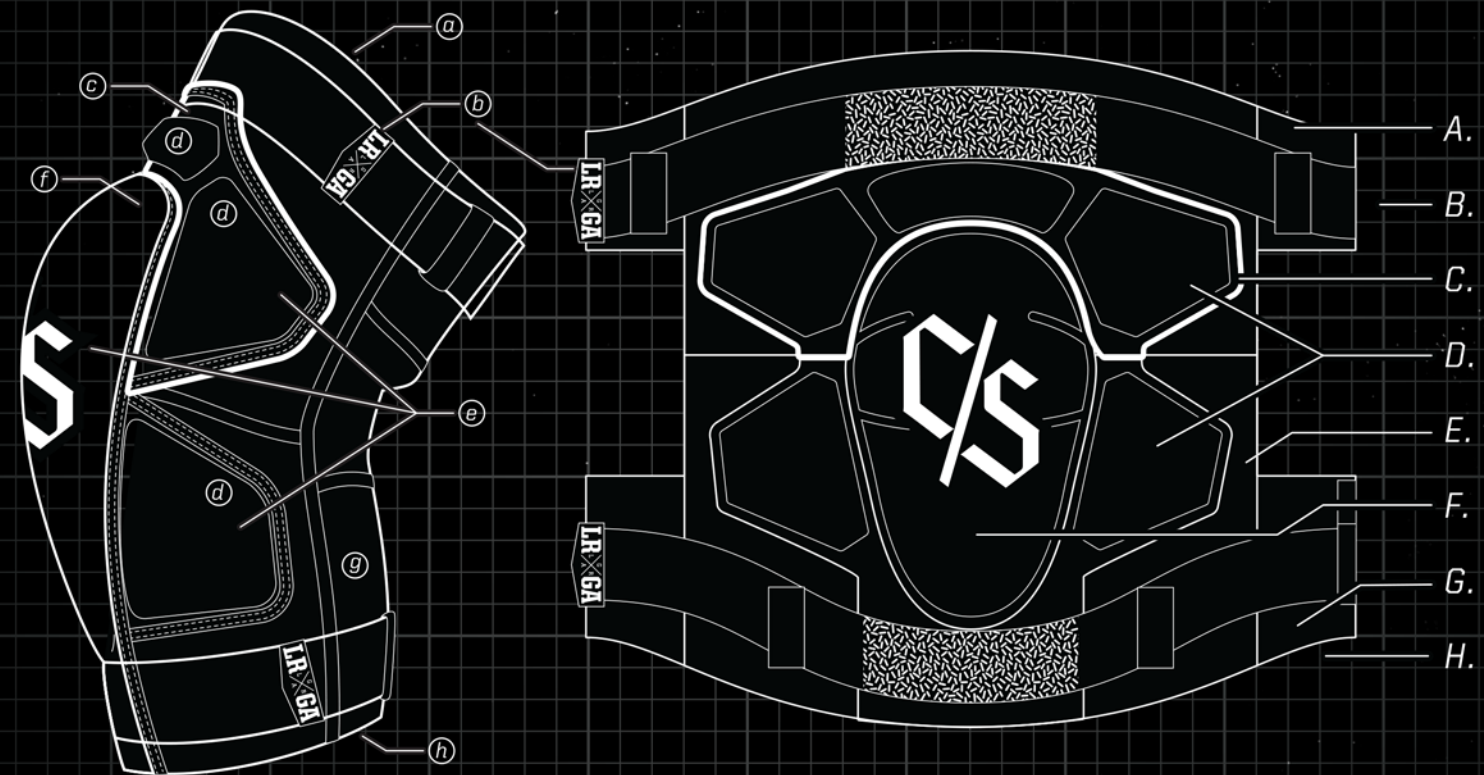


# C/S KNEEGUARDS

AVAILABLE NOW AT [LOOSE-RIDERS.COM](https://loose-riders.com)



Downhill, freeride, enduro, trail and dirt. The C/S kneepad is multi purpose. Burly enough to take big hits, light and comfortable for all day epics. Our custom ergonomic fit, heat-molded unibody construction and silicone grip make the C/S kneepad stay in place no matter what.



a. 360° silicone grip print

b. TPR pullstraps

c. Heat-molded unibody construction

d. Custom heat-molded EVA pads

e. Abrasion resistant fabric

f. SAS-Tec foam

g. Airprene neoprene main body

h. Ride position ergonomic fit





# CONTENTS

I had contacted Dan and Penny, two Taiwanese drivers, before I left to see if they were willing to ride with me. Luck only smiles on the brave, they were both available and we managed to spend two days shredding together. Already very happy with my first bike rides, I was looking forward to riding with them to learn more about mountain biking in Taiwan, and to them showing me their playground.

3/3

THIRD STORY, OUT OF THREE





[Dan Chiang](#) is only 25 years old, but he is already a legend in Taiwan for all Taiwanese mountain bike enthusiasts. He is currently the best rider on the island with several national titles under his belt and is extremely versatile. While he has a history of downhill riding and a penchant for this discipline, he is also lightning fast on the handlebars of an XC bike, of which he is the defending champion, and has one hell of a handlebar stroke in Enduro.

For the past two seasons, he has been devoting himself a little more to this discipline with rather convincing results since he manages to score in the top 30 in the Enduro World Series

regularly!

He is the only Taiwanese so far to have ridden in DH World Cup or Enduro World Series. What is surprising is that Dan is now one of the best World riders on earth, but he is a self-taught rider, having no international coach and even though mountain bike culture is relatively limited in Taiwan.

He has been riding and training for more than 15 years now, almost alone, with only his dad



taking care of him. With so many years of mountain biking behind him and having ridden all over the world on the best trails, it's no wonder that Dan knows all the most interesting trails in Taipei and even Taiwan. After several years at a high level, he is starting to think about his reconversion while remaining a competitor. When he doesn't travel to participate in a race, he organizes one. With the help of the federation and his club, he created a series of 16 events to encourage mountain bike competitions and organized the national championships of XC and DH (which he won). So it was a busy year for Dan in 2019, but that didn't stop him from riding for fun with his mates and training the next generation of riders. For the past 2 years,

he has been riding with young Taiwanese riders who listen to the "Master" and are inspired by their mentor's journey.

An overflowing energy, a vibrant passion for his sport and the desire to share, these are what drive Dan. We met him and asked him lots of questions that were burning our lips.

[What's your name, where are you from?](#)

- My name is Dan Chiang, I'm 25 years old, I'm from Taoyuan, Taiwan.







How did you start mountain biking, what's your story?

- I started cycling because of my family. My father and brothers all ride motorbikes, bikes... There's a strong cultural connection in our family to two-wheel sports, so it's natural that I started cycling very early, at the age of three because I wanted to do like my family. I remember at that age breaking two tricycles, haha.

You are one of the fastest riders in the world in Enduro and DH. However, we know that mountain biking is not developed in Taiwan. How could you become so strong without a

trainer and with few people pulling you up?

- I think it is the passion above all, passed on by my parents and the love of mountain biking that made me succeed in progressing. I have gone through the steps one by one and I have always persevered by training hard, pushing the limits in training and competition. The fact that I also go to races abroad has helped me a lot. I also always had in mind to become the best and that always motivated me to go forward.

You had good results in DH, but you quickly turned to Enduro. Was it a natural choice for you?



-There are no or very few paths designed and dedicated to riders in Taiwan, they are mostly paths used by hikers, very natural and technical. This is similar to the committed Enduro trails that can sometimes be found in Europe. Moreover, I also practice XC, so in fact for me Enduro is a perfect mix between DH and XC on committed routes, I think that's why this discipline suits me well.

Your dad is never very far away from you, whether it's on competitions or in training. I guess he plays a very important role in your success. You really feel the connection between the two

of you.

- My family has always been very present and supportive, especially my father JiangXinfun. They are really there for me when I need them and do everything to make me succeed with them.

You are Taiwan's champion in several disciplines. Do you receive any help from the Taiwanese government?

- On the whole, there's almost nothing. During the Asian Mountain Bike Championships, we receive subsidies to ride on behalf of the country, but the prizes are awarded by the ranking.







Mostly I manage thanks to the sponsors. I also have a shop that sells bikes and I give private lessons and riding courses.

When you ride abroad during the Asian Championships for example, you ride with the jersey of the “Chinese Taipei” national team (China has lobbied the International Olympic Committee to prevent Taiwan from wearing the name of Taiwan on the jerseys of Taiwanese athletes during official competitions). Is it still special to ride for your country especially in the current diplomatic relations between China and Taiwan?

-The national team has to bear this name because of the Olympic law that gave it the name “Chinese Taipei”, but anyway on most competitions I ride with my sponsors’ jerseys... But when people ask me where I come from, I naturally answer that I am from Taiwan.

How is the mountain bike culture in Taiwan?

- There are a lot of people who ride road bikes, but there are far fewer mountain bikers! There are some beautiful mountains and places to ride mountain bikes in Taiwan, but the information is hard to find and is not coordinated. There are currently no tracks or trails listed, except for



the Strava segments and the trails on Trail Forks, but nothing official. It's as if there are only "secret spots" everywhere in fact...

That's what makes mountain biking so complicated for beginners in Taiwan or for foreigners who would like to come and ride here. Let's be clear, it's possible to ride in Taiwan and to ride beautiful mountain bikes, but the places are still too confidential for the moment.

On the other hand, it is sometimes complicated not only to draw but also to build trails

because of the climate in Taiwan and the heavy rains. So we ride mostly on undeveloped trails, which is not a problem for me because that's what I prefer because I like to be close to nature. That said, we still have a few places in TaoYuan where we organize races on trails that are equipped, a little like a mini bike-park. We focus our work on this place which allows us to coordinate efforts (and people) in one place to start.

You ride a lot and participate in many competitions around the world, but you are also the organizer of a lot of races in Taiwan!







- At the moment there have not been many Taiwanese riders at the top level of mountain bike racing in the world. I would like my experience to inspire young people and I would like to develop competition in Taiwan to raise the global level. We need more participants and together with my partners we have created a series of races, but also courses and various activities related to mountain bike development. In 2019, we have created 16 events, but this is only the beginning!

You will participate in some Enduro World Series races next year, and we will have the pleasure to see you in France. What is your goal?

- To be in the top 40 in every race!

Do you have a girlfriend? If not, are you interested in a French girlfriend?

-Haha, I don't have a girlfriend so yes, I would be happy to meet a pretty French biker!



Something to add to the Endurotribe readers?

- Even if there aren't many places to ride in Taiwan at the moment, there's a great potential in the near future. Anyway we are working hard for that!

I hope that this article will make some readers want to come to Taiwan to ride, and if they do, please don't hesitate to contact me: they will be able to ride on our "secret spots" and discover the delicious Taiwanese food!







### Penny Zhou

Penny's not very tall, but she's impressive. From the first glance you can see that the lady is sharp, and with her tattoos and her coloured hair cut short, she doesn't leave you indifferent. Multiple Taiwanese DH Champion, XC pilot emeritus, reigning Champion, Penny loves cycling in all its forms. She now mainly rides Enduro and does not hesitate to participate in a few races in Asia, even if she stays in Taiwan most of the time. In addition to her riding skills, she is a charming person and also an outstanding mechanic who has been working for many years in

bike shops and more recently on her own account. She also sometimes accompanies national teams on the road when they travel to international races. What is her story? How did a Taiwanese woman fall into mountain biking to the point of making it her profession? So many questions we asked her...



**What is your name, where are you from?**

- I am Zhou Peini, I am 35 years old, I am from and live in Kaohsiung, a city in the south of Taiwan.

**When did you start cycling? What do you like about this sport?**

- I started at the age of 15 or 16. I like cycling because it's a sport that allows you to surpass yourself, make many friends, meet new people, and also discover beautiful places.

**How did you learn to mountain bike and who inspired you?**

- At the beginning I just followed friends by watching them ride, I was fascinated by seeing them doing jumps and it made me want to. I got into mountain biking slowly thanks to someone who has a bike shop. He accompanied me and gave me advice, then I became completely passionate. I started with mountain biking and then with road biking, for fun and in competition ...

Even to the point of making cycling my profession since I am a bicycle mechanic and I have my







own bicycle maintenance workshop.

**It's true that you are an outstanding mechanic! How did you learn?**

- Haha, no I'm not that good at it... But I love riding a bike, and I like to understand how my own bike works. I've always wanted to be able to fix it myself. That's how I started, and with the training I got, I made it my profession.

**You are an ultra versatile rider: road bike, DH, Enduro, you are able to line up at the start of a**

**race on the handlebars of any type of bike! Deep down, which discipline do you prefer?**

- Actually, I prefer to ride off-road, because I like riding in the woods, in contact with nature and enjoying the beauty of the landscapes! It's something I really enjoy.

**What is your favorite place to ride in Taiwan?**

- Living in the South myself, it's true that it's a region that I enjoy riding in. The mountains are a little less high, more accessible and the open spaces a little more present. I really like the road that connects Pindong to Taidong, which is called the "Jinshuiying Historic Trail" (it's a road



that allowed at the time of the Qing Dynasty to connect the west coast to the east coast by crossing the southernmost part of the mountain range that crosses the island).

**When are you coming to visit us in France?!**

- I'm looking forward to that day! The sooner the better!

**Do you have a boyfriend? Do you want us to introduce you to a French rider?**

-I'm single because I like to be free and unattached! You can introduce me to a French rider, but he'll have to be cuter than you...Which might be hard to find, right ? haha !







SPEED RACE WHITE



PANTS SEND IT



GLOVES RAD RED



 Scott Rapoport Scott Rapoport

# DALI

Du Yao and I set out on the five-hour road trip to Dali, a mountainous area of north-west Yunnan on the eastern reaches of the Tibetan Plateau. I had been to Dali two years before and found the area's potential for riding to be huge. The problem was there weren't enough people riding and the trails, while many in number, desperately needed some love. But that has already changed, and on this time around, both Dali's riding culture and trails blew me away.





Dali is a large area that spans an ancient city, a new city, Er Hai lake, forests, pastures and farmland. The constant between all of these is the Cang Shan mountain range, which features 18 peaks standing at least 3500 meters and hovers wall-like over the entirety of Dali.

Recently, the local riders took to Cang Shan with spades and shovels and simply asked the forest guards, "can we make these trails better?" Of course the answer was yes,



who doesn't want better trails? Many of the local riders in Dali had raced in the Asia Enduro Series in Malaysia and came back eager to dig trails. Cang Shan is vast, steep and perfectly suitable for enduro style trails. The plan is for Dali to become a race destination for the upcoming Asia Enduro Series, which currently holds races from Nepal to Thailand, but none in China.








Dali is listed on the AES website with a scheduled race date of October 24th-25th.

Much of Dali's blossoming riding scene can be attributed to the passion and work of my good friend, Lao Fan. He has a deep understanding of mountain biking and has shared that knowledge with other Chinese riders.

When he first showed me Dali's trails two years ago, he had a dream



A full-page photograph of two mountain bikers on a dirt trail in a forest. The trail is dusty, with a large cloud of dust kicked up by the rider in the foreground. The rider in the foreground is wearing a red long-sleeved shirt, black shorts, a black helmet, and orange goggles. The rider in the background is wearing a black shirt and a pink helmet. The forest is dense with green foliage and tall trees.

of opening a mountain bike specific hostel at the base of Cang Shan. That dream has been realized, and Lao Fan's hostel (He Qian) is now a fully functional rider's paradise.

On our third day of riding we drove to Dali new city, just a few kilometers down the road that separates it from the ancient town and neighboring farmland. While most of Dali's trails are inside the Cang Shan range, there is also another mountain that climbs westward out of Xia Guan (the new





city). Zhe Mo Shan is the go-to spot for riders who live nearby.

It has a classic, rough and long track that begins at the mountain's peak and descends into the city. The trail is rocky and challenging, leading many to dub the mountain 折磨山 (a play on words as it is pronounced very similarly to the mountain's actual name), which literally means "to cause physical or mental suffering". I rode this trail with Lao Fan a couple years ago, and it remains one of my



favorite trails in China.

The difference on this time around was that we now had over twenty others riding with us. The Dali MTB scene is alive and well, and in my opinion, is one the best areas to ride a mountain bike in all of China.









LOOSE RIDERS FLAMING MOUNTAINS

Pei Ying Jie



Compared with most parts of China, the development of mountain biking in the Northwest has only gradually become active in recent years. What we have to admit is that there is a huge gap between the development speed of mountain bikes in the southern part of China and the northwest. The big reason for this gap is the different base numbers and floating population of mountain bike riders. So having some good mountain trails and pump tracks is very important for the mountain bike group in the local community. This undoubtedly determines the overall skill level of the local mountain bike riders, the number of riders, and has a great impact on the local mountain bike shops and clubs. So the task of building mountain trails and pump tracks becomes even more important to us. We are now constructing a pump track around Urumqi city called Badaowan pump track, maintaining the south Mountain Bike Park and rebuilding several parts and adding new features. At present, a jump line, enduro trails, and downhill trails in south Mountain bike park have been constructed.





We understand the importance of reasonable, safe and interesting mountain bike trails to the development of local mountain bike groups, but as Xinjiang is a remote province in China, it is difficult to maintain the amenities, given the small number of local riders. We have been involved in the development from the very beginning of the mountain trails sport here, although the process is difficult.

In 2015, even before the establishment of Loose Riders Flaming Mountains, we were building "illegal trails" around the south mountains of Urumqi. Because of the construction of these "illegal trails" in the mountains and forests, sometimes investigation and temporary detention of those people involved in building mountain bike trails happens. As it



is not possible to own the land, the legalization of the trails has gradually become the primary direction of our efforts over the years. And until now, we haven't built a bike trail or pump track for own profit, though, to be honest, many team members have hoped to maintain their livelihood in this way from the very beginning. Although there are already other trail building teams in China who are able to maintain and build trails or pump track in China, this is almost impossible in the case of our local mountain bike in Xinjiang. In most cases, the members who initiated the construction project can only guarantee that they will not lose money. Since it is difficult to rely on hobbies and passions to maintain a livelihood at this stage, the vast majority of members regard building trails and related activities as a sideline. But the love and passion for this sport







has always made us invest not only in the construction of the trails in these years, but also in hosting races and events.

Since 2014, the core members of the club have gradually come into contact with other mountain bike trails in China and abroad. It boosts the riding skills and understanding of this art of dirt. We gradually build up by accumulating past failures, and the riding level rises with more learning and research. And we try our best to make the trail and track construction in our area more reasonable, scientific, and fun while improving the space. When choosing a route and doing the initial build, we hope to create a good trail riding experience that is popular among mountain local rider groups. And the reasonable, scientific and safe trails are more efficient for experienced riders, easier for



newcomers, and more fun. All parts are closely connected, which is the key to keeping riders coming back and having fun. It takes a lot of time for the construction personnel to explore the terrain and plan the trails, and the establishment of a high-quality pump track requires detailed and elegant drawings and design.

First, after completing the tedious negotiations with the site provider, it often takes more time and energy to plan the route, understand the available terrain elements, and draw up plans and pay attention to some problems that must be avoided, such as avoiding trees, trail drainage and considering local regulations. For example, to avoid any trees, due to forest and vegetation protection regulations, it is impossible to cut down the trees in the middle of the trail. Since the number and







location of trees in the South Mountain Bike Park are statistically recorded, once these trees are destroyed, the team may face fines or even imprisonment. It must be said that the slope of the ridge around Urumqi is really steep, and the difficulty of ensuring reasonable trail speed and rhythm without cutting down trees almost broke the minds of all participating members. Regarding the issue of drainage, although Xinjiang is a region with little precipitation, we still learned the consequences of ignoring good drainage through difficult lessons. The subsequent erosion from the water flow is unimaginable for the rapid destruction of the trail and pump track. Establishing a pump track requires us to consider the soil quality, the available water sources nearby, and overcome the impact of the actual site slope. The pump track requires a lot of



labor to participate. In many cases, we cannot be sure of obtaining convenient large machinery like excavators at the time we need it. At the beginning of the construction of the Badaowan pump track, the construction members needed to buy soil and rent an excavator at their own expense. Having a back garden with a sufficient area and a small excavator became almost everyone's vision. Seeing the riders experience fun and excitement from the MTB trail and pump track can infect every participating construction worker, and positive feedback is the greatest reward for them. The motives of these people involved in the construction are very simple. They do not seek to be remembered or make money from the local mountain bike development story. But they sincerely hope to introduce better MTB trails and the purest MTB riding fun to local riders.





# THE EVOLUTION CONTINUES - EXPERIENCE THE NEW BEL-AIR III



260mm x 140mm  
• Carbon: 181g  
• Fuel: 236g  
• Lux-Alloy: 236g  
• Steel: 318g

MSRP \$189.99  
MSRP \$109.99  
MSRP \$89.99  
MSRP \$59.99

SDG COMPONENTS, INC.  
Huntington Beach, CA, USA  
Phone: +1.714.375.9333  
www.sdgcomponents.com  
info@sdgcomponents.com

sdgcomponents.com



\*Other Colors Available



## #ABOUT

MESUM  
VERMA  
CEO  
EDITOR IN CHIEF

AURELIUS  
SATLOW  
EDITOR

## #PHOTOS #EDITORS

Thomas Lecoq, Scott Rapoport, Pei Ying Jie, Loose Riders Flaming Mountains

## #DESIGN

Mesum Verma

## #ADVERTISING #INFO

Mesum Verma: mv.mtbmagasia@gmail.com

## #SPECIALTHANKS

Bryan Bell, Scott Rapoport, Pei Ying Jie

© 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