



MTB

asia.com



#ningbo #teen #rider #race

#review #igpsport #igs630

#race #asia #nepal #newzealand





#NINGBO #TEEN #RIDER  
#RACE #CHINA



#REVIEW #IGPSPORT #IGS630  
#SR30 #CAD70 #SPD70 #HR40



#POKHARA #ENDURO #RACE  
#NEPAL



#NEWZEALAND #MTB  
#RALLY #HELI #BOAT #4X4



#ISSUE90

#SEP2023

#RIDER #LIANCHENGZHI

#COVER #HANDONGJIN





**ibcs**



# **CARVE EVO+ KNEE GUARDS**

**#LIVETRAILLIFE**



**Ultra-comfy, resilient protection**



# THE "NINGBO- TEEN-RIDERS MEET UP" RACE

BEGIN OF A NEW ERA FOR MTB IN NINGBO/  
CHINA OR JUST ANOTHER PEAK IN THE UP-  
AND-DOWN-CYCLE OF LOCAL MTB SCENE?

PHOTOS: HANDONG JIN

WORDS: AURELIUS SATLOW





Doing Mountain Biking and especially keeping up with this sport over a longer period is not easy in Chin, unless you live close to one of the few trails and bike parks that are scattered over this continent-like huge country. The city Ningbo is something in between, so there are some short okayish trails and even a Cross-Country bike park. Considering that and its population size of 9 million the community of riders there is comparable small.

From about 2010 on the Ningbo MTB scene arouse and had its first peak in 2017.

Most of these riders were students and short after they graduated, riding MTB was basically pushed out of their lives caused by the pressure of worklife and the societal duty of getting married and getting kids as soon as possible in order not to lose social face and consolidate a stable status in society. After that this community almost vanished. The “Dirtpark Ningbo” that I built during the Covid-19 pandemic saw about only 30 riders within a year and there were probably about only five MTB riders who regularly hit the other trails.



I sometimes thought the scene is almost dead - till last year when I was dragged into a WeChat-group of young MTB riders. Begin of 2023 a new pumptrack has been built and these young riders meet there often to ride.

Now after about half a year one of them, named Xiao Lian, decided to revive one of the former "Downhill" trails around Ningbo, where there had been the last race in 2015.

Now a new generation was about to hold a race there, the: "Ningbo Teen Riders Meet-Up Race" – that name already indicates that this event was for the younger riders and less focused on racing but more to meet on the trail to ride, chat and exchange experiences. Although I belong to the "40+" rider category I got invited to ride with these youngsters.

So, we met in a little town right next to the mountain side in front of a little grocery shop. I have been to some races now, but arriving there, I seldomly saw young





riders

being so  
enthusiastic about MTB.

Almost all of the 12 riders were not just waiting there with their bikes but bunny-hopping, doing wheelies, manuals, track-standing, 180s, stoppies and whatever – everyone seemed to be super happy and proud to be part of that activity. Lots of them never talked English to a foreigner like me before and so they were a bit shy, but basically interested and always friendly. Some elder persons, probably parents of some riders, were helping stuffing all 12 bikes on a little truck and with other cars carrying all riders up the mountain.



A small dirt road lead through the dense almost subtropical forest up the mountain. After about half of the distance and half the height of the mountain we all got off the vehicle and the race-tracks start point was almost beside the road. The young crowd got a bit less loud, a kind of nervousness aroused, including myself, as I did not race for more than a year. And I knew that the track with its many steep uneven stair cases around corners and the slippery bamboo leaves all over the track would not mean a “chill trail ride”. The first stair case was waiting directly 6 meters after the start point behind a little rock - a little rock that was already too big for the inexperienced



young Chinese riders. So, most of them went left side of that rock and then beside the stairs through a little groove full of leaves. In my race run I tried to go straight over the rock, which enabled a straight line into the stairs and the end of the stairs then lead perfectly into a left berm.

With my riding experience I knew I would probably be much faster than most of the riders. But instead of going a bit slower to make it more fair for the others, I imagined that I would battle against other riding

buddies of same age and experience. And so I rode on the edge – which made me literally all the time sliding at the edge of the trail that was super narrow and the valley side super steep – one would absolutely avoid to get off the trail and fall down there.

For these young pretty less experienced riders this track must have been a bit scary and I think they were really brave to try to race it down. My race time ranked first, with 53 seconds ahead of the second fastest. I talked to the race organizer and said that it would basically be a bit unfair to put us all in one





rider category and so we decided to treat me as “special invited rider” with an 1st rank certificate on its own, and so the other riders still could get their 1st, 2nd and 3rd ranks. After the race and the ceremony we had a super fun session with jumping over a portable ramp and let out all energy that hasn’t been eaten up from the race yet.

So, after taking part at that race it is still hard to answer the question I raised in the beginning: A begin of a new era for MTB in Ningbo or just another short small peak in the usual up-and-down-cycle of a



local MTB scene? Let’s hope that this is finally the begin of something new, a start of a more stable uprise of the local Mountain bike sport here. What at least points in that direction is the fact that more and more little local pump tracks are built, that other bike parks for example “Fulong Bikepark” near Beijing extending their venues with new tracks and that the MTB communities in Hangzhou and other places in the region already go on with building more trails.









## Review iGPSPORT iGS630

PHOTOS: LIU WENQIAN, MESUM VERMA

WORDS: MESUM VERMA



The story of iGPSPORT (innovation for Great Performance @ SPORTS) started in September 2012 in Wuhan / China under the company Wuhan QIWU TECHNOLOGY CO., LTD. With the iGS30 in 2013 they entered the market of bike computers. For iGPSPORT, keeping people healthy through sport is at the heart of everything they do.

Fast forward in 2023, now they have 22 products to offer. Only 9 are bike computers, coming in a variety of functions and prices.

Having 3 official stores through Amazon in the USA, UK and France, and more than 19 distributors around the globe (over 30 countries), you should be able to buy the products, although not all distributors offer the whole range.

My good friend and bike buddy Frank in Nanjing told me about the iGPSPORT bike computer and helped me get it on Taobao! On July 30th, 2020, I had my first ride with it and was very impressed!

Impressed with the price, also with the sensors, so I quickly bought more sensors so I can have the bike computer on my 3 bikes (mtb, gravel and fix gear bike for indoor use). The iGS620 has done a very good job all these years. Sometimes there were some bugs, which were quickly resolved with new updates for the bike computer or for the APP.

For many years, I went only to Asian bike exhibitions, so it was refreshing to be back at the Eurobike, this time in Frankfurt. I'd only read about the new iGS630, but I hadn't seen it in the real world. Finally I had it in my hand.







**iGS630 BIKE COMPUTER** PRICE: EURO 199.99



**SR39 RADAR TAIL LIGHT** PRICE: EURO 129.99



**SPD70 SPEED SENSOR**  
PRICE: EURO 25.99



**CAD70 CADENCE SENSOR**  
PRICE: EURO 24.99

## Unboxing:

In front of me there are 6 products, nicely wrapped in cardboard boxes. The look of the box for the bike computer reminded me a bit of an Apple product. If you want to see the unboxing check [here](#).

## First look:

The iGS630 looks very neat, it looks well made. In the box is also a protection glass for the screen. For the HR40 (Heart Rate Monitor) you just need to put the battery in the sensor, and you are good to go. The same procedure is fused or the SPD70 (Dual Module Speed Sensor) and CAD70 (Dual Module Cadence Sensor). Both sensors got a design update to the preview sensors they made. The handlebar front mount also got a new design and looks sharp, but it feels also a bit heavier than the old one. SRTL SR30, the Smart Radar Tail Light, looks decent too.

## Setup / Installation:

The sensor are quick to put on the bike, not much hassle, and the same goes with the tail light. The front mount was also quick on the handlebar, but it's slightly not really straight. The bike computer is then not in line with your stem or wheel, not a biggie but it's really a bit off, which I think is a bit annoying. Now, setting up all the sensors and the bike computer is a bit more work. I noticed already when I got the iGS620 that the manuals are a bit „special“. It seems Google translated it for them. Sometimes I could not figure out what they mean, and I could not find some functions. It was not so difficult for me this time, but still I had to put some time in it, as the iGS630 is not really the same as the old model. I had to sit there and find out how to set up everything. A manual in which the procedure was written down step-by-step would really be helpful. I don't know about other languages in the manual, but definitely in German it's worse than English.





### On the Ride:

The first thing I noticed is, when it's a bit dark, under trees or a underpass of a road, the bike computer switches automatic to the dark mode, which is a very nice feature lets you still see what's going on. The colorful screen is a plus, especially when you see the graphs on it. Switching between the pages is easy to do, even when you have the gloves on, no need to take them off. During the ride, whenever somebody sends you a text, you can see the notification on the screen for short time. Then you can decide to stop and check your phone or go one with your ride. I think that's a nice feature, as you don't miss a message during a ride, without having to stop only to check your phone to see if somebody wanted to get in touch with you.

A feature, I am honest, which I never used with the old bike computer either – is the navigation. But of course I tested it. You can make a route on your APP (as I use an iPhone, it shows me the Apple map), and you can then „draw“ your own course. After you save it, you can send it to the bike computer. Then you can take this map, and it shows you where to go, with great accuracy. If you miss the road / trail which you intended to take, it doesn't reroute your course. Instead, it will only show you with arrows how you need to go back and enter the route again. It works pretty ok, but the reason I never used the navigation before is, I really think, there is no bike computer which is good enough for that. The screens are far too small, and you are just quicker with your phone and its mapping system. And there you have it all, even including the rerouting if you get off the „trail“. It's just far too small on the bike computer. Zooming in and out works good, but it takes just too much time.



The tail light from iGPSPORT was new to me, and as the name says, it's not just a normal tail light: SRTL SR30 the Smart Radar Tail Light. The radar can detect up to 8 approaching vehicles in a range of 150 meters and 40° degree horizontal angle. If the vehicle is moving away, or is at the same speed there will be no warning. Only if the car for example comes closer, the bike computer will give you a visual and if on also a alert in sound. Yellow means a vehicle is coming at normal speed, red alert means it is approaching very fast.

When you often ride on roads with lots of cars, I think this is a very nice feature which will make you feel more safe. But then yet again, I ask myself, can I avoid a car that is hitting me? Probably not. Anyway, I hardly ride on busy roads, mostly on bicycle-only roads. So I could only test it for a short amount of time, and then it was not too bad to see backwards, without looking backwards, whether a car is there or not!

#### FOR MORE TECH INFOS

iGS630  
SRTL SR30  
SPD70  
CAD70  
HR40







Fuel

Orange

Tan

Turquoise

Green

Purple

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

Proven comfort and timeless profile

Peri-Canal groove

Shorter overall length

New lightweight injection moulded  
EVA foam

Sonic welded protective sides

Nose platform

Free float rail inserts

Hidden undercut relief

Atmos sealed construction  
(No Bumpers)

Nylon glass fiber base  
bridge

260mm x 140mm

• Carbon: 181g	MSRP \$189.99
• Fuel: 236g	MSRP \$109.99
• Lux-Alloy: 236g	MSRP \$89.99
• Steel: 318g	MSRP \$59.99

\*Other Colors Available





**21 TO 27  
NOVEMBER 2023**

**RACE**

# **POKHARA ENDURO NEPAL**

**Join us for this bucket list event  
in Nepal – designed to be a total  
experience in getting to know this  
amazing country – with a fully  
hosted package deal for visitors**



Full Details at

[www.pokharaenduro.com](http://www.pokharaenduro.com)



**SHARED ROOM PACKAGE: USD 1005**

**PRIVATE ROOM PACKAGE: USD 1280**


**ACCOMPANYING PERSON PACKAGE: USD 709**

**Includes:**

- **Arrival/Departure Transport from Airport-Hotel-Airport**
- **Kathmandu-Pokhara-Kathmandu domestic flight**
- **6 nights accommodation with Breakfast, 2 Dinners (on arrival day), and farewell dinner**
- **Race pack & Race entry Fee**
- **Shuttle for 2 Practice days (Hotel/Race venue/Hotel). Shuttle for Race Day**
- **Medals and certificates**
- **Race Duffle Bag & Race T-shirt**

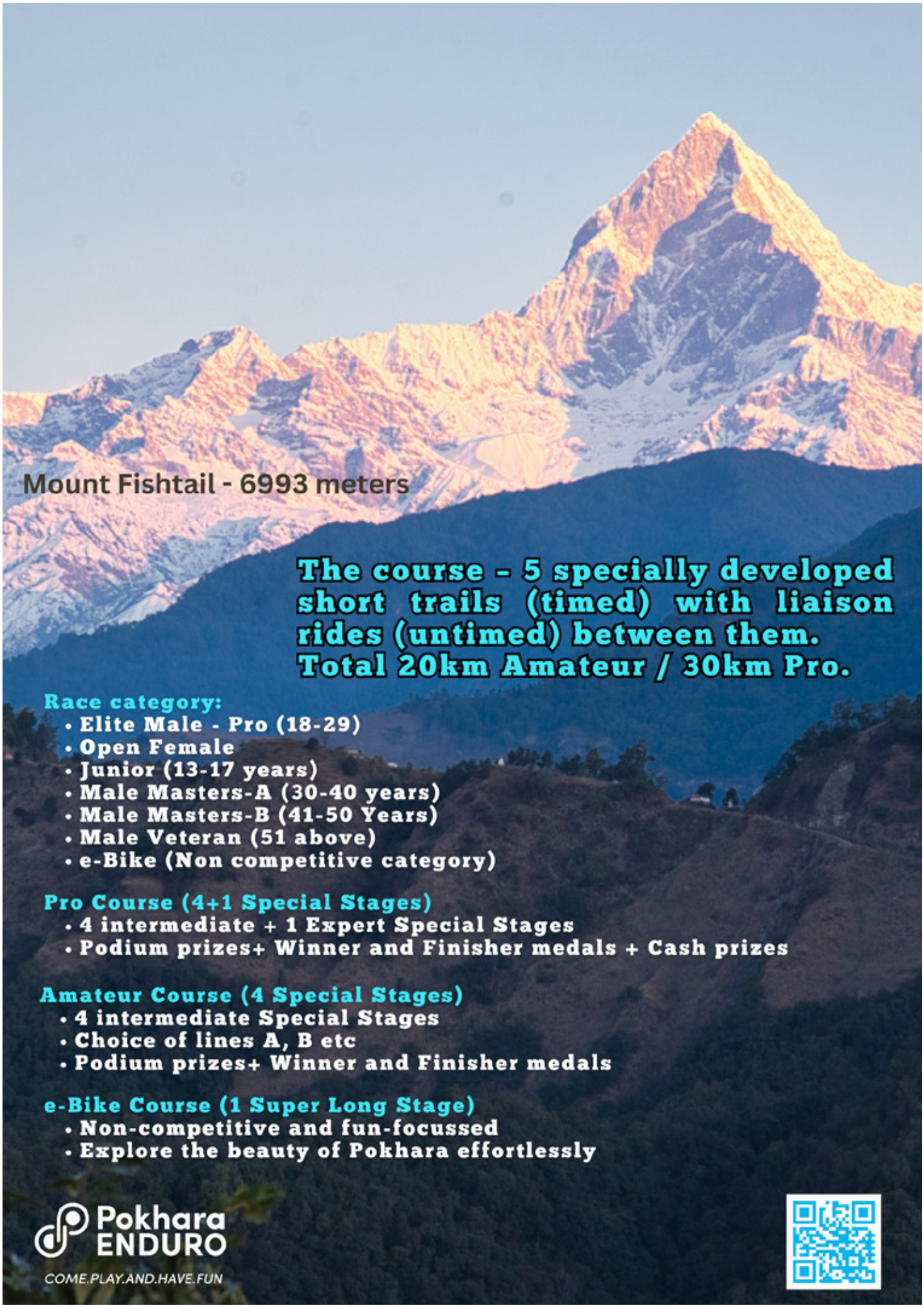






### Itinerary:

- 21 Nov '23 - Arrival in Kathmandu + Transfer to the official hotel**
- 22 Nov '23 - Transfer to Pokhara by Air**
- 23 Nov '23 - Race practice day 1**
- 24 Nov '23 - Race practice day 2 + Prologue**
- 25 Nov '23 - Race Day (4 + 1 stages)  
+ Closing + Afterparty**
- 26 Nov '23 - Transfer to Kathmandu via Air**
- 27 Nov '23 - Departure Day (Program over)**



Mount Fishtail - 6993 meters

**The course - 5 specially developed short trails (timed) with liaison rides (untimed) between them.  
Total 20km Amateur / 30km Pro.**

### Race category:

- Elite Male - Pro (18-29)
- Open Female
- Junior (13-17 years)
- Male Masters-A (30-40 years)
- Male Masters-B (41-50 Years)
- Male Veteran (51 above)
- e-Bike (Non competitive category)

### Pro Course (4+1 Special Stages)

- 4 intermediate + 1 Expert Special Stages
- Podium prizes+ Winner and Finisher medals + Cash prizes

### Amateur Course (4 Special Stages)

- 4 intermediate Special Stages
- Choice of lines A, B etc
- Podium prizes+ Winner and Finisher medals

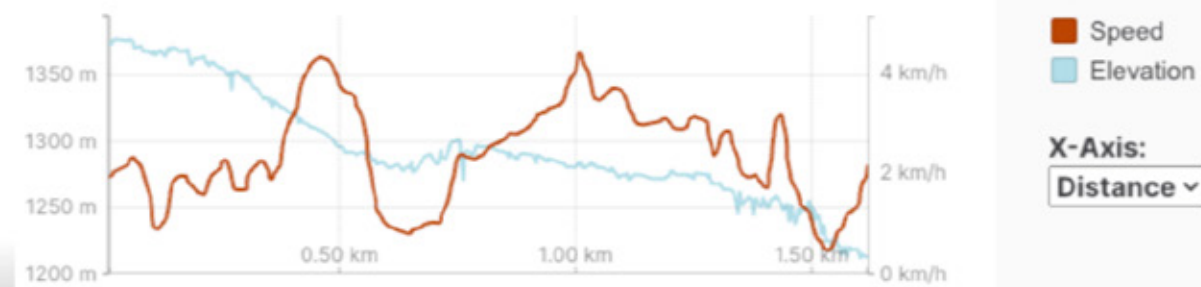
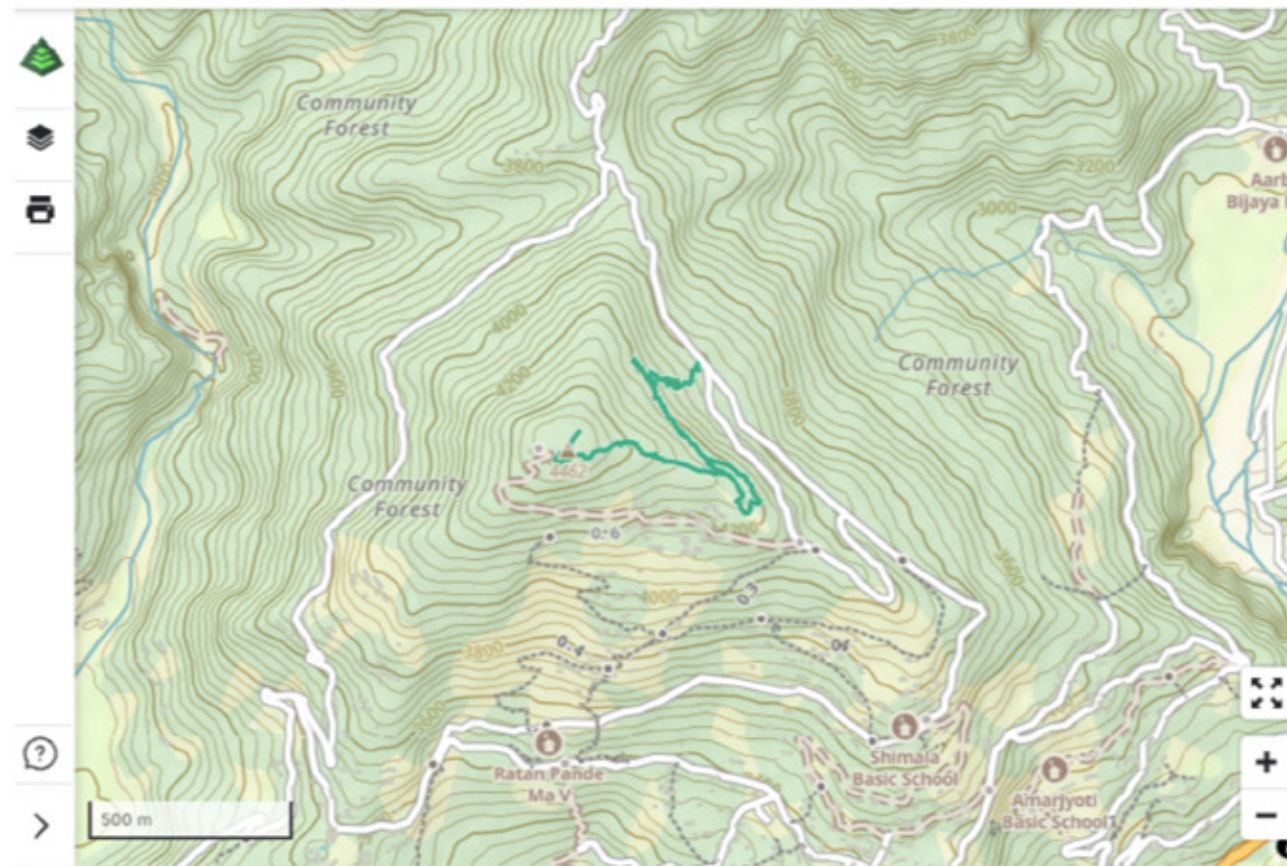
### e-Bike Course (1 Super Long Stage)

- Non-competitive and fun-focussed
- Explore the beauty of Pokhara effortlessly





## Sample Stage



**Distance: 1.6KM**  
**Start: 1350 meters**  
**End: 1200 meters**  
**Ascent: 3 meters**  
**Descent: 140 meters**  
**Gradient: 8.3%**





## A New 6-Day Enduro Launches in NZ March 2024



**Next March, a new multi-day Enduro launches in New Zealand. Billed as a “Proper Kiwi Backcountry Enduro Adventure”, The NZ MTB Rally is a full week of trail discovery and good times on 2 wheels, to add to your expanding bucket list of ‘must do’ trips.**



Brought to you by the team behind the Trans-Savoie and the Enduro2 Pairs-Format Series, it's certainly shaping up to be one to watch out for.

NZ MTB Rally is a 6-Day enduro-format adventure, traversing NZ's as-yet-undiscovered 'Top-of-the-South' region. As you'd expect, it features world-class trails in a pristine backcountry environment but with a refreshing new take on the familiar 'trans-enduro' format by including some properly rad logistics: Multiple Heli-Drops, a Boat-Access Day, and numerous 4x4 uplifts.

The Rally's circular itinerary comprises a completely original route; sandwiched between 3 National Parks, taking in a blend of historic backcountry tracks and purpose built MTB trails.

(In simple terms, it's an uplift-assisted enduro race. With 4 to 6 gravity-biased race stages per day, connected by scenic backcountry liaisons and shuttled uplifts using 4x4, helicopter and boat. Visiting a notably different ride-spot each day, from three different basecamp locations. It's a route that gives the impression of going on a coherent journey, with a purpose, rather than simply cruising from one bike park to the next on a coach tour.

Whilst it's a race, our expectations are that at least half of the 120-rider start list will be here for the adventure, awesome trails, beautiful scenery, and party vibes; not necessarily keeping a close eye on their finishing times. And likely showing only the vaguest of interest in the heroic fight for the podium going on at the top of the field.







## Standing out from the crowd

Multi-day enduro races such as Trans Maderia, Trans BC and The Stone King Rally offer a difficult but ever-expanding choice for the discerning amateur enduro racer. Especially such a one that has a week in-hand away from family and work responsibilities, and about €/\$2000 burning a hole in the pocket of their riding baggies.

For the rest of us less-fortunate, these events still offer the perfect opportunity to soak up inspirational media content from behind our office desks and mobile phones, whilst dreaming of pulling out the stops to finally make it happen for ourselves, some day.

The NZ MTB Rally aims to stand out with its own unique approach to the multi-day format. Most notable of all, is the impressive combination of transport logistics that our team have lined up. 2 backcountry heli-drop days over the week will probably be the stand-out feature for many. But we're not just a one trick (flying) pony: our coastal location allows an opportunity for a picturesque boat-access day mid-week, taking off from pristine beaches bordering the Abel Tasman Marine National Park. That means seals, dolphins and stingrays are likely to come as part of the package. Completing our logistical trifecta is our fleet of 12-seater 4x4 Land Cruisers that will be put to full use for multiple shuttles each day.

The finished ensemble is a party-to-pedal ratio of well over 2 to 1: our typical day averages 800 - 1300m climb and 2300 to 3000m descent. For those who don't relish shouldering their bike, fear not: we're not into it either. "Hike-a-bike? Hell Nah, Bro! Why walk, when you can take The Heli?" (preferably quipped whilst



wearing aviator sunglasses and singlet, mullet shimmering in the breeze. Then casually popping the cap on a cold kiwi beer you just pulled from the overflowing cool box full of bevvies that you've stashed in the trunk of your pickup; conveniently there all along...almost as if waiting for this very moment of manly glory).

Over the week, we average about 70% backcountry and 30% bike-park stages, although when the park stuff is hand-cut beech forest goodness, we'll forgive you if you struggle to notice the difference. We'll throw in a groomer most days, but if you're here for a proper Kiwi adventure...you've come to the right place.

The NZ MTB Rally is pitched at experienced amateur riders with a strong intermediate skill level as a minimum. Alpine or backcountry experience; even skiing, hiking and tramping — will be a particular bonus and can go a long way to make up for your ability to pop a manual or flick a euro-style 'endo' in a switchback. Everything is raced 'blind' and on-sight. Technical grading is especially inconsistent on backcountry trails that were not originally 'purpose built' for MTB, and these kind of trails are our bread and butter. You can expect some exposure or narrow trails at times, and if it's wet, plenty of slippery roots to keep you honest. If you really want to put a rating on it, expect 40% blue, 40% single-black-diamond, and 10% double-black. But know this: there are no egos here and we're certainly not judging your skills or the number of brand-sponsors on your helmet. Besides, if you come here with that attitude (even as a pro) your ass is likely to get handed to you in an instant by some unassuming, local kiwi on a battered old hard tail, sporting her finest hi-vis vest and paint-splattered







safety boots after another regular day on the Tradesman's tools. Don't say we didn't warn you.

### Introducing Nelson, New Zealand

The best NZ ride spot you've probably never heard of. New Zealand is already a dream destination for many, but The Rally introduces a region that has surprisingly managed to stay under the radar in spite of its quality reputation amongst Kiwis in-the-know. The start and finish point for this circular route is Nelson, at the tip of the South Island. It's roughly halfway between Rotorua in the North, and Queenstown way down South. Somewhat off the trodden path, on a small island, itself at the very edge of the world? We figured it's the perfect spot for an epic new take on multi-day enduro. We've got surprisingly easy travel connections, considering the significant travel distance for the many who'll be reading this and immediately reaching for their travel-planner. We've worked out travel options and costs from various outbound locations over on our event website. Get your head around it, and you might be surprised that it's not as difficult or expensive as you might have assumed at first.

Our area is better-known for its beautiful beaches, rugged coastline, wild mountains, national parks, golden sand, wineries and craft breweries which are typically filled with regular tourists during the NZ summer. Our region's warm, settled climate regularly tops NZ's sunshine-hours charts.

We'll bet you didn't know that Nelson is an IMBA certified gold-level ride centre; one of only six, worldwide. Another fact you probably missed: Nelson was confirmed to host the



EWS in 2021 and we were all ready to go; until COVID travel restrictions forced a last-minute cancellation. We were gutted. The NZ MTB Rally steps up to fill that gap, yet with something refreshingly original and that is directly accessible to any keen rider or racer, not only the pro-elites. We can barely wait to show you what you've been missing.

### Ride Spots on the 6-day Itinerary

The itinerary takes in 6 different ride spots over the week, and the tasting notes are certainly enough to get your sealant frothing.

For one, take The Wairoa Gorge. A deep, rugged valley purchased back in the 90's by a secretive billionaire, in order to create his own rider's Disneyland for his exclusive, private, personal use. It was hand-built over several years by a trail crew picked-out from amongst world's best. Destiny would have it that the entire site was recently gifted to NZ's Department of Conservation who in turn handed it over to Nelson MTB Club for operational management. (Sweet as, billionaire bro!)

This is no fairy-tale, just 72 km of exquisitely crafted beech-forested goodness, accessed all day long by a fleet of 4x4 shuttles.

Not your kinda gig? Then how about Golden Bay? A place of historic pack-tracks filled with giant ferns, inquisitive birdlife and warp-speed singletrack. We'll ride through to the beach, tyres in the sand and beer in hand (ready for our sea-shuttle departure the next morning).

Still not feeling it? The Coppermine and Bryant Ranges might be more your thing. Mineral mining here in the







1800s has left a uniquely bare, red-stained, rugged moonscape. Multiple pack-trails run through it that have since been perfectly adapted by a dedicated professional trail crew, just for your riding pleasure. It's a terrain that feels strangely Alpine yet is barely 1000m above sea level. From the top, you can almost see and taste that cold beer on the beach waiting for you, far below. 1 km of vert to bottom, then more shuttles? That'll do nicely. And perhaps most smugly of all, we'll be getting up there from base to peak in under ten minutes, courtesy of our helicopter fleet.

### **Beds, Not Tents**

Entries are offered as an all-inclusive package, including all catering and logistics, and accommodation. We learned over 10 years of running the Trans-Savoie that tented-camps are wonderful on a fine day; not so much if it's pouring down. The novelty of sleeping under canvas combined with intense days on the bike tends to wear off around day 4, by which point you're usually longing for a proper mattress and the ability to put-on your bib-shorts whilst actually standing up. With that in mind, we've worked out comfortable bunk-style accommodation at each location with 3 or 4 riders sharing per room. All other logistics such as airport transfers, luggage transport and mechanic backup are all taken care of.

### **Make a Trip of It**

If you're in for a trip to NZ, you may as well go the whole-hog, right? We thought you'd say that. That's why we've found a date-window that fits just perfect with a potential NZ road trip.



NZ MTB Rally is fixed for 9-16 March 2024. This comes right after the NZ National Enduro Champs (Nelson) on 2-3 March, and finishes just in time to head straight up to Crankworx in Rotorua (16-24 March).

### How to Register

Generous funding from our sponsors and incredible technical support from the Nelson Regional Development Agency has enabled us to deliver all this a price-point that is strongly competitive with other multi-day enduros, despite our obvious additional operating expenses such as helicopters, boats, and 4x4s, and proper beds (in lieu of tents). If you are considering jumping in on this adventure, 2024 is the time to do it if you want to avoid likely significant price hikes for subsequent editions.

We're also offering a self-supported option in limited numbers, for those on a tighter budget, or perhaps want to bring non-competing family or partners that don't want to pitch in with a load of bikers.

Full details are available on the website with all the details about registration (opening soon). Entries are welcomed from E-bikers as well as unassisted/Analogue.

[www.NZMTBRally.com](http://www.NZMTBRally.com)





## #ABOUT

MESUM VERMA | CEO / EDITOR IN CHIEF

AURELIUS SATLOW | EDITOR

## #PHOTOS#EDITORS

HANDONG JIN, AURELIUS SATLOW, LIU WEN QIAN, MESUM VERMA, POKHARA  
ENDURO, JAY FRENCH, CAM MCKENZIE, PAUL JENNINGS, TODD COUPER

## #ADVERTISING #INFO

MV.MTBMAGASIA@GMAIL.COM

## #DESIGN

MESUM VERMA

## #SPECIALTHANKS

BRYAN BELL

## #ISSUE90

## #SEP2023



© 2023 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.

