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#ISSUE71

#DEZ2020

#arnavmax #nepal

#öhlins #review

#hibp #enduro #china





RXF36 M.2 TRAIL FORK 27.5" AIR

THE NEW FRONT FORK WITH TTX 18 CARTRIDGE KIT.

The race proven TTX 18 dampening from the DH38 Race Fork has been reworked to give optimal traction and control on trails and Enduro race courses. The TTX 18 cartridge kit featuring trail-optimized 18 mm piston for improved small bump sensitivity. With increased damping pressure bandwidth the damping valve response and sensitivity has improved.

FEATURES

TTX-technology

Air: travel 150-180 mm

Independent spring system

Independent damper system

Retuned air spring system

36 mm upper tube diameter

Offset 46 mm or 38 mm

Compatible maximum tire sizes 27.5 x 2.8

E-bike approved

Race proven setting bank

Overall improvements for reducing friction

Possible to change between coil and air spring





#max #lockdown #nepal





#öhlins #suspension #review



#hibp #enduro #race #china



 Gaurav Man Sherchan, Ajay Pandit Chettri Gaurav Man Sherchan

ONLINE SCHOOL OFFLINE MTB



Max, a team rider with [mtbmagasia](#) is turning 12 in January 2021. Just like any other young child in the midst of the pandemic, he has been staying home since March 2020 attending school online, and it seems the whole academic year is going to be spent online. Frustrating as it may sound, Max has been taking advantage of the fact that he doesn't have to go to school.

2020 in a Nutshell

We are forced to spend 4 hours a day, 5 days a week taking online classes, plus the extra hours needed to finish assignments. It's been well over 8 months that I haven't met my classmates and by the way things are going, it looks like we're going to be stuck at home for the entire academic year.

I was also so excited as we were planning for a high altitude mountain bike trip to the Himalayas for 2020 but the pandemic surely put a full stop to that. Limited outings, online school, no holidays outside Kathmandu, so yah, 2020 has been a bummer in that sense.





However, thanx to a very supportive family, I still should not be complaining as much as I have been fortunate enough to spend some serious time on the saddle.

My Bike

When the lockdown started towards the beginning of April, I was on a 24" bike but I had already outgrown the size. The first lockdown was for almost 3 months, and mid-May we somehow managed to get a 26" Polygon Relic (hardtail), completely stripped it down and put it together with SDG Fly Jr, ODI Grips, Fifty Fifty stem,

handle bars, chain rings, Shimano XTR wheel set and detailers. The setup is now pretty sick, and very light in fact. I am pretty lean at 34 kgs only so having a light bike is a plus.

What have I been up to ?

During the first lockdown, as we were pretty much at home with no online school and literally nothing to do, my dad and I spent about an hour's time each day exercising at home; skipping, lots of squats, pushups and the sort.

The first lockdown, which lasted three months, was pretty strict but we somehow managed to ride about six to ten kilometers,





three to four days in a week. We figured that we could manage to take the small alleys around our area without getting spotted. But that was pretty scary as we used to run into policemen sometimes and we had to run away to avoid getting caught.

Once the lockdown finished, I started training three times a week with national rider Rajkumar. As I have online classes in the morning from 8.30 to 10.30, I skip morning classes two times in a week. During the weekdays, I do about 20 to 30km of riding, with about 300 to 600 meters of climbing depending on the day. Saturday is a mega ride so I ride

up to 50km on that day. Sunday is usually a short 30 minutes recovery ride and Monday is a complete rest day. I have interval training on Thursdays, and Friday again is a full rest day before my big ride on Saturday. Due to the pandemic, we try to ride in small groups of four to five riders, masks compulsory except when we are climbing.

For the last two months, I have been fortunate to have a trainer at home so I do spend about two to three times a week on the trainer in my room as well.

Cory Wallace, Kona time rider and three times 24 hours World Champion, was stuck in Nepal





due to the travel ban, so I was lucky to also go out riding with him many times. It was really inspirational to see him take on the climbs with such ease and I got to learn a lot from him as well.

All my friends and cousins pretty much spend most of their free time playing video games or social media, but I have been trying my best to remain focused and make 2020 a productive year.

Training Goals

Ever since I started riding when I was 5 years old, I was mostly doing light downhill, and it was

impossible for me to trail the senior riders. But I now ride 26" wheels and my dad no longer has to follow me as I can just go out on rides with senior riders.

This year, there was only one race in the beginning of the year. There were a few races in India but due to the pandemic, we have refrained from travelling. It is kinda sad to be training when races are on, but then, it is also a good time to train as I am just growing and I need to really up my game if I think of really competing in the major competitions in the region. The races here are very demanding with very strong climbs and the altitude makes it even harder.





So the plan this year is to take advantage of the fact that I only have online classes, and rather focus on building my endurance on the bike. I already live at 1300 meters and with hills all around, getting to the trails means an easy 400 to 600 meters of climbing. It's the perfect place to help me build stamina and endurance, building strong legs.

Hopefully, if things go as planned, I hope to participate in cross country races in Nepal and India in 2021 and will then see how it goes from there. But the whole point is that I want to become stronger on the pedals, build my stamina from the ground up.

I now feel much stronger on the climbs and can do long distances of 40-50 km and 500 meter elevation gains without much difficulty. I know, I still have a long way to go, and I understand it will take another few years to become a strong rider, both on the climbs and the downhills. As my dad always reminds me, I am a work in progress.



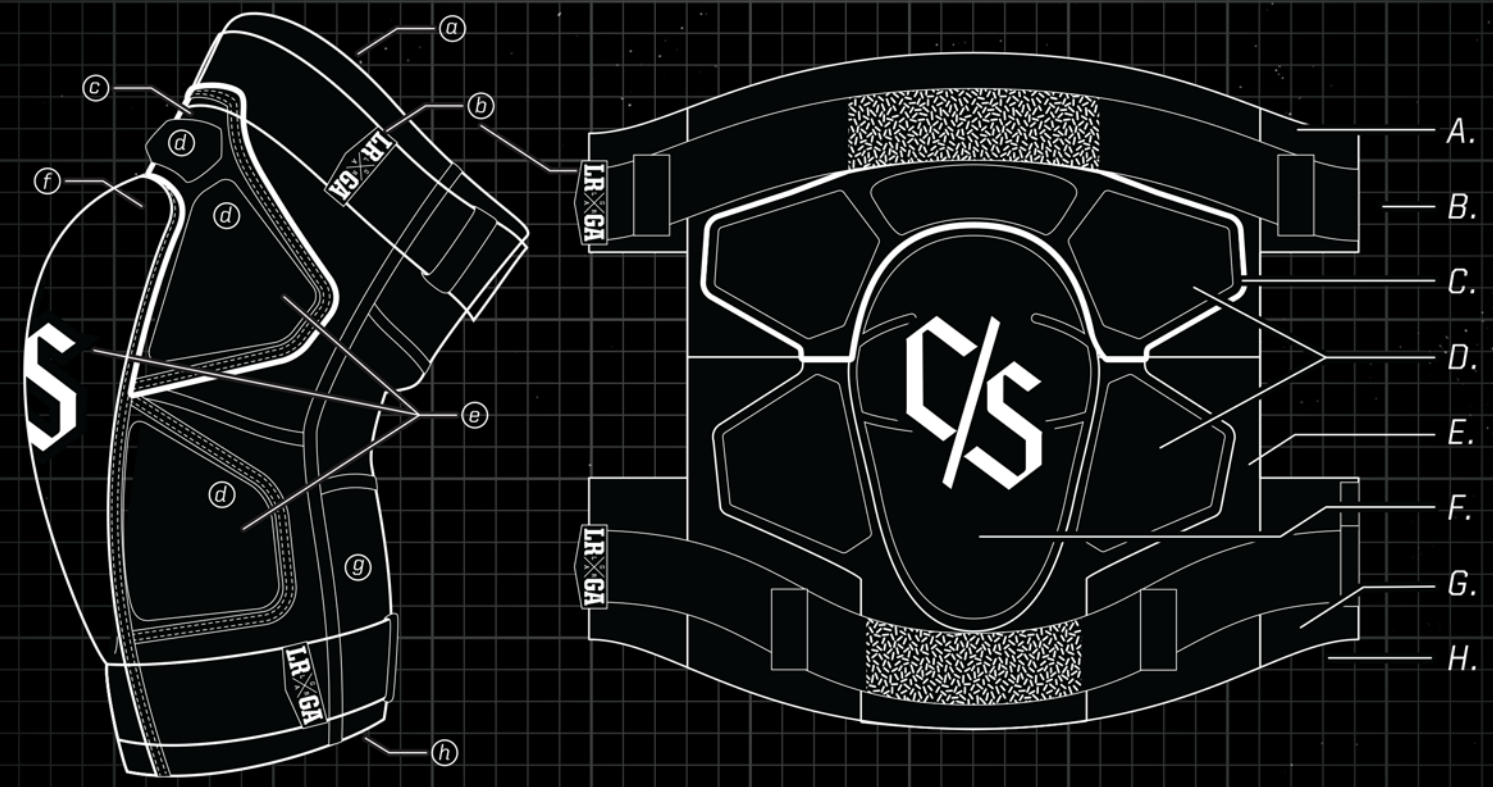
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- e. Abrasion resistant fabric
- f. SAS-Tec foam
- g. Airprene neoprene main body
- h. Ride position ergonomic fit



Pei Jing, Mike Buttergeit
Mesum Verma, ÖHLINS

Mesum Verma, ÖHLINS

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About:

A diamond-shaped graphic with a thick black border. The background of the diamond is a photograph of a forest floor with dry leaves and rocks. Inside the diamond, there is a block of text in a black, sans-serif font. The text describes the history and achievements of Öhlins, starting from its founding in 1976 and listing several world champions who used their products, including Gennady Moiseev, Carlos Lavado, and Nigel Mansell. It also mentions the number of world champion titles achieved using Öhlins products and a recent partnership for mountain bike products in Taiwan.

Öhlins Racing AB was founded by Kenth Öhlin in 1976 from Sweden. In 1978, Gennady Moiseev became the first Öhlins world champion in the MX discipline. In 1983 with Carlos Lavado came their first world champion in motorbike road racing. In 1993 Nigel Mansell won the CART championship on Öhlins suspension. By 2007, Öhlins had more than 200 World Champion titles in motor sport. In 2012 over 300 world champion titles were achieved using Öhlins products. In 2017 Öhlins started a new partnership for manufacturing mountain bike products in Taiwan.

Setup:

How to find the right product for your bike? Go to the homepage of Öhlins [here](#). There you can find the Performance Suspension Guide to help you identify the base set up for your bike and optimize it for you. Begin by choosing your bike brand and model, then at step 2 enter your weight and preferred sag. You will see how you can optimize your ride with Öhlins suspension. Just follow the instructions on the homepage and you can find the optimal product for your bike brand and model! It will show you the recommended products, and you can send your personalized specifications to your e-mail.

Once the hardware is installed on your bike, you follow the personalized specifications to set up your suspensions and you are good to go!



Ohlins

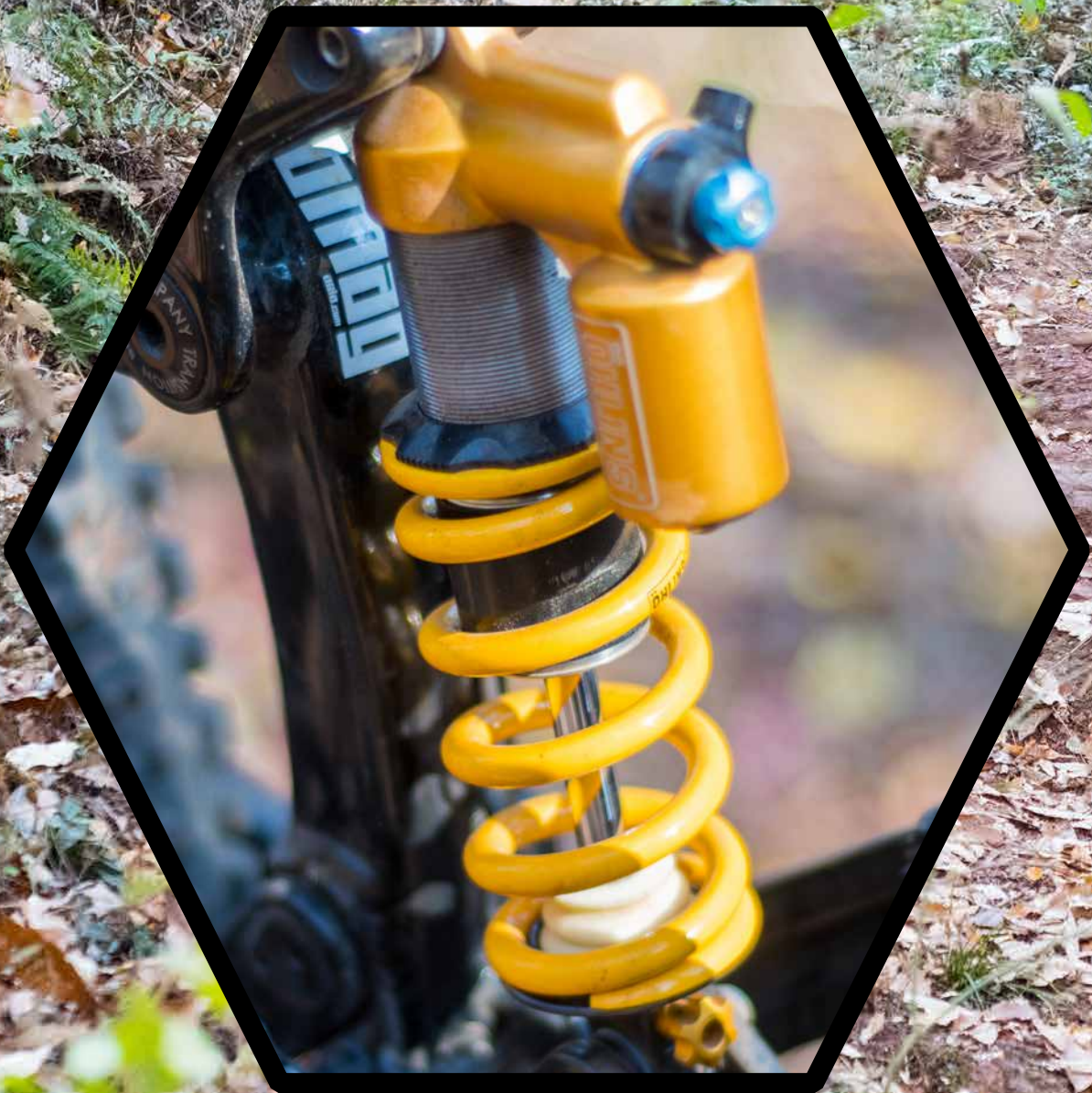
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SHIMANO BICYCLE

Low and high speed compression and rebound damping are externally adjustable. Enduro shocks feature the climb mode. 3rd position on high speed adjuster increase compression damping to reduce suspension movements during less technical climbs. Side by side cylinder head layout ensure maximum clearance for water bottle and tool storage whilst also having the largest surface area for heat dissipation. They have developed new springs for the TTX22M and decreased the weight by 25-30%.

FEATURES

- > TTX-technology
- > Specifically designed for the Enduro/gravity segment
- > Shock sizes come in at current sizes - Trunnion, Metric and Imperial
- > Nitrogen pressurized bladder reservoir system
- > Weights from 423 grams to 454 grams including ball joint
- > Spring weight has been reduced
- > Easy to set up with enough adjustment range to suit different riding conditions
- > External, 3 level high-speed compression adjustment
- > External, 16 click low-speed compression adjustment rebound damping adjustment
- > External, 7 click rebound adjustment



RXF36 m.2 27,5"

AIR TRAIL FORK

Bigger, badder and bolder. We started from the inside with a new TTX18 cartridge kit based on the downhill version. Upgraded to give optimal traction and control on both trails and Enduro courses. Then fine tuned the air volumes in the air spring, decreased friction levels and now allow up to 180 mm travel. From there we moved to the chassis, new crowns and increased interface with the steerer for the fastest racers and biggest huckers and e-bikes (all our forks are e-bike ready), the lowers feature polished bushings, SKF seals, crisp new graphics and take up to a Monster truck size 2.8 tyre.

The adjustment range is set specifically for trail to Enduro race use with 15 clicks of low speed compression and low speed rebound. For high speed compression you get 3 clicks plus a climb mode setting.



> *TTX-technology*

> Overall improvements for reducing friction

> Air: travel 120 -180 mm

> Coil: travel 130 -170 mm

> Independent spring and damper system

> *Retuned air spring system*

> 36 mm upper tube diameter

> Offset 27.5: 46 mm and 38 mm

> Offset 29: 51 mm and 44 mm

> Compatible maximum tire sizes 29 x 2,8 / 27,5 x 2,8 / 27,5+ x 3,2

> Prepared for mudguard

- > Race proven setting bank



On the Trail:

I did not change anything on the setup on the fork or on the shock. I asked Öhlins Asia if they did a pre setting on my weight, and they told me they hadn't, so I ran the suspension on a setup as Öhlins does when they give out the products. They do this on the fork: 100/90 PSI (rebound 7 and low compression 12 clicks) and this for the shock: (rebound 2 and low compression 9 clicks).

It's my first time running a coil shock on my Enduro bike. Also the fork is setup for 170mm. That will give me a totally new geometry on my Transition Patrol. No biggies to install the shock and the fork. I went to the Specialized store, which is nearby Purple Mountain. So after everything was set, it was already dark, and though I had no lights, I still went to the mountain, to climb a small trail up, and ride down again totally in the dark. Of course, I could not go fast at all, as I could hardly see anything. Despite that, I felt like it was Christmas and I got a new toy to play with! First impressions were so good. I must admit, I never felt a suspension running so well out of the box.

Then the second time, of course now during the day. Nice weather, dusty trails, some roots, some small rocks. Uphill first, you will put on the shock the black coloured adjuster for high speed to hard, and I felt, it's really working well. I did not waste any real power to pedal up. I did the same with the front fork, turning the black coloured high speed adjuster counter clockwise to fully closed, which is good for climbs. But I felt, if there are any technical uphill with roots or rocks, it's better not fully close high speed. The same also goes for the shock, position 2 of the high speed adjuster works perfectly then, not losing traction and still also not losing too much energy while pedaling.





Now came my first real descent with the Öhlins suspensions. Some serious roots and later on some small jumps. It felt really good! When I say it felt good I mean, the fork and shock did a good job on the jumps, not feeling too soft. Did a good job on small gravel, not feeling every single small stone. And did a good job on the roots, not feeling it was too hard, and I couldn't hold the bike. I'm impressed.

The next test, and a real test, is on a trail, which is one of the best yet in Nanjing. Many years before they held races on that trail, until the government closed the trail (but it was mainly the fault of the organizer of those races, as they never cleaned the forest after the races). The trail is „open“ again, we know where to open the fence, so we can enter that side of the mountain, which normally has no access. The trail is really cool, it's not now a world cup downhill trail, but for China, it's fair to say, it's a good trail: rocky, flowy, steep and fast sections, a bit of everything. I rode the trail many times, and still the suspension felt just super!

Overall:

Despite not doing the set up according to my weight, the fork and the shock felt just so comfortable to ride. Öhlins is really delivering high end products. I can't hardly believe.

Next is to find out, how to optimize the suspension on my bike. I will do a set up according my weight, as Öhlins suggests. I will ride the same trail again and again, and do different set ups to find out if it went better or worse.

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2020 HIBP Enduro Series Autumn Stage

On 31st October and 1st November, the Hangzhou International Bike Park (HIBP) held its "HIBP Enduro Series Autumn Stage". In Chinese they called that race "National Intelligent Sports Competition Timing Race" (全国智能体育大赛测试赛), since HIBP signed a right of use contract with a Chinese association carrying the same name to use their time tracking system. At the same time the organizer admitted the race wasn't a real nationwide race.





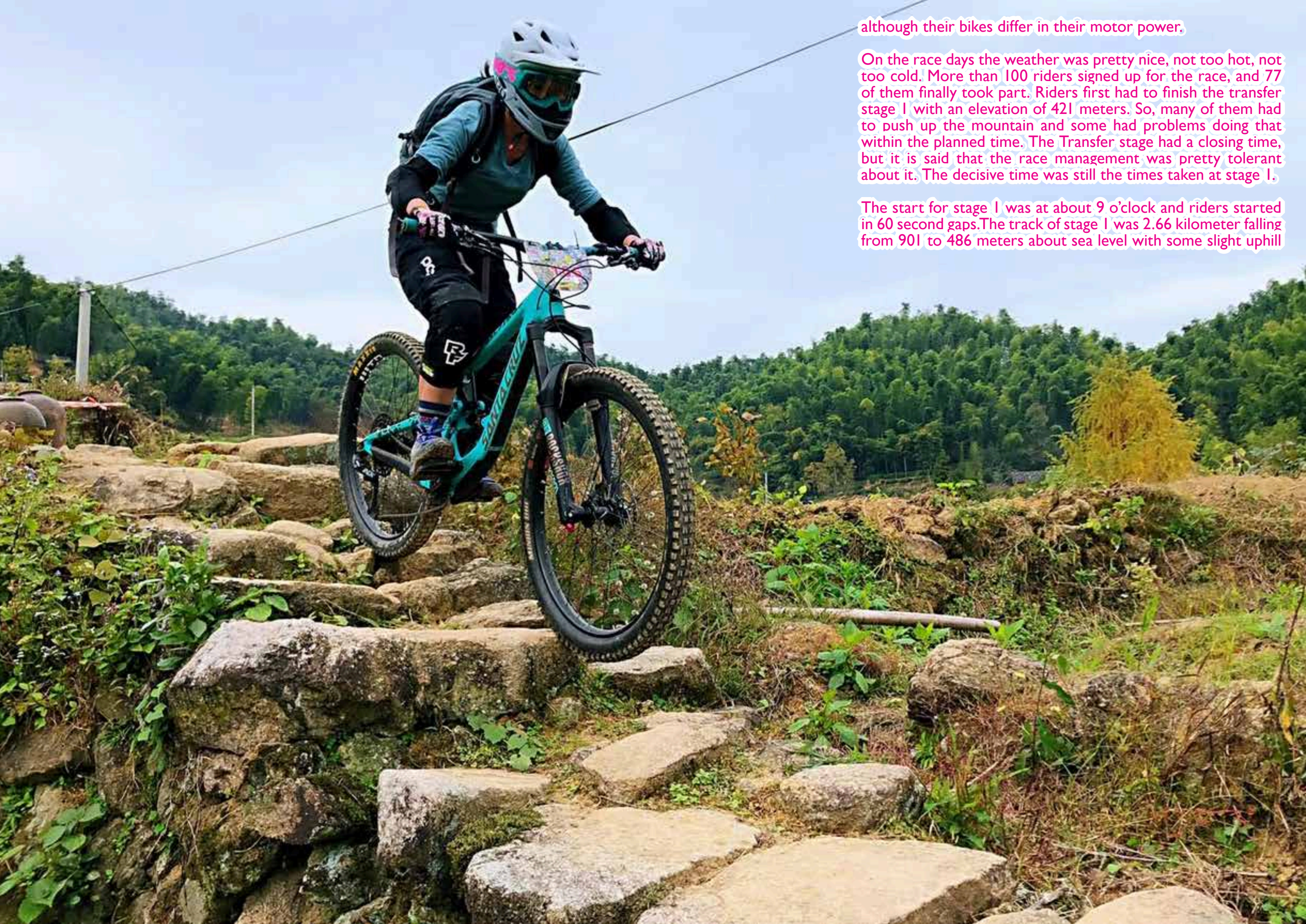
The setting of the race had been near the small village Shuangdai, near the city Quzhou, that locates about a 3 hours car drive southwest from Hangzhou. Last year the race was been held in Ninghai and since that was a new place, the organizers and their volunteers from the HIBP Mountainbike Group needed about 6 weeks to prepare the track and the race. The area of the race is pretty mountainous, between 408 and 1349 meters above sea level, with many long trails that have downhill runs,

Fangzhang, the head of HIBP and race organizer, calls the race concept an „orthodox Enduro Race with a transfer- and race-stage structure including closing time for the Transfer stage and a timing for the race stages.“ Nevertheless, for the riders there were no specific restrictions for the bicycles, and in the official

race announcement one can read: „All kinds of bikes not carrying drive units/motors bikes are allowed, as Enduro, DH, XC, dirt jump bikes, road bikes and more are all ok“ Asking Fangzhang he expands: „We don't set limits regarding suspension travel, but we 'educate' the participants through the race track, so that they learn that an Enduro MTB is the best choice for an Enduro race.“

Beside the categories Men, Women, Master Men, and Beginner, there was another two categories: FREY E-Bike and E-Motorbike. The organizers didn't give any explanations about including E-Bikes into an „Enduro“ race. They only gave reason why the „E-Bike“ category was named after a Chinese E-Bike brand. Most of the E-Bike riders in that category ride that brand,





although their bikes differ in their motor power.

On the race days the weather was pretty nice, not too hot, not too cold. More than 100 riders signed up for the race, and 77 of them finally took part. Riders first had to finish the transfer stage I with an elevation of 421 meters. So, many of them had to push up the mountain and some had problems doing that within the planned time. The Transfer stage had a closing time, but it is said that the race management was pretty tolerant about it. The decisive time was still the times taken at stage I.

The start for stage I was at about 9 o'clock and riders started in 60 second gaps. The track of stage I was 2.66 kilometer falling from 901 to 486 meters about sea level with some slight uphill



parts. Some of the riders brought their DH-bikes because they thought that that track was pretty steep, but the next day on the second stage those riders were slower than the Enduro Riders. Fangzhang, the race organizer, comments on that: „They lost their championship from the first day and learnt their lesson.“ However, one has to wonder a bit about that point of view, because, in the Men-Elite Class first place was taken using a Freeride Bike and second place was made with a pure Downhill Bike,

On day 2 of the race the riders first had to conquer the 4.25 kilometer Transfer Stage at 378 meters elevation. The race stage 2 has a length of 1.25 kilometers and fell 200 meters. It had more stones blocking the track and was in general steeper.



Some parts of the trails had been shaped by hand and excavator, and it turned out that those parts were the riders' favourites especially one long part of the track that had a half-tube shape. Some parts of the track were quite steep and passed directly along precipitous area, there the race organization had put up security nets. There were many uphill parts, some of them just slightly uphill so that the DH-Riders could ride them up if their speed was high enough.

In the men's category, Shui Ge took the first place with a Freeride bike borrowed from a friend, since his own Enduro had mechanical problems. Furthermore, he commented on why he had chosen a Freeride bike: "I'm not confident at climbing uphill, so I want to do my best in the downhill parts of the race."

Hailing Chen ranked first within the women, using an Enduro Bike, as well as Wang Du, who won in the Masters Category and Guiwen Zhou in the Beginners. Xiao Lei, the Champion of last year's Enduro Spring Stage held in Ninghai, didn't take part, since he had been disqualified in advance of the race, due to a rule violation we weren't told about.

You can see the whole race in this video



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#SPECIALTHANKS

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