

AUGUST/SEPTEMBER 18

## WELCOME TO THE FUTURE...

Welcome to issue 55 of the World's Number One Online Mountain Bike Magazine! In this issue Isac Paddock delves into the relationship between Aaron Gwin and his mechanic John Hall. We chat to Katy Winton about racing

and life as a full factory enduro pro. Plus the team go electric and ride some of the best ebikes around to see what the fuss is all about, and take a trip to the Tweed Valley in Scotland. Tests feature some fresh new bikes and wheelsets for every budget.

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## - THE RISE OF THE MACHINES -

THE INFAMOUS DUO - KATY WINTON  
TRAIL GUIDE / TESTS / TECHNIQUE AND MUCH MORE INSIDE!



# #HIT THE TRAIL

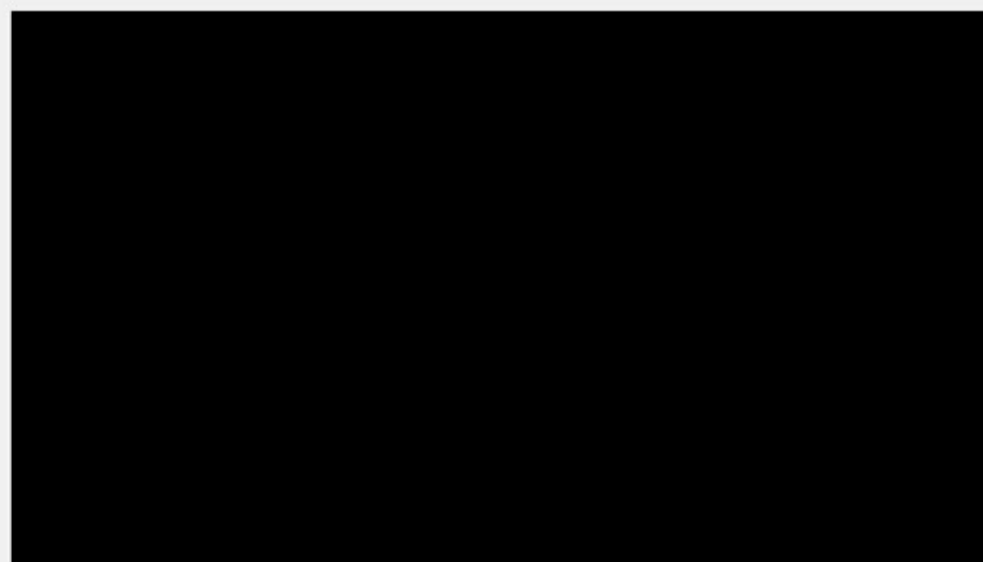
THE **STEREO ONE50** SERIES







ALL RIDES LEAD TO **ROAM**





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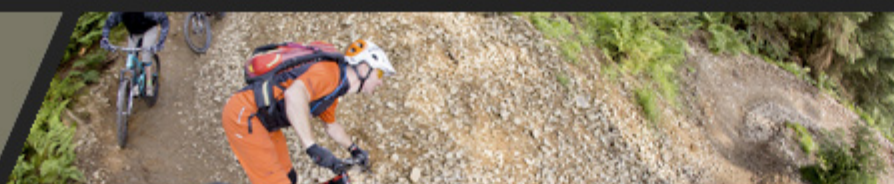
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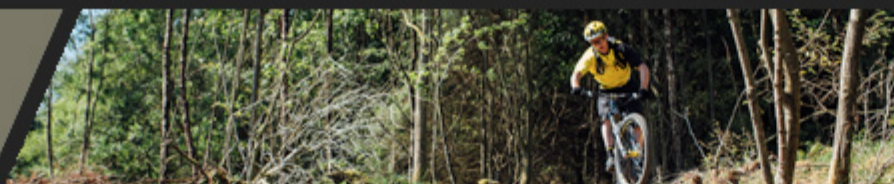
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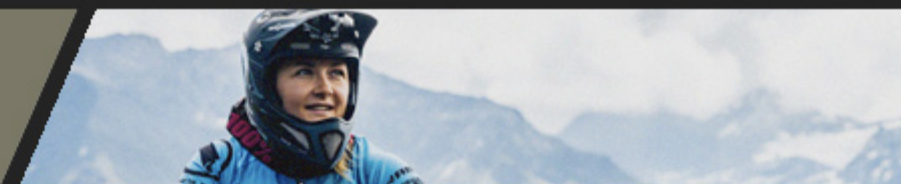
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**PUBLISHED ON THE  
WEB BY**

Next Element Ltd

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YOANN BARELLI SENDING IT INTO NEXT WEEK!  
PHOTO COMMENCAL





# WIN

## ... A GOPRO HERO6 BLACK ACTION CAMERA!

We use GoPro's all the time and can't rate them highly enough! If you want to get great videos of your riding there really isn't a substitute! With the launch of the new Hero6 Black action camera on the market, we figured this would be a great prize for our subscribers this issue!

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BROOK MACDONALD RECORDING HIS RACE RUN IN MONT SAINT ANNE CANADA!  
PHOT BARTEK WOLINKSKI / RED BULL CONTENT POOL



HAPPIER TIMES FOR ROU IN LES ARCS BEFORE THE CRASH!  
PHOTO JAMES BOULDING

## ISSUE 55 Downtime

They say in mountain biking you are never far away from your next crash. When you first start out, you seem to crash all the time. Then as your skills improve those over the bar moments reduce and eventually you'll be riding around thinking, I've not crashed for months.

The very next ride will no doubt see you inspecting the dirt, but with a bit of luck you'll dust yourself off, learn from it and move on to the next crash free spell. Safe in the knowledge another one could be just around the corner!

It doesn't matter what level you are at, it's part of the game, watch any UCI DH event, and you'll see the pros stacking it. Red Bull Rampage arguably churns out the most gut-churning ones too. Our Wipeout Wednesday video posts are some of the most popular we publish. It's a fact of life that if you ride MTB, crashing is all part of the game.

Imagine my surprise then, after the classic spell of no crashes and thinking I'm invincible, to find myself on the infamous Black 8 trail in Les Arcs, France with my right foot on backwards eating the dirt. It happens to the best of us. I'll spare you the gory details, but three broken bones, snapped ligaments and three days in the hospital with some major surgery and metal work I am now on my way to recovery.

I'm searching for answers as to what happened, arguably I was pushing things a little too much, but as I said crashing and riding bikes is inevitable. Sometimes we dust ourselves down and carry on, others we find ourselves relocating what we thought was a dislocated ankle and in the back of an ambulance.

I'll be back on the bike as soon as possible, but it might be a year or so before I am back to full fitness. These things are sent to try us but with a positive attitude and good rehab, we will all usually overcome.

A huge thanks to James and Mary for helping me out on the trail, the Sécurité Pompiers of Bourg St Maurice for getting me to the hospital and most of all to the fantastic staff at Le Centre Hospitalier de Bourg-Saint-Maurice for putting me back together again!

Ride on

*Rou Chater*

Publishing Editor

EDITORIAL





Aaron Gwin and his mechanic John Hall have worked together since early 2014. John Hall is the meticulous mechanic ensuring Aaron Gwin's bike is set up for yet another unstoppable season. The man from The Black Hills of South Dakota has been winning races alongside Gwin since Pietermaritzburg in 2014, so his ability to wrench for the best is carved into rock.

# THE INFAMOUS DUO

WORDS & PHOTOS  
ISAC PADDOK





" WE WANTED TO DELVE DEEPER AND FIND OUT WHAT MAKES THESE TWO GUYS PERFORM THIS CONSISTENTLY AND FIND OUT MORE ABOUT THEIR FRIENDSHIP OFF THE BIKE. "

He spent four years in the United States Marine Corp as a Humvee mechanic with 3rd Battalion 5th Marines. He completed one combat tour to Fallujah, Iraq maintaining convoy vehicles and serving as a machine gunner on the same convoys in his downtime. His next deployment sent him to numerous countries around the South Pacific training with foreign militaries. His experience in the military certainly prepared him to handle stressful situations with the calmness needed to get the job done efficiently and correctly.

It was while he was stationed in California that he found his love for The Golden State and decided to take up roots in Temecula. In the past 4 years the pair has secured 11 World Cup Wins and 22 podiums, they clearly work well together. We wanted to delve deeper and find out what makes these two guys perform this consistently and find out more about their friendship off the bike.

JOHN...

#### **How did the Job come about with Aaron Gwin?**

I had just started at a new bike shop in Temecula, CA and Rich Houseman happened to come in with a little bike work needed. I wasn't actually living in Temecula yet so I ended up moving closer to help with my commute to work and the house I ended up renting was literally down the street from Rich, unbeknownst to me haha.







That led to me helping him out with his junior development programs with Trek and then Specialized as their mechanic whenever I could get a day off to help. There were lots of late nights in Rich's garage during that time building bikes, prepping for races or just discussing the finer things in life. He was also working with Aaron helping him out with a few things so that's how we eventually met.

When Aaron was on Specialized at the end of 2013, beginning of 2014 they decided to restructure their program and bring it in-house. Rich Houseman threw my name in the hat to be Aaron's mechanic without my knowledge. I knew he was up to something but he wouldn't let on too much. Eric Carter and John Canepa made up the rest of the prospects.

"TRICH HOUSEMAN  
THREW MY NAME  
IN THE HAT TO BE  
AARON'S MECHANIC  
WITHOUT MY  
KNOWLEDGE."

AWARD WINNING ENDURO E-BIKE

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**"IT WAS TRIAL BY FIRE FOR ME AND I WAS KIND OF JUST THROWN INTO THE PIT. I DIDN'T REALIZE IT AT THE TIME BUT THAT WAS PROBABLY FOR THE BETTER."**

I didn't even know it but behind the scenes, Rich and Eric were vouching for me. To me, that meant everything to have guys of that calibre telling a company as big as Specialized that I was the dude. I still trip out over that, they're legends. Eventually, after a couple trial races with Aaron, he asked if I wanted to head to World Cups with him and wrench. I don't think I even let him finish his

question before I said yes.

That was in March of 2014 and a week or so later the job was mine and I immediately put my 2 weeks in at my job and cancelled all the classes I had just registered for in college to hit the road with the boys. Aaron and I still laugh at that timeframe. From the time he asked me to wrench for him to standing behind him in the start hut in South Africa and our first win together was probably around 4-5 weeks.

That included flying to Specialized HQ, signing contracts, being shown where all the

parts are, building all the bikes and doing a team camp/team presentation...from scratch. It was trial by fire for me and I was kind of just thrown into the pit. I didn't realize it at the time but that was probably for the better.

The team had some solid guys to mentor me along the way like Eric Carter always lending a word of advice. John Canepa filling me in on pit etiquette and how to approach our supporters for help. Monkdwag took his ENTIRE toolbox apart and told me the story about every tool at a Fontana race just so I could get a head start on building my box and told me if I ever needed anything he probably had it and to come to find him.





Aaron was always helping me along the way and guiding me in the right direction, telling me what to expect at each venue and how to go about things. I'll always be thankful for that crew and proud of that first year on the circuit. Looking back now, what the team pulled off that year was a serious accomplishment with the amount of time we had to prepare a World Cup effort.

**Prior to your career as a World Cup mechanic, you served in the Marine Corps, tell us more about this and what skills you transferred to your role as a mechanic?**

I did one enlistment in the Marine Corps from 2005-2009 stationed in Camp Pendleton, CA.

**"I'LL ALWAYS BE  
THANKFUL FOR THAT  
CREW AND PROUD  
OF THAT FIRST YEAR  
ON THE CIRCUIT."**



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" THE TIME I SPENT IN THE MARINE CORPS WAS SHORT IN COMPARISON TO OTHER THINGS I'VE DONE BUT IT'S HAD THE LARGEST IMPACT ON MY LIFE AS A WHOLE. "

I did one deployment to Fallujah, Iraq and one MEU (Marine Expeditionary Unit) to the South Pacific part of the world where we spent time training with foreign militaries in Australia, Philippines, Thailand and Korea while acting as what we as Marines like to call, the world's 911 force. That pretty much means while we're out and about we're able to be in almost any part of the world within 24 hours to help with a crisis whether that be a humanitarian effort or a combat role.

The time I spent in the Marine Corps was short in comparison to other things I've done but it's had the largest impact on my life as a whole. It's shaped who I am and how I approach everything I do. That's a direct result of my training and my experiences. Everything we do and train for is for real-world applications, everything we do has a purpose no matter how dumb it may seem at the time.

That was hard to grasp at first when you're in boot camp running on 2 hours of sleep and cleaning your weapon at 3 am freezing your ass off. But what all of those experiences did was prepare us for the worst possible scenarios, because they can and do happen in high-stress combat environments. So when it comes to my World Cup preparation, whether it's my pre-race checklist or building a bike, I know I can handle any kind of scenario with calmness and efficiency.

In my mind, that is the most important thing. No matter if it's just a flat tire change between practice runs or a worst case scenario like a full frame swap before a race run, you have to move with a purpose,







" WE'VE GOT IT FIGURED OUT PRETTY DARN GOOD I THINK AND THE BENEFITS SHOW IN THE RESULTS. "

do it right the first time and do it the fastest you've ever done it and then send your rider down a World Cup track and confidently tell him that everything is PERFECT. That's what my time in the Marine Corps has given me, the confidence to stay calm, move fast and do it right the first time when it counts the most.

**How would you describe your relationship with Aaron, of course, you have a**

**personal friendship, how do you think it benefits the professional relationship you have?**

Yeah, I think we have a good relationship. A personal friendship and a professional friendship is a fine balance. We know when we have to turn the professional switch on, put our head down, be serious and get to work and we know when to keep it light, fun and have a laugh. I think that's really important and to know those lines and boundaries.

We've got it figured out pretty darn good I think and the benefits show in the results.

Nobody is gonna have much fun if you don't get along. But overall we keep it light and fun, even in serious moments haha. In MSA one year it started BUCKETING rain in the start hut and he asked for spikes to be put on when the timing guy gave us the 5-minute warning. I went into overdrive to make it happen and here AG is making NASCAR pit sounds like the air guns they use to change their tires.

Things like that remind me that we're just racing bikes and always have fun. Sometimes when I hit that overdrive mode I can get pretty serious and he knows how to keep me calm and efficient. Slow is smooth and smooth is fast right?



" THAT'S WHAT ITS ALL ABOUT, HELPING HIM GO AS FAST AS HE CAN AND TAKING WHATEVER I CAN OFF HIS PLATE SO HE CAN FOCUS ON THAT AS MUCH AS HE CAN. "

**Not all mechanic/rider relationships share the same nationalities let alone same city, how does living close to Aaron benefit your work?**

Definitely, this helps us a ton I believe. It gives us the benefit of keeping our mechanic/rider relationship consistent. He's not working with one guy at home and another guy at the races and always having to explain what changes have been made and why. Plus I can keep all his training bikes fresh between races.

Another benefit is that Aaron being at the top of his game the way he is, he's often chosen to develop, ride and test the latest prototype part from any one of our sponsors. So its beneficial for me to be there to install and maintain as well as pass feedback on to move the development process along a little more efficiently so he can focus on his training and what he needs to do in order to go fast. That's what its all about, helping him go as fast as he can and taking whatever I can off his plate so he can focus on that as much as he can.

**Favourite tool in your box?**

Ah yes, the infamous mechanic question haha. This is always changing for me as bikes and product advances. Everyone knows about all the T-handles and basic tools. Sometimes it's not about what is necessarily my favourite tool, but which ones are a treat to use...even if its once or twice a year. Any tool that makes my life as a mechanic easier is my favourite one.





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" HARD WORK, PERSISTENCE, A LITTLE BIT OF LUCK AND BEING IN THE RIGHT PLACE AT THE RIGHT TIME "

Right now its the Abbey Bike Tools modular press. That thing is a dream to use. They also just launched a chain tool that I've been testing for the last year or so that I really think mechanics will enjoy using. I also really like my Birzman pad spacing tool. I like to use that during my brake bleed process to really get the pads and brakes feeling good.

#### **Advice to aspiring mechanics.**

I get this question a lot as well. Honestly, you just have to make yourself available and visible as much as possible. Find neutral support jobs to work, show up to races and chat with teams and mechanics. Work in bike shops to get the wide array of experience needed. Stuff like that. There's no real roadway to being a professional mechanic. There's not one single mechanic that has the same story. So it really just boils down to hard work, persistence, a little bit of luck and being in the right place at the right time in front of the right people.

#### **Do you think being a rider is crucial to your relationship with Aaron, Why?**

Absolutely. That wasn't apparent until we were having an issue with a part on the bike one time. I remember it wasn't super serious but something that was annoying Aaron and I had done absolutely everything I could think of to remedy it and it just wasn't working. Until we were back home and at Big Bear, we swapped bikes and I rode his. I immediately felt what it was that was annoying him. What that did was it made the issue personal and I was able to better understand his frustration and the need to fix the issue. I think I went home that night and found a solution.







**" WHEN AN OPPORTUNITY PRESENTS ITSELF I'M IN A POSITION TO ACCEPT THAT OPPORTUNITY AND GET THE MOST OUT OF IT. "**

**Of course, athletes have career goals, do you have a career goal(s)?**

I most definitely have goals and I'm always working towards those. It's hard to single out specific ones because I think I'm a pretty dynamic person. I'm constantly adjusting to achieve them, create new ones or adjusting my current approach to achieve ones that I've had for a while. I heard a philosophy about this and it was "Micro speed, macro

patience." What that means is bust your butt every day to work towards your goals but be patient in the long run of things and trust that the work you've put in will pay off when it's supposed to. I always try to be as prepared as I can be for anything I can think of as well so that when an opportunity presents itself I'm in a position to accept that opportunity and get the most out of it.

**We've heard you're now part of the media squids with your GoPro edits, what's fuelled you to pursue further work at a World Cups?**

Does that mean my application to the media squids has been accepted? But yes, GoPro

approached me just as a fun side project to start gathering some content with Aaron from the World Cups. Kind of a behind the scenes thing, just based around what we do and what our days are like. It's honestly been an eye-opening experience and really fun to do. I've literally never done any sort of editing or gathered content before. Just from watching our team media guys, Brock and Isac, I know there's more to this stuff than what meets the eye.

Honestly, I had no idea the amount of time and hours it takes to gather and edit content for a one minute clip! Let alone these 10-15 minute episodes these dudes crank out and deliver on the Monday after the race. So shout out to the unsung heroes that make up the entire media gang on the World Cup, those dudes put in some serious hours.



" IT'S WHAT'S FUN ABOUT GETTING PROTOTYPE PARTS AND FIGURING OUT HOW TO MAKE THEM THE BEST THEY CAN BE BY THE TIME THEY'RE RELEASED TO THE PUBLIC "

As far as what fuelled me to pursue more work at World Cups, that's just kind of who I am. I really enjoy my job and just working in general. So to add one more thing to my list of things to do isn't really a big deal for me and actually a challenge. I've found that finding new challenges and pursuing those has been really fun for me. It's what's fun about getting prototype parts and figuring out how to make them the best they can be by the time they're released to the public. It's just the challenge of learning something new and the process of getting better at it. Be patient and stay tuned, more GoPro edits to come as I get better at them!

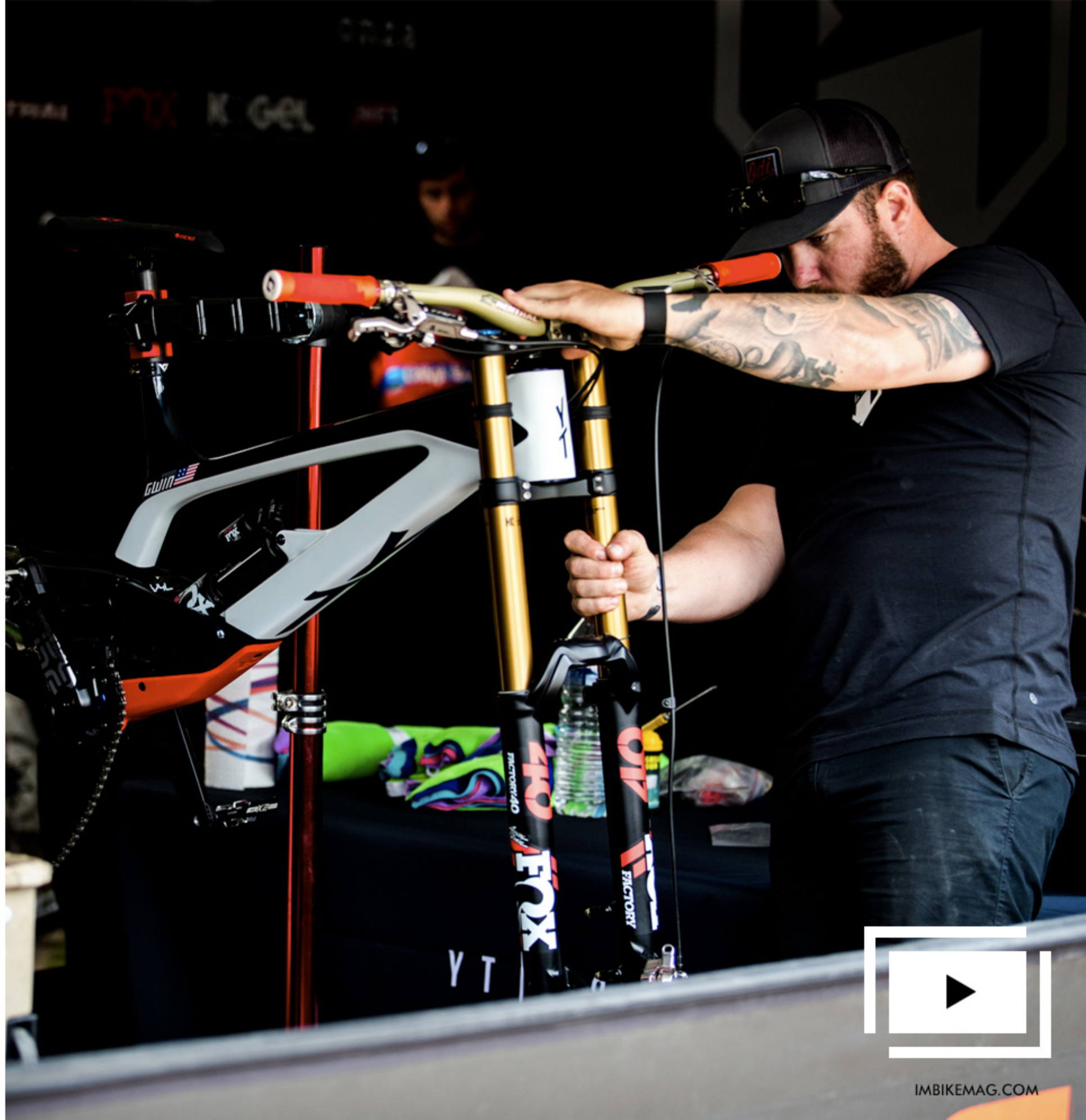
AARON

**Introduce yourself, when did you start racing, where was your first race and what was the result?**

My names Aaron, I've been riding mountain bikes for about 10 years now. My first race was in Fontana California, September of 2007, I raced pro class with my good friend Cody Warren and placed 3rd. The following January I started racing locally more regularly and by March I signed a 1-year contract to race for Yeti Cycles, the rest, as they say, is history. That first year was crazy!

**How and why did you move from BMX > Moto > DH?**

I didn't really move straight from one to the next, there were a few years in between each sport. The transition into downhill was really just a random thing that happened by chance. Cody and I were buddies at the time and he invited me to come ride with him for fun.







**"I'M STOKED TO BE A PART OF IT AND I'M PROUD OF WHAT WE'VE ACCOMPLISHED TOGETHER IN SUCH A SHORT PERIOD OF TIME."**

I think we rode together maybe twice before he invited me to that Fontana race. I never even knew downhill racing was a professional sport until about a month before my first race.

**How did your relationship with John Hall start, and when did it come around?**

I started working with John in March of 2014 I believe. Rich Houseman and I had a Jr development team we were running for Specialized and Rich had hired John to be the mechanic about a year earlier. The Specialized factory team that I was riding for went through some changes at the end of 2013

and it left me looking for a new mechanic. John had been doing an awesome job with the kids so Rich and I basically just asked if he'd be willing to go to a local race with me in January as a sort of "test" race to see how we worked together. I'm not sure John really knew about that but he did an awesome job that weekend, we got along super well, and I asked if he wanted to start going to the World Cups with me a few months later.

**What's the benefits of having a full-time mechanic living only miles away from your home?**

For me, it's a huge advantage. John is with me almost every time I get on my downhill bike. He drives shuttle for me so that I can get my runs in and we do a lot of testing so it allows us to be super efficient with our preparation as well as work closely with our

sponsors on product feedback etc. It also just makes riding days a lot of fun since we've developed a great friendship through the years. I'm very thankful to have his help, there's nobody else I'd rather go racing with, he's the man.

**The YT Mob saw you move away from some prolific brands that you worked with in the past and use some unproven products that are now proven, have you enjoyed the experience of developing products with brands like E13, TRP, Onza?**

Yes, very much. It's been a really cool process working with the sponsors that we have now. It's also been super rewarding for the team, the brands, and myself. A lot of our sponsors had little to no World Cup experience so we were able to develop their products to the highest level of performance and then win World Cup races together. It's a lot of fun and we've really kind of grown together in a way. I'm stoked to be a part of it and I'm proud of what we've accomplished together in such a short period of time.

**Why did you choose these brands when forming The YT Mob over pre-proven brands?**

For me, I just believed that these brands really lined up well with my desires, goals, and all around approach to racing. I really believed that we could develop the best product together and have a great time doing it. It's been everything that I had hoped for and more.

**We're aware that you've never won world champs, this must be one of your only career goals left? Do you have any more goals?**

For sure it is, I'd love to win world champs at least once before I retire. I feel like I've got plenty of years left to do it but I'm really hoping I can get it done this year in Switzerland. I've had some weird luck and





"IT'S BEEN COOL TO SEE THE SPORT PROGRESS; I'M EXCITED TO SEE HOW THINGS CONTINUE THESE NEXT FEW YEARS."

situations unfold at Worlds in the past and the challenge of winning that race is getting more exciting every year. I'm also closing in on a couple of all-time world cup win records, which would be a great honour to achieve. I don't put too much focus on results, I just want to perform my best and hopefully, that leads to winning a lot more races.

**You've been on the circuit for some years now, how have the bikes, tracks and sport developed?**

Everything has changed, especially the bikes. The frame material, wheel size, geometry, sizing etc. have all changed immensely. I think the sport has become more professional as well. There are a lot of guys going fast and really dedicating their life to making a good living at racing downhill. It's been cool to see the sport progress; I'm excited to see how things continue these next few years.


Your life outside of DH looks hectic, BMX, motocross, fast cars, a new house, shifter karts, what would you be doing if you weren't a pro mountain biker?

That's a good question, I have no idea! Haha, thankfully, there's nothing else I'd rather be doing, I really do love my "job".

**Would you like to add anything else?**

Sure, here's some advice my dad used to tell me as a kid, "If you aim at nothing, you'll probably hit it". I've found that to be pretty true. If you've got a dream, goal, or ambition, go chase it. You'll never know unless you really try and I believe that everyone is capable of greatness in some way.

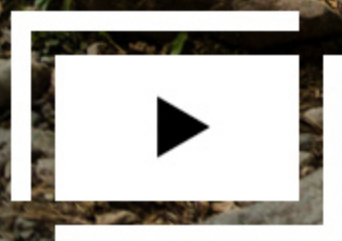




WORDS EWEN TURNER  
PHOTOS TRITAN TINN

# THE RISE OF THE MACHINES

It's happened, and there is no avoiding it. The onward march of electric bikes now means that mountain bikes with batteries have finally arrived. Sure, they've been around for ages, but now, finally, we have ebikes ready to actually do what we want of them in the off-road environment. Much of the initial experimentation has happened, and the bikes are looking and performing in a way that can no longer be ignored.







' THE WORLD OF EBIKES IS OPENING UP A NEW REALM OF BIKING AND THE TECHNOLOGY IS FINALLY COMING TO FRUITION. '

Now if this opening paragraph has riled you up to a forum-ranting rage, then feel free to choose your own adventure and turn to the next article and forget this whole thing ever happened. Still with me? Good. So as a global magazine, we need to consider that for some parts of the world ebikes are accepted, allowed and encouraged, while in others, they are banned, vilified and shunned. If you live in the former, then the world of ebikes is opening up a new realm of biking and the technology is finally coming to fruition.

With the advent of quality e-mountain bikes, we found three of the best and went to see what they could really do, in proper mountains, doing proper mountain biking.

### **JUST LIKE RIDING A BIKE**

The gradual arrival of ebikes and their acceptance can be measured by a friend of mine know for not mincing his words. Twelve months ago we had the 'go buy a f\*\*king motorbike' response, which evolved into 'can I have a go?' and finally after a ride

out on one ended with, 'how much can you get one of these for?'.

The tone of this article is obviously pro-ebike, and yes, I've been won over by them, and contrary to popular opinion, I'm not fat and/or lazy. First up, you have to pedal, there is no throttle, and it'll take you to 25km/h before leaving you to it. The acceleration is powerful, depending on brand, and with minimal effort, you can be at top speed. Point up a hill and things change, as if you want to keep up to 25kmh, then you will have to dig deep and put some effort in.





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Sure you can sit back and twiddle the pedals, but I'm yet to ride with anyone who is happy to ride both slowly and with minimal effort up a hill.

There is a common misconception that ebikes make everyone ride really fast, but this is not entirely true. On a ride, your top speeds will not increase, as nearly any time you descend, you will be above the 25kmh limit. What will happen is that your slowest speed will increase, essentially they won't make you faster, only less slow.

Perhaps the most obvious difference from a regular bike is the weight. Just pulling one out of the van is an effort, and can instantly put people off, but once a leg is thrown over and the power on, it's more important how they ride and feel, not how they feel to carry. This additional low-slung weight is what gives them such a planted and relaxed feel on the trail, making all other mountain bikes feel skittish and nervous in comparison. Essentially it is just a bike, and they require no real adjustment to get going on them, just pedal and go.

## TECHNOLOGY

The power systems comprise of two parts, the battery and the motor. The most popular systems use a motor based around the cranks and deliver a torque of up to 75Nm (Bosch) and 70Nm (Shimano). The amount of assistance is dictated by the rider input and the 'mode' selected, which can offer up to 300% support from the motor. Our test bikes so far have been based on the Shimano and Bosch systems, but there are many others out there.

Bosch have been making ebike motors and batteries since 2009, They wouldn't be drawn when asked if it was merely a windscreen wiper motor saying they

' ONCE A LEG IS THROWN OVER AND THE POWER ON, IT'S MORE IMPORTANT HOW THEY RIDE AND FEEL, NOT HOW THEY FEEL TO CARRY. '





' THE GROUND CLEARANCE IS HARD TO UNDERSTAND, WITH THE MOTOR TAKING UP AS MUCH SPACE AS A CHAINRING '



'draw on and pool some essential know-how from other areas the Group: the rechargeable battery technology from wireless power tools as well as electric motors, electronics and sensors from the automotive industry'.

One big difference between the big players (Shimano and Bosch) is the use of a small drive cog on Bosch and a full chainring on Shimano. In use, there is little difference, but the Bosch unit has 'an internal gear ratio of 1:2.5. This gear ratio configuration gives the CX drive unit a very dynamic and responsive riding characteristic and allows for improved ground clearance'. The ground clearance is hard to understand, with the motor taking up as much space as a chainring, but the power achieved from the system is huge with Bosch explaining 'The torque delivery of the drive unit is very linear, and the 75Nm of torque produced is maintained through the cadence range of the drive unit'. On the trail, it's clear that Bosch has some serious power throughout the range.

Shimano's motor aims to provide a more 'natural feeling, with responsive and customisable support' and certainly give the feeling of increased fitness rather than a turbo booster. The E8000 system also is more compact and has a lower Q factor (the width between pedals).

Most ebike systems now take software updates and are Bluetooth compatible. Bosch recently updated their motors to include eMTB mode, which automatically changes the input based on the rider's power, making traction easier and simplifying the controls for the rider. Bosch also adds that 'new features for the model year 2019 include stronger walk assistance for steep and unpaved roads and new software for short cranks, which offers more ground clearance on trails'.





Shimano's Etube app can connect to the system and customise power outputs and diagnose faults in the system. They also have released their new E7000 system, which offers 'Affordability, customisation of controls and noise reduction' although this is for light duties rather than full off-road.

Batteries are generally in the 500Wh range and can be either integrated into the frame, or external. Integrated batteries give a sleeker look, but can make swapping batteries challenging. External batteries are also easier to remove to charge away from the bike. The next few years will see rapid development in this area, as electric cars develop a pace and the technology will inevitably expand.

' INTEGRATED  
BATTERIES GIVE  
A SLEEKER LOOK,  
BUT CAN MAKE  
SWAPPING  
BATTERIES  
CHALLENGING '

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It's clear that the arms race is on with additional technology, and the next versions of eMTBs will undoubtedly be competing on battery size, range and weight. Currently, there is little to choose between them, but they do offer subtly different experiences.

## INTELLIGENT DESIGN

The majority of eMTBs can be divided into two categories; those bikes designed purely to be an ebike, and conventional bikes that have had a motor attached. While some brands started from scratch to create the best ebike, others have simply taken an existing bike and slipped in the new technology.

For those new to riding electric bikes, bikes based on existing models work very well as they feel familiar. Long reach, short chainstays and low bottom brackets all work well on conventional bikes and therefore work pretty well on an ebike, but it's not that simple. If you merely want to electrify your local trail centre loop, then that is perfect, but what if you want to take ebikes to the next level.

Climbing is where eMTBs come alive, and really show what they are capable of. They don't make you faster on the descents, but on the climbs, well that's another story. Scrambling up the wildest and rockiest trails possible suddenly gets you thinking about how to make the ultimate climbing bike. Take the Cube Stereo for example, with huge 470mm chainstays, suddenly front wheel lift is eliminated and traction maintained. A low bottom bracket is great for descending ability, but what about pedal strikes, while pedalling hard to keep the motor pushing. What if cranks were as short as possible, with the extra power the leverage loss is not an issue, but the clearance is again improved.

' SCRAMBLING UP THE WILDEST AND ROCKIEST TRAILS POSSIBLE SUDDENLY GETS YOU THINKING ABOUT HOW TO MAKE THE ULTIMATE CLIMBING BIKE. '







' THE ADDED WEIGHT CAN BE PLAYED TO AN ADVANTAGE, GIVING A STEAMROLLER LIKE CONFIDENCE THOUGH SLIPPERY ROOTS AND ROCKS. '

As yet, I haven't experienced the perfect balance on an ebike, which can combine climbing prowess with descending ability, but then that's the Holy Grail for most mountain bikes. As a consumer, a question must be asked about what you want to get from the eMTB, and whether all out climbing ability is crucial for you.

Recently, the battle to integrate batteries has been a major feature, but for me, the ability to swap out batteries is crucial for long rides and outweighs any visual aesthetic.

## ELECTRIC PERFORMANCE

Ebikes do many things well, not least climbing, but they always surprise me with what they are capable of. Climbing on ebikes is an engaging, technically exacting and exhausting affair, and has ended up being a focus of my rides. Trails previously avoided due to relentless technical and powerful climbing have seen renewed attention and developing the specific skills required to ride them has been awesome. Learning to ride uphill, while employing

descending techniques has been key, looking far ahead, dropping my seat and managing momentum. Not only that, it has got me better at riding my bikes, with or without power.

Descending is an entirely new experience, with the low weight keeping the bike tracking and glued to the floor. They calm down the rockiest and loose descents and make a huge amount of sense in these situations; I can see why downhill racers may experiment with weighted bikes! Even on slow technical sections, the added weight can be played to an advantage, giving a steamroller like confidence though slippery roots and rocks.





The added weight certainly gives a workout and building the strength required to hop the bike has certainly improved my all-around fitness, something I hadn't thought of previously. A long descent on rocky terrain leaves you aching from muscling the bike around, but on return to a normal bike, it feels as light and manoeuvrable as a feather.

It's easy to just dismiss ebikes as lazy, but all they do is add to your fitness, not take anything away. I've found that I've used them for either short blasts or huge epics. With time being tight in an evening, I can get more riding done in the same time, and get a workout. With more time and a couple of batteries, the distances open up, and maps can be crossed with ease.

' I CAN GET MORE RIDING DONE IN THE SAME TIME, AND GET A WORKOUT. '

IF YOU THINK  
YOUR BRAKES ARE  
GOOD ENOUGH...

STOP!



HAYES A4  
dominion



' I'VE RIDDEN MORE, DESCENDED MORE, AND FROM THIS, I'VE JUST GOT BETTER ON A BIKE BOTH THE POWERED VERSIONS AND THE NORMAL ONES. '



What is worth remembering is that carrying an ebike is not an experience to be repeated if possible and if you do get a mechanical, you'll be a lot further from home than usual!

The range is hugely variable and depends on power mode, terrain, rolling resistance and even temperature. I find I can get 800 to 1200m of ascent from a battery, and this is a better measure rather than distance. On Eco mode on the flat, the distance is huge, but that's not mountain biking. Two batteries for me is the answer and is crucial to get the most out of a proper electric mountain bike.

With all this riding of ebikes, the result has been an improvement in my riding. I've ridden more, descended more, and from this, I've just got better on a bike both the powered versions and the normal ones. The added weight has forced a different style and improved my strength and core stability on the bike. If I were training for racing, then I'd certainly spend plenty of time on an eMTB to get the laps in.

### THE IDEAL BIKE

So the ideal ebike, that's a tricky one, but time spent on so many has drawn some conclusions. Firstly, hardtail ebikes for proper riding are not great, in fact, they can feel pretty awful. The additional weight through a stiff back end is very unforgiving and harsh. In addition, to keep the power on, the pedals need to keep turning, and that is easiest to do while sat down, which is not so comfy on a hardtail on the rough stuff. So full suspension is key to good performance, but not only that, long travel is the way to go, and why not? With the weight penalties null and void, just go big! If the budget can stretch, then higher quality suspension makes a huge difference, and an ebike floating on well-damped suspension rides both smooth and feels light.





NEXT LEVEL ENDURO  
27.5+" OR 29" - **YOU DECIDE.**

***SWITCHBLADE***



A full-page photograph of two mountain bikers riding on a dirt trail. The lead rider is in the foreground, wearing a red long-sleeved shirt, black shorts, a red helmet, and a large black backpack. They are leaning forward on their black mountain bike. The second rider is further up the trail, wearing a blue and red outfit. The trail is a light-colored dirt path with some rocks, winding through a lush green landscape of ferns and grass. In the background, a calm blue lake is visible, surrounded by green hills and trees under a clear sky.

' THE ANSWER IS BIG, GRIPPY, SOFT TYRES TO GIVE ALL THAT POWER SOMEWHERE TO GO. '

Geometry needs to reflect the end purpose, and although long chainstays and short cranks will get you uphill, the balance in performance needs to be found. In terms of components, again, bigger is better. Big brakes, big wide bars and big tyres are crucial. Plus-sized tyres so far just can't take the abuse, and so downhill casing tyres are the answer, or definitely Double Down, Super Gravity options (other tyre casings are available). Many eMTBs turn up with hard-41 wearing rear tyres, which may work

for the wallet, but fail to get any grip in a car park, let alone some ugly rocky climb. So the answer is big, grippy, soft tyres to give all that power somewhere to go.

Overall, bigger and stronger is better, so no skimping on weight as parts need to survive the extra beating and the extra miles you'll put in. Ebike specific components are coming through thick and fast, but the kit is already there in the form of enduro and downhill components such as tyres and brakes. Finally, for me, the ideal ebike has

easy to remove batteries, which are small enough to fit in a pack for big trips, Shimanos batteries are ideal for this. At about £500, a second battery is essential if you want to get into the mountains properly and worth budgeting for.

### THE FUTURE

The eMTB world is not without its challenges. Access around the world varies greatly, and they could threaten access in certain areas where even standard bicycles are not welcome. It's crucial that riders understand where and when they can ride them, and ride in a socially and environmentally responsible way.



' I'VE RIDDEN MORE, DESCENDED MORE, AND FROM THIS, I'VE JUST GOT BETTER ON A BIKE BOTH THE POWERED VERSIONS AND THE NORMAL ONES. '



The additional erosion is often cited as an issue, but on the ground, they cause similar damage to a standard bike. If the ground is wet, then sure, they can churn up the mud in ascent, but traction soon runs out and getting started again is a thankless task, so I doubt we will see swathes of ebikers smashing up the hillsides, it's just not much fun. What they do allow is for riders to cover more ground and therefore more miles ridden, and more erosion per person, per week.

Challenges for riders also include maintenance and support. As yet I haven't got a clue how to strip down a motor, and any trailside fixes beyond 'switch it off and on again' are unknown to me.

Providing access is appropriate, ebikes offer yet another way to enjoy bikes and mountains. From the time-pressured rider who wants to get as much descending in as possible, to those who physically need some assistance, they are just another solution. For me, I still need a 'normal' bike, but if money were no object, there would definitely be an ebike in the garage.

**Thanks to Cube, Vitus, Merida, Bosch and Shimano**





WORDS EWEN TURNER

# TRAIL GUIDE

## TWEED VALLEY

Nestled in the rolling hills south of Edinburgh, the Tweed Valley sits quietly flanked by forests as far as the eye can see. Once the land of the country sports, it's now an internationally recognised hot spot for mountain biking.

Churning out world-class riders with factory-like efficiency, the valley is coming of age as a destination to add to any mountain bikers bucket list.

PHOTO RIDELINES



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I've been visiting on and off for years, but in the past five years things have really gone up a notch, and the opportunity to visit during the annual Tweedlove festival was not to be missed. A celebration for all things bike (not just mountain bike), there is something for everyone from kids to adults, roadies to downhillers.

### GLENTRESS CLASSICS

First up on the list was some Glentress gold, the original trail centre and the first venue to put the area on the map. With every grade of trail on offer, this is indeed a venue for everyone. If you fancy some flow trails, the blue trails have it in bucket loads, winding their way around the hillside, never too steep, but always keeping the momentum and fun turned up.

Climbing to the top of the hill, the options are endless, with choices of red blue and black which all can be linked to create a route down the hillside. Trail development continues at Glentress, and where some of the old classics like Spooky Woods are getting a bit hammered, other sections are opening and being repaired all over the forest. Midway down the trails is a skills and jump park to mess about on and a sublime blue grade trail in the form of Berm Baby Berm, which is essentially a downhill pump track and not to be missed.

Plans for the forest are afoot, which will see a new jump park and skills area at the bottom of the hill and this area replaced with cabin accommodation. The plans look good and will hopefully provide even more trails, including enduro style offerings, which will surely further establish Glentress as one of the finest trail centres.

PHOTO OUT OF OFFICE



"THE OPTIONS ARE ENDLESS, WITH CHOICES OF RED BLUE AND BLACK WHICH ALL CAN BE LINKED TO CREATE A ROUTE DOWN THE HILLSIDE."





PHOTO OUT OF OFFICE

Once you're done with the classic trails of the forest, off-piste trails are there to be found by the inquisitive mountain biker, but if you really want more challenging action, you better get yourself down the valley to Innerleithen.

#### UPLIFTING TRAILS

Just down the valley, about 10km on a cycle path by the river is Innerleithen, home to one of the best cafes in the valley, 'Number 1'. It's worth visiting for this alone, but the riding is pretty good too.

I'm met by Gary from Adrenaline Uplift and the team who are keen to show me the new set up and get me plummeting downhill as soon as possible.

" IF YOU  
REALLY  
WANT MORE  
CHALLENGING  
ACTION, YOU  
BETTER GET  
YOURSELF  
DOWN THE  
VALLEY "

# OWN THE NIGHT



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HELMET MOUNTED



MAXX-D Mk 11  
3300 LUMENS  
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**EXPOSURE  
LIGHTS**

MADE IN  
GREAT BRITAIN







" THE BERM DIGGERS HAD BEEN OUT IN FORCE RECENTLY PROVIDING SOME AWESOME UPDATES TO THE TRAILS. "

Having recently taken over the contract for uplift they have a fleet of buses and trailers and offer a professional and efficient service for bikers. They also aim to link up the valley by shuttling between the venues and get the valley operating like a ski resort.

A quick drive up the fire roads gives access to the tops of the trails, of which there are many! The focus traditionally for Innerleithen has been downhill biking, but the rise of Enduro has meant that the riders visiting have become more diverse. The focus is still on descending but new trails have been developed, and the older, faster, jump focused trails

are less popular. Tight singletrack with fall line gradients are in vogue, and there is plenty of this style of riding to be found. Endless corners, roots and sniper rocks provide information overload to the speeding rider. The terrain is complex and serious, and the idea of a flow trail is not even on the radar.

Community dug sections are cropping up more and more, and the berm diggers had been out in force recently providing some awesome updates to the trails. With investment from volunteers and the businesses such as Adrenaline Uplift, things are looking really great for trail development.

#### AWAY FROM IT ALL

It's not all hiding in the trees, trying to find the thin line between riding and falling down the hillside. The valley does offer a mellower option, away from it all, on the other side from the dense forest. I met Andy Weir from Ridelines, who plans to show us the less travelled parts of the valley, including the mysterious Faerie Glen. Ridelines have been a part of the valley for years, and help thousands of riders improve or simply have a great time on their bike. If time is limited, guides are always a sure-fire way of getting the most from a trip.



PHOTO RIDELINES



After coffee and pancakes at Nashy's Coffee House, we head out to burn off some caffeine. Climbing efficiently up fire roads, which are stereotypical here, we climb above the trees and onto the rolling heather hilltops. From the top, you can see the scale of the forestry operations and also look north to the Pentland Hills and Edinburgh. The climb takes us onto a broad ridge with commanding views down the valley and rises more gently to our high point.

The descent from here is in stark contrast to the rest of the valley, wide open and fast, the trail is straighter, but not without challenge. Looser and rockier than in the woods, it's sketchy at high speed but exhilarating on the wide-open hillside.

" WIDE OPEN  
AND FAST,  
THE TRAIL IS  
STRAIGHTER,  
BUT NOT  
WITHOUT  
CHALLENGE."



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" HUGE TRAILS DROPPING THE WHOLE HEIGHT OF THE HILL IN ONE GO WITH ENDLESS TURNS AND AN INFINITE NUMBER OF ROOTS TO CATCH YOU OUT. "

As the trail continues, it becomes more sinuous, twisting through the heather before launching you through the clipped grass of cattle fields and landing you by a river, brakes clicking and chiming with excess heat.

## GOLF CHAMPS

The main event for the week is the British National Champs, and I was entered so I could experience first hand some of the hardest trails the valley can offer. This race would take me over to the infamous Golfie, another forest over the river from Innerleithen and home to hand dug trails for the highest calibre. The race would take on two trails at Innerleithen before transferring to the Golfie for three more, then a spin down the valley to Peebles would finish the event with a short, sharp stage in Glentress.

Having hosted two Enduro World Series rounds, the valley knows how to put on an event with style. This national champs looked like a who's who of British Enduro, and the majority of the top riders are EWS riders. The course was pretty brutal, with a 55km loop and 1700m of ascent. They build their riders and trails tough around here, as they say.

The race gave me the opportunity to tackle the infamous Golfie, and it certainly lives up to its reputation. Huge trails dropping the whole height of the hill in one go with endless turns and an infinite number of roots to catch you out. Few of these trails were dug to make you look good on a bike, or give you an easy life; they are tough, challenging and intoxicatingly addictive. My home diet of rocky trails means steep loam, soil and roots is not my thing, but I love these trails and how they hand me my cards every time.

PHOTO IAN LINTON





PHOTO IAN LINTON

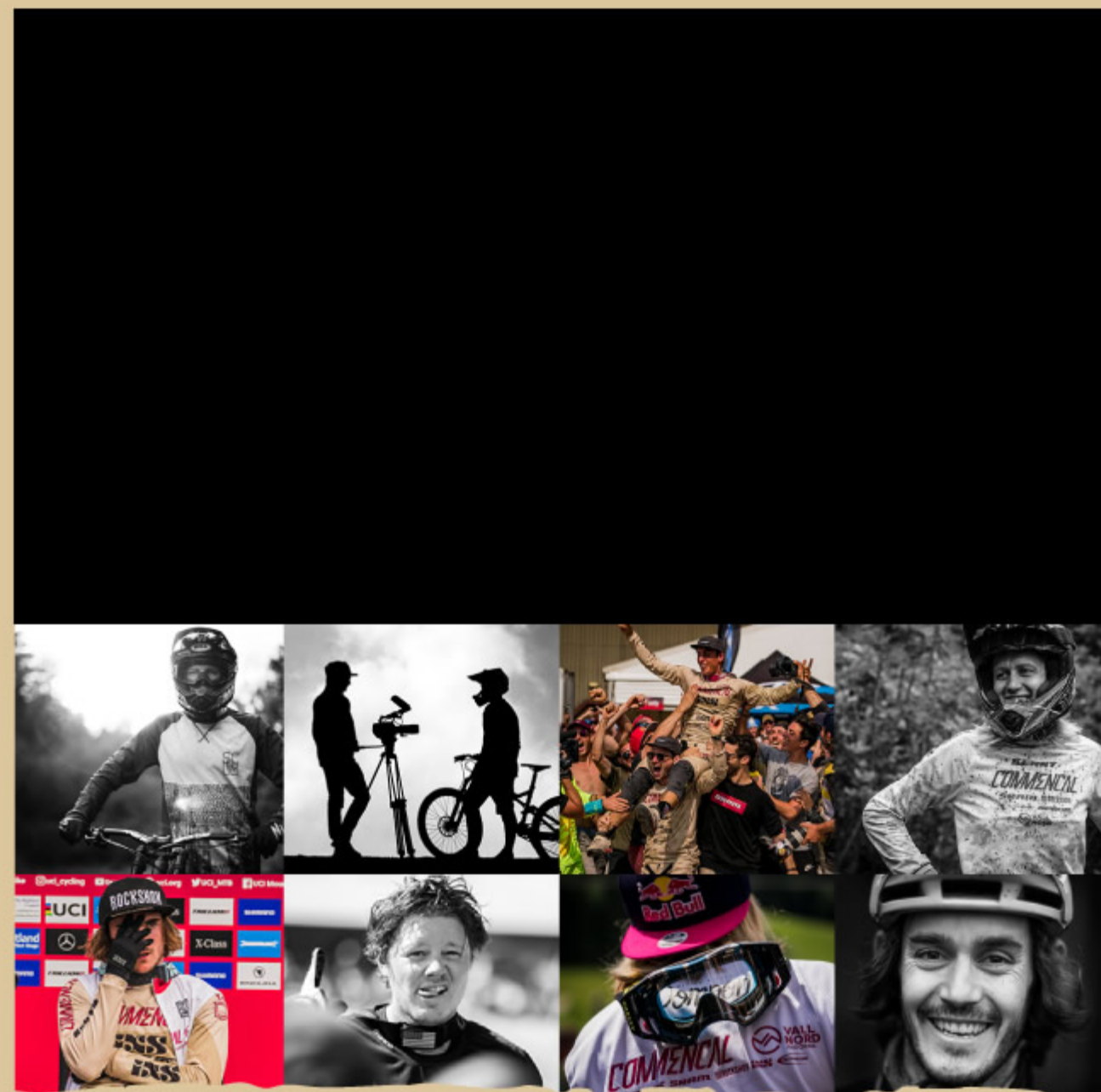
There is little that makes the trails dangerous, other than the gradient, so they are rideable at a huge range of speed. From the brake dragging punters like me to the global elite, we can all enjoy the same trails, just differently. Having winched up the fireroads (again) multiple times, the legs get a real kicking and a day spent riding here would surely challenge the hardest of rider. Combining a day here followed by uplifting at Innerleithen would be a fine way to spend a couple of days. The race was eventually won by Bex Baraona and Lewis Bucannon in fine style, amidst top competition. A shout out to seventeen-year-old Polly Henderson who finished third overall, one to watch for the future!

" A DAY  
SPENT RIDING  
HERE WOULD  
SURELY  
CHALLENGE  
THE  
HARDEST OF  
RIDER."

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## COMMUNITY SPIRIT

The festival is part of the fabric of the place, and without the army of volunteers, it wouldn't be possible. The atmosphere on the green in Peebles is warm, friendly and inclusive. Family cinema screenings sit alongside the latest and greatest bike brands and the fastest racers in the country. Adding to the spirit was the urban cyclocross race on the Saturday night, which I'd slid myself into to get the full experience.

It was the first and probably last time I'd rock up on a start line with Tracey Moseley, but that's what happened. She knows a good race and is a big supporter of the valley and what they do here. Fifteen minutes of racing with hay bales and hairpins later, I'm broken, but the support and water pistol action certainly sums up the love of cycling here.

With all the brands in attendance, there is a festival vibe on the green in Peebles. The start and finish of the races and events are here, with food, drink and sunshine in good supply. It's hard to think of another town that gets behind cycling with such enthusiasm. With further events throughout the year including the infamous Glentress Seven endurance race and the grassroots Enjoyro, there is never a bad time to visit the valley and get involved. As I found out, having a trip based around the events from Tweedlove is a great way to see the valley and get the most from a trip.

## A JOINED-UP VENTURE

With hotels, trails and services all offering the mountain biker the best experiences the valley has come of age as an international venue.

PHOTO IAN LINTON



" THE SUPPORT AND WATER PISTOL ACTION CERTAINLY SUMS UP THE LOVE OF CYCLING HERE. "





PHOTO IAN LINTON

I stayed in the Peebles Hydro Hotel, a classic Scottish Hotel with bike storage and leisure facilities to keep even the fussiest rider happy. With Adrenaline Uplift providing more and more options to get riders around and the Tweedlove team offering events and racing throughout the year, it's a comprehensive proposal. Coaching and guiding companies are surfing the wave of development and the local cafes, and restaurants offer a far more sophisticated product than ever before.

Close to Edinburgh and Glasgow airports, getting here is a simple affair, and with copious choices for accommodation, the logistics are easy.

" WITH BIKE STORAGE AND LEISURE FACILITIES TO KEEP EVEN THE FUSSIEST RIDER HAPPY."



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PHOTO IAN LINTON

" HUGE TRAILS DROPPING THE WHOLE HEIGHT OF THE HILL IN ONE GO WITH ENDLESS TURNS AND AN INFINITE NUMBER OF ROOTS TO CATCH YOU OUT "



With enough riding to keep you going for weeks, there is no shortage, and with excellent road and gravel biking you can even mix things up a bit to keep it fresh.

I stayed with the Pebbles Hydro Hotel, which can be highly recommended, and was looked after by Adrenaline Uplift, Ridelines and the whole Tweedlove team.

#### ADRENALINE UPLIFT FACT BOX:

- Adrenalin Uplift is Scotland's premier MTB Uplift & Shuttle service, providing maximum uploads at Innerleithen and Ae Forest.
- Our fleet of 16 seater buses and trailers provide continuous upload with a capacity of 96 riders.
- The "Ride With A Local" service, with a team led by EWS racer Sam Flockhart, let's riders rent a "Local" to show off the sickest trails in our locations.
- Be the star in your own MTB Film - spend a day with Max Rendall of Sleeper.co and get the ultimate riding souvenir- your own video edit!
- Let us plan your trip - Mid-Week and Weekend packages inclusive of accommodation, flights and airport transfers.





# I SAID A HIP HOP

## HIPPIE TO THE HIPPIE

The hip, hip a hop, and you don't stop, a rock it out

Now, what you hear is not a test I'm rappin' to the beat... and for those of you not familiar with the hit track "Rappers Delight" by the Sugar Hill Gang I'll crack on with this editions skill, the bunny hop. However, just quickly before I ramble on I want to wish our Editor and chief Rou a speedy recovery as he 'hops' around on one foot having snapped the other off by crashing out in the Alps last month.





For me the bunny hop is a skill that can really open up terrain and the possibilities on the bike. There comes a time (especially in technical terrain) where our speed is so great and obstacles are so sizeable that without lifting the bike up into the air and over them we are going to get a nasty shock. The manual bunny hop is a technique that enables us to carry that speed and put the bike exactly where we want on the trail.

## " LEARNING 'PROPER' MANUAL HOPS WILL GIVE YOU A SKILL THAT IS SAFE AND EFFECTIVE "

---

Learning 'proper' manual hops will give you a skill that is safe and effective, the techniques used are dynamic and explosive and will burn some diesel but the energy expelled to hop the bike will be paid back by the ability to maintain rhythm and flow through the terrain. By not having to pedal back up to speed having slowed and rolled over or through a feature you can also set up for the next feature better, often-complex technical sections involve several hops or bump hops in succession.

### WHAT'S WRONG WITH THE TWO-WHEELED HOP?

Before we get into the nitty gritty lets look at the 'spud hop' (or car park hop) and see just why it's lame and dangerous. To lift the bike up vertically and 'hop' two wheels into the air simultaneously requires the rider to first 'press' or 'bounce' the bike, this could lead to stalling the bike further as the riders energy (bounce force) is going downwards into the terrain, which is often rough in mountain bike terms.

Following the press, stomp, bounce or whatever you want to call it comes the 'tug' or 'lifting' of the bike.





" BY LIFTING THEM AT THE SAME RISING RATE THAT THE BIKE IS COMING UP THEY CAN GET SOME SERIOUS AIR UNDER THEM. "

At this point the rider is bringing the limbs up into the body, they are focusing their strength and effort into 'lifting' the bike, through trying to achieve this lift with both arms and legs at the same time. The distribution of 'effort' becomes unbalanced from front to rear; obviously we can only really 'actually lift' upwards and bring the bar close to the chest with the arms whilst the legs are either 'tugging' upwards on clip in pedals or trying to get traction on flats to

scrape/lift the bike up - aka the dog sh\*t wipe technique as sometimes described.

This uneven distribution of forces puts bike and body in such a position that is hard to get

A) Big lift / height

B) The bike to move laterally

Consider the distance the bike has to travel just to clear a finely painted line on the ground, over a bike length when measured from tyre contact patch to contact patch. This is a long way and a lot of effort for such a small feature. Now lets consider the same but when a rider uses the old school American Bunny Hop" aka manual-hop.

The lift is initiated by performing a manual, this natural shape (think how people jump in athletics - long jump / high jump) utilises the whole body (throwing arms before legs) and takes advantage of the mechanics of the bike and the principles of levers and pivots. The rider being up on one wheel having pulled a manual rolls in deeper to the line, as the rear wheel nears the line (if timed right) the bike is 'loaded up' through the back end (the riders body is also loaded up) and that energy is released as the rider thrusts the bike upwards and forwards.

The rider lifts the legs to remove their mass from the rear of the bike and by lifting them at the same rising rate that the bike is coming up they can get some serious air under them. Limbs extend as the bike is in flight and the landing is absorbed.





A big plus here is that while the manual part of the lift is happening the rider can 'turn in' and strike an arc thus creating lateral movement. The legs can further assist as the back end comes airborne by 'kicking' the bike over in the desired direction. This lateral movement (lateral bunny hop) is ideal for cutting from one side of the trail to the other, you may have seen the videos where riders leap out of one berm and transfer across into another, this is the same shape just on its side (leant over) a little more. The compression in the berm assists with the 'load-up and release' forces required to get the bike up in the air.

" THE LEGS CAN FURTHER ASSIST AS THE BACK END COMES AIRBORNE BY 'KICKING' THE BIKE OVER IN THE DESIRED DIRECTION. "

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## BUBBA TO THE BANG BANG BOOGIE, BOOGIE TO THE BOOGIE

To the rhythm of the boogie the beat  
(Sugar Hill Gang - go listen)

Timing is everything, for this song and dance to come to life we have to coordinate the movements so the upper part of the body is synced with the lower. There is a rhythm, tempo and harmony to the moves, this changes with the speed we are travelling, how far / long we want to hold the manual part and how much amplitude is required. There are some things that are obvious but should be pointed out, you want to hop further - go faster. You want to hop higher - manual larger and bring them legs right up into the body while punching that bike upwards and out in front of you. As I mention nearly each edition practice makes permanent and muscle memory is key to consistency.

" WE CAN LEARN AN ADDITIONAL SNEAKY SKILL IN THE PROCESS HERE "

---

If your hopping well already you may get rusty and just want to brush up on things but what about those of you who are starting off from scratch and longing to leap along the trail. First tip is to go back to the homepage and select "ISSUE" and read No' 54 so you can see how to master that manual. When you are pulling manuals sufficient enough to cover (roughly speaking) a bike length at a height high enough to get onto or over something around the height of your crank set (chainrings) then pick up again from here.

With the manual in the bag and developing we need to get some air under our rear wheel. We can learn an additional sneaky skill in the process here and perform a 'rear wheel lift'.







Roll along in your neutral stance with your saddle dropped (again we can do rear wheel lifts and hops with seat up but the bike needs to pass below us and the saddle gets in the way with the post at full height), bend at the knees and lower in a vertical plane so you almost sit on the saddle. Now rise back up, repeat many times in succession and make your movement seamless without pausing when you reach the lower part of the movement.

This bottom part of our movement is where the energy is building that we need to release dynamically. The shape is the same as you would make if you were jumping on the spot,

" MAKE YOUR  
MOVEMENT  
SEAMLESS  
WITHOUT  
PAUSING WHEN  
YOU REACH THE  
LOWER PART OF  
THE MOVEMENT. "

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only difference here is we are rolling along on the bike and have to be careful that the crankset does not rotate round, we don't squash into the front centre of the bike (aim to stay relatively upright by lowering hips to heels) and we let our heels drop ever so slightly by allowing the pedal to rotate around its axle. Maintaining pressure through the pedals and crankset as always is important.

**" THINK ABOUT POPPING UP OFF YOUR HEEL JUST AS YOUR FRONT WHEEL REACHES ITS MAXIMUM HEIGHT. "**

---

The faster and more dynamic your bounce the greater the opportunity for lift, to increase the lift when you are back tall and proud lift the legs up into the body - knees to chest, heels to hips. Now we have learnt the rear wheel lift we can start to stitch moves together.

Roll along at jogging pace, perform a small manual and then almost immediately after a rear wheel lift. You can pick an object like a small stick to use to help with timing. Empty car parks and the white lines from the parking bays are perfect. Decrease the pause between manual and rear wheel lift and you will soon start to make small hops by lifting independently the front and rear wheel.

To stitch together a real sweet well timed hop think about popping up off your heel just as your front wheel reaches its maximum height. Try holding a manual a little longer then popping that rear wheel lift, to hop higher pull a bigger manual. Mess around with various combos and see through the feeling how the timing changes. You will just instinctively know when it's just right and well executed as it 'clicks', that sweet spot where all movements flow and the hop seems effortless.



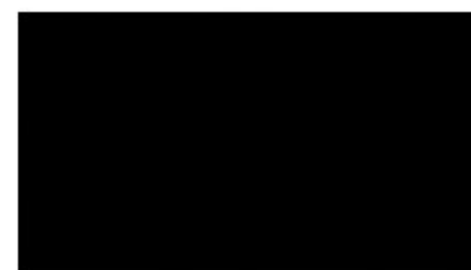


The next progression is learning to hop sideways, we do this by starting to turn a corner as the manual is initiated, practice doing manuals round corners first. As the front wheel reaches its maximum lift spring up and punch that bar out up and away from you while bringing the legs up using extra effort in the trailing foot to kick the bike across sideways. As the trailing foot does the most work and for super tech terrain it's recommended to learn to hop in switch stance (left foot forward and right foot forward).

" SPRING UP AND PUNCH THAT BAR OUT UP AND AWAY FROM YOU "

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## " BEING ABLE TO PLACE THE BIKE INTO A BACK-SLOPE GIVES US ADDED SPEED AND FLOW "

Progression is everything if you want to ride the seemingly unrideable. Good hopping technique opens up sections that before were slow and picky or just simply unrideable. Hops allow us to pre jump features and match the shape of the bike to the shape of the terrain far better. Being able to place the bike into a back-slope

gives us added speed and flow, features like wet off camber roots that would have pushed us off line become more trail fodder that gets filed into the 'insignificant' category enabling you to focus on the bigger 'significant' tasks at hand (it will feel like you have leas to do moving you from passenger to pilot with the added assistance of fly by wire).

As speed and scale increase so does the need for razor sharp timing, we go back to vision and reading ahead to weigh up the

options of how to best manage the bike through the section of trail. The options available to you become almost endless and the fun (for me anyway) really begins when we get airborne. On that note all the technique gained through mastering manual hops links nicely into jumping.

But... before we get to sending jumps (and Christmas Cards - issue 57) tune back in next time as I will take you through dropping off stuff, from small features onto flat ground to drops into steep downslopes. Always a pleasure, enjoy the rest of your summer.



We've been rolling on some ebikes this issue as well as the new Stereo 150 29er from Cube too. In addition to that the team have been punishing wheels up in Cumbria sorting the expensive from the dependable as only they know how.

# TRIED AND TESTED

## BIKES

Cube Stereo 150 TM 29

Cube Stereo Hybrid 160 SL 500 27.5

Vitus ESommet VR

## WHEELS

Industry Nine Trail 270

Nukeproof Horizon

Spank Spike 350 Vibrocore 29

Stans Arch S1

ALL WORDS AND PHOTOS THE IMB TEST TEAM  
PHOTO THIS PAGE LARS SCHARL





"PROBABLY THE  
BEST BIKE CUBE  
HAVE EVER  
MADE"

TO VISIT THEIR  
WEBSITE, CLICK HERE



## AT A GLANCE

The story behind the new Stereo has already been told when I wrote up the first ride a few months back. In short, Cube's enduro team had access to a long travel 650b bike but chose to ride the shorter travel 29er (stereo 140) and Greg Callaghan ended up winning the Irish round of the EWS on board the big wheels. This obviously got Cube going with a long travel 29er and the Stereo 150 is the result.

Currently available in 3 models, the Race, SL and TM which we have here. They are based on the same frame, but the TM model gets the C:68 Carbon rather than the C:62. The 68 carbon has some pretty fancy engineering behind it that allows for a 68% carbon content and nanoparticles (sounds pretty Sci-Fi) which increase stiffness whilst keeping weight down. Simply put, the higher-grade frame is both stiffer and lighter.

The frame sees Cube break their mould in terms of geometry and stretch things out a bit. The sizing remains the same, using inches and keeping seat tubes quite tall, but the reach has been extended, getting to 477mm on the 22-inch bike.

[CLICK OR TAP TO READ MORE](#)





BRAND CUBE MODEL STEREO HYBRID 160 SL 500 27.5 YEAR 2018

"THERE ARE FEW BIKES THAT CAN MATCH THE ASCENDING ABILITY OF THIS POWERHOUSE."

TO VISIT THEIR WEBSITE, CLICK HERE



## AT A GLANCE

Cube has been in the ebike game since the start, and are now refining their mountain bike offer into an even more sleek package. For this year the Stereo Hybrid hides its battery inside the down tube to create a fully integrated system.

The Hybrid 160 is their biggest hitting ebike with 160mm of rear travel coupled with a 170mm of travel up front.

Geometry gives a head angle of just under 66-degrees, chainstays sit at a lengthy 473mm and the reach is a very conservative 446mm on the largest size.

Equipment is understated in its blacked out livery but features some fine kit. A Fox 36 Performance Elite fork takes the hits up front matched with a DPX2 out back. Bosch handles the power output with their CX motor and this is matched up with a Shimano drivetrain of XT components and some ebike ready 165mm Race Face cranks. Braking is also Shimano with XT handling things along with some big rotors. The wheels are Shimano hubs paired with Cube 30mm rims, mounted with heavy duty Schwalbe tyres in Super Gravity casing.

[CLICK OR TAP TO READ MORE](#)



BRAND VITUS MODEL E-SOMMET VR YEAR 2018

"ONE OF THE  
BEST VALUE,  
AND BEST  
PERFORMING  
EMTBS OUT  
THERE."

TO VISIT THEIR  
WEBSITE, CLICK HERE



## AT A GLANCE

While many brands are on their second or third versions of an electric bike, Vitus have rolled in casually with their E-Sommet, sensibly waiting for the dust to settle in the ebike world before launching theirs. They've obviously learnt plenty from the ebike frenzy as the E-Sommet looks to be a very well thought out ebike ready to do proper mountain bike business.

Based on their successful Sommet enduro bike, the 'E' version gets a Shimano Steps E8000 system strapped on and it's ready to go. The only major change in geometry from the Sommet is just shy of 10mm on the chainstay at 444mm and a couple of mm difference on the reach. The head angle remains at 65.5, a 75-degree seat angle and on the large, the reach is 472 which is on the longer end of the spectrum.

The Shimano E8000 system is minimal, and compact, allowing for a small Q factor and easily swapped batteries which are a good size for carrying in a pack. The E-Sommet features a big 170mm Lyric RC up front and a Super Deluxe RC3 out back delivering 160mm of travel.

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"THE TRAIL 270S CAN TRANSFORM A BIKE, MAKING IT LIVELIER AND FASTER IN ONE SWOOP."

TO VISIT THEIR WEBSITE, CLICK HERE



#### AT A GLANCE

Industry Nine are well known for their high-end wheelsets and non-conformist approach to manufacturing and wheel design. My first experience of their products was a Torch hub built on a set of Reynolds carbon wheels and they blew my mind. The speed of engagement along with the stiff hoop felt incredible and had me hooked on the rapid hub speed and superb power transfer.

Industry Nine have a whole host of wheels, but the Trail 270 is a new offering which packages up the Torch hub with a 27mm wide rim and their renowned aluminium spokes. This combination aims to give a very light (for trail bikes) wheelset, super fast engagement and enough strength to keep up with all that modern trail bikes can throw at a set of wheels.

The weights come in at a svelte 1650g with the front weighing 765g and the rear 885g. Most axles are catered for with 15 and 20mm options and boost or non-boost versions all achieved through swapping end caps, but no Super Boost Plus (they do make a DH super boost hub though). The Freehub is either Shimano or SRAM with a mighty 6 pawl/120 point engagement.

[CLICK OR TAP TO READ MORE](#)





"IT'S HARD TO  
THINK OF A  
BETTER VALUE  
WHEELSET THAT  
IS AS READY TO  
TAKE SOME  
ABUSE."

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TO VISIT THEIR  
WEBSITE, CLICK HERE



#### AT A GLANCE

It's not just bikes that Nukeproof makes, their line of components is ever growing and the Horizon range represents robust and wallet-friendly products good enough for the world circuit. Expanding their Horizon range of components, Nukeproof have added a new wheelset into the mix at a bargain price. Developed with WTB, they stay true to the Nukeproof philosophy of being robust and hassle-free, requiring no proprietary parts for repair or rebuild.

They are Downhill and enduro rated and roll on EZO Japanese sealed cartridge bearings. The numbers look good on paper, with a 29mm internal width enabling plenty of tyre choice and big tyre stability. The hub uses 6 pawls and creates 84 points of engagement to put the power down. They are tubeless ready and come properly taped with valves ready for tyres to be mounted.

Twenty-eight straight pull spokes build the wheel, with a thirty-two spoke option with downhill hub spacing available.

Hub spacing allows for boost and non-boost options with 15 or 20mm up front. There is also a 150mm option for the rear.

[CLICK OR TAP TO READ MORE](#)

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BRAND SPANK MODEL SPIKE 350 VIBROCORE 29ER YEAR 2018

"READY FOR ACTION AND HIT ALL THE RIGHT POINTS FOR A MODERN WHEELSET."

TO VISIT THEIR WEBSITE, CLICK HERE



## AT A GLANCE

Spank has a great reputation for hard-hitting and reliable products. I tried and failed to destroy a set of Oozy 345s in the Alps a couple of years ago, which cemented them for me, as one of the more robust wheel makers out there.

Always keen to innovate, Spank has been working with their Vibrocore system, which they use in their handlebars, and have applied it to their wheels. Vibrocore is, according to Spank; 'a proprietary, biodegradable, complex foam core of precisely controlled density'. This foam is then injected into the bar, or rim to reduce vibrations in the system the foam also acts to increase the inner wall strength and therefore thinner walls can be used.

These new wheels are however more than just rims filled with foam, the new profile aims to increase lateral stiffness and torsional strength while improving radial compliance. Put simply, it should roll over the ground in a more forgiving way whilst maintaining and holding a line by reducing any flex.

Rims are low profile with a 17mm height and sport a 30.5 internal width, which should deal with most tyres up to 2.6 inches.

[CLICK OR TAP TO READ MORE](#)





"THE ARCH S1  
GIVES A GOOD  
BALANCE OF  
STRENGTH,  
WEIGHT AND  
VALUE."

TO VISIT THEIR  
WEBSITE, CLICK HERE



## AT A GLANCE

Stalwarts of the mountain bike wheel scene, Stans have been rolling out hoops for a long time and have always been at the forefront of rim development. Their Flow rim was wide and strong ahead of its time and their development of tubeless setups has been hugely important for mountain bike development.

Their main range of rims can be simplified to three key products, the Crest, Arch and Flow, each wider and stronger than the last. The Crest focuses on cross-country duties while the Flow is going to appeal to those looking to push some limits. The Arch, therefore, sits into that easily pigeonholed but hard to define 'trail' category which can mean many different things to different riders. All these rims are available in either The Mk3 or S1 versions.

Having tried the Arch Mk3 previously, we took delivery of the S1 version, which aims to keep costs down and performance high. A swap to 6061 aluminium and an increase in depth and overall width means the rims are heavier but maintain durability and performance. They keep their 26mm internal width and to the untrained eye look the same as the Mk3.

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WORDS EWEN TURNER

THE INTERVIEW

# KATY WINTON

It's a busy life for a professional mountain biker. After two big days of practice at the British Enduro Championships, Katy and teammate Ruaridh Cunningham are sat at a pop-up table in the race village signing photos of themselves for fans. Queues form, questions are asked, and I lurk, watching the experts handle the public. The championship is part of the Tweedlove festival, which goes from strength to strength every year, offering huge quantities of cycling opportunities for all.



PHOTO MATT DELORME





PHOTO DUNCAN PHILPOTT

**" SHE'S CERTAINLY ARRIVED AS THE FULL PACKAGE, WITH RACE RESULTS, MEDIA PRESENCE AND WARMTH TOWARDS HER FANS IN EQUAL MEASURE. "**

As I watch, a man walks up with a pair of gloves, attempting to return a set of gloves to Katy that he bought earlier that day from the stand next door. He's apparently oblivious, but Katy handles this all with good humour, and he leaves none the wiser. It's smoothly done and a reminder it's not all glamour and groupies.

Having the national champs in her home valley is obviously a big deal for her and having friends, family and fan support is important to her as she fields various requests for photos and autographs from every man, woman and dog. She's certainly arrived as the full package, with race results, media presence and warmth towards her fans in equal measure.

**Handling all this comes with its pressures, but I wondered if she enjoys this side of it? How is she finding the role of the full factory version of Katy Winton?**

I'm not too big a deal yet, so it's OK. Last year was a big year moving up to third and has given me a lot more, I don't know, the exposure I suppose, people know who I am now. I was sat in Glentress, and someone was riding past and said, 'that's Katy Winton' they were like 'Katy', and I was like 'oh hi!' and then they were saying to their mates, 'that's Katy Winton she's 3rd in the EWS overall'. I was just standing there thinking oh my god this is crazy, that is crazy.

**Does that happen much, getting stopped in the street for autographs?**

Not so much but I'm wandering around here in my Trek kit, and they recognise me, so more so at the moment.





Most of the time I just scoot around incognito and go about my business.

**You had a pretty successful start in the cross-country world before the change to enduro, how did that come about?**

I was pretty committed to cross-country, that was where I really wanted to be because I wanted to get to the Commonwealth and the Olympic Games and that's where you can do that. Then, I overtrained, and Enduro came round, and it was way more fun. I'd got to the point with cross country where bike riding wasn't fun anymore, and that's never a good place for anybody to be with something they really love.

PHOTO MATT DELORME

**"THAT'S NEVER A GOOD PLACE FOR ANYBODY TO BE WITH SOMETHING THEY REALLY LOVE."**

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PHOTO DUNCAN PHILPOTT

**" IF I CAN AT ALL INSPIRE ANY OF THEM TO KEEP IT GOING, OR JUST STAY IN MOUNTAIN BIKING, THAT'S GREAT YOU KNOW. "**

So enduro put the fun back into it, travelling to all these different places with my friends and getting chairlifts to the top of mountains and riding down them as fast as I can. Also, you know the training changed, I got told by my coach, 'off you go to the top of that hill and ride down it as fast as you can' and that's my training, I don't need to do all this other stuff, so I was like WOW!

**Who or what helped make the step from cross-country to enduro?**

That was me, I'd reached breaking point and knew I needed to quit cross country. I wasn't myself anymore, I wasn't happy, and I realised there were bigger things in life than mountain biking, and you need to be happy to enjoy anything. So yeah, the Enduro World Series was coming around, and I got put on the riders start list for that, so I was like, right, let's give it a go, I've got an entry for this, let's give it a shot.

**Having experienced racing as a young**

**athlete, how does it feel to be inspiring the next generation now?**

It's probably one of the biggest things that keeps me going really. It inspires me as well because you see the kids and see them light up and enjoying bike riding. When you're around them, they get even more excited and seeing them go to the Dirt Crit (local race series for under 16s) and stuff like that and watching the race, that's where it began for me, so it's nice to return to that. If I can at all inspire any of them to keep it going, or just stay in mountain biking, that's great you know. Or encourage any new ones to give it a go, that's what we want really, just more people on bikes, more kids on bikes is good.



**" I ALWAYS LOOKED UP TO HER, AND HOW SHE DID THINGS AND HOW SHE APPLIED HERSELF TO BEING THE COMPLETE ATHLETE, IT WAS AMAZING. "**

**This area has plenty of support for young riders, were you part of the local clubs as a youth?**

Yeah, I was, we lived in Dunfermline until I was 13, and we actually drove down. Up in Dunfermline, there were no kids riding bikes, it was just me and my dad and all his mates. So coming down to Peebles we got to meet friends like kids and other children that ride bikes, and I was like oh right! This is actually quite cool, you go to the races, and you see them more, it's good.

**When you started racing who did you look up to for inspiration?**

I don't know because I wasn't really into it for that, I just rode my bike and just did some racing because my friends were racing. I was never really like, "sweet look at them that's amazing I want to do that", I just enjoyed riding bikes. Once I got a bit older and I was more into the cross country stuff, Annie Last was definitely somebody I always looked up to because she was not too much older than me. She is an incredible athlete, so I always looked up to her, and how she did things and how she applied herself to being the complete athlete, it was amazing.

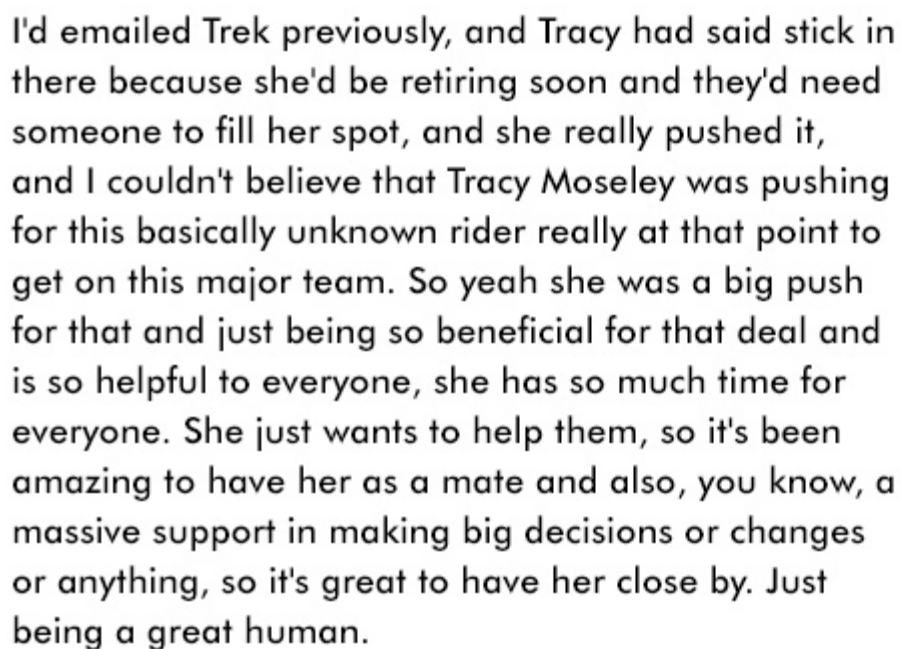
**I associate you a bit with Tracy, is that fair, or is that just because you've been on the same team? How much of an influence has she been on you?**

Oh, huge. She is pretty much the reason I got on to Trek, which I couldn't actually believe, cos you know, once I moved into enduro it was Tracy that I really looked up to and everything. Moseley was the leading woman in enduro for a long time, so we were all like,



PHOTO MATT DELORME





" SHE JUST WANTS TO HELP THEM, SO IT'S BEEN AMAZING TO HAVE HER AS A MATE "

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**" HAVING BIKES THAT WORK CONSISTENTLY AND FEWER STRESSES ON YOURSELF AS AN ATHLETE, YOU CAN JUST TRUCK ON AND DO YOUR JOB, AND THAT'S AMAZING. "**

**Stepping up to a full factory team, how much of a difference does that make to a rider coming from a privateer background?**

Night and day. Like I didn't even realise how big a difference it was going to make, and I knew it was going to be big. I went from just trying to get to the race and get through the race, to then actually having everything done for me and I could focus on the actual racing to figure out what the weaknesses were within that, rather than the shortcomings of just trying to get ready to race. That was huge for me in terms of taking the next steps forward and having that support, having bikes that work consistently and fewer stresses on yourself as an athlete, you can just truck on and do your job, and that's amazing. That, ultimately at the end of the day is what I want to be able to do. Do your job and do it really well, and that allows me to do that.

**How many seasons did you spend as a privateer on the Enduro World Series?**

Two and a half, which was kind of the plan, part of my thing with enduro as well as understanding this is an emerging sport, so there is going to be more contract opportunities to get the support to be the best in the world. So I was like right, get in now and make your mark and the opportunities will come round.

**Do you miss those privateer days or are you glad to see the back of them?**

The thing with that first couple of years with enduro is a lot of it was based in Europe so you could go out and do a massive van trip and it was pretty good.







PHOTO DUNCAN PHILPOTT

**"SO YOU JUST LAY DOWN THE BEST YOU'VE GOT ON THE DAY AND WHAT WILL BE WILL BE, AND YOU KEEP LEARNING AND MOVING FORWARD."**

The simplicity of it was really lovely, I liked being able to do whatever I wanted whenever I wanted, surrounded by the people that I actually like (she looks across to Ruriadh laughing). You have a proper family feel when you do it as a privateer because there are others who are just trying to do the same as you, so it's good, I really liked it. It's different now 'cos it's my job whereas then it was kind of fun still...

Well it's obviously still fun now, but you know it was predominantly about having a good time because you were putting a lot of money into it yourself, so you wanted it to be good regardless of the results.

**Is there more pressure now with the weight of the team behind you?**

To perform? Yes and no. I mean I want it just as much as anybody else does, the people that want me to do well, the feeling is the same for me, so yes, it is what it is, more internal pressure than anything else I think. People just want you to do well, whereas I feel like I have to do well. So you just lay

down the best you've got on the day and what will be will be, and you keep learning and moving forward.

**What have you learnt from being on a factory team?**

It's been easier to see where my weaknesses lie in terms of my performance because I've had all the support. Then, even in this past year, not even a year yet, 6 months really, having Ruriadh on the team is excellent as he's really calculated and knows a lot about the bike and the bike setup, so that's been really helpful. Helping me to learn more about myself and set up stuff like that and where I actually want it is great as I can't always articulate exactly what I'm feeling or what I want from the bike.





PHOTO MATT DELORME

He's pretty good at that, so it's great in terms of pushing the bikes in the right direction and making the bikes even better which is what we're here to do.

**What, if any, are your frustrations with Enduro?**

I really want the stripey jersey (world champ) to be in Enduro, but that's purely selfish, I don't even know how that would work, but that frustrates me a little bit. The EWS is probably the hardest thing to win in all of mountain biking, but it doesn't hold the same prestige as that white jersey with those stripes. That's somewhere I'd love to see it go, it's just how that would work, or how that would ever work, but just that respect, that it's a savage series and to win it is an incredible achievement.

"THAT IT'S A SAVAGE SERIES AND TO WIN IT IS AN INCREDIBLE ACHIEVEMENT."

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**" AS LONG AS OPPORTUNITIES KEEP COMING UP TO BRING YOUNGER RIDERS ON AND NURTURE THEM THROUGH, THEN IT'S ONLY GOING TO GET BETTER. "**

Just to win one of them, never mind a whole series. Last year when I was trying to put one race weekend together it felt like a big deal, but to go into every round and have to perform and get a certain result, that is tough. Everything is changing all the time, conditions are different, race venues are different, there is so much going on you can't even believe you're doing a full season.

**How do you feel about the state of women's racing at EWS level?**

I think it's in an excellent position. I think we've got eleven women with pro deals of some sort and that's amazing because we all want the level of racing to be high, we all want the times to get closer, and they are definitely getting closer, it's getting tighter at the top. By women having more support, we can put more into our training and more into our preparation, so then we're coming in hot, and then everybody is fighting really hard, then the racing gets tighter, the racing gets more exciting.

Even though at the moment you've got Cecile and Isabeau who are still a way ahead of everybody, behind that it's pretty tight, it's just about trying to keep everybody pushing so we can get up there with them too. It's great to see more women on teams, just as a starting point. And as long as opportunities keep coming up to bring younger riders on and nurture them through, then it's only going to get better.

**Do you think you'd be where you are without growing up around here, would the raw need to win and succeed come through regardless?**







PHOTO DUNCAN PHILPOTT

**" I THINK IF YOU REALLY WANT SOMETHING LIKE THAT YOU CAN MAKE IT HAPPEN REGARDLESS OF WHERE YOU ARE IT'S JUST HARDER THAT'S ALL, BUT THAT MAKES YOU REALISE THAT THAT'S WHAT YOU REALLY WANT. "**

**What's it going to take for you to win the series?**

I'm working on it aye. I'm figuring it out, and first of all, I need to win one, so that would be a good start. Then I just need to get consistent with every round, we've had a lot of bike changes this year, which has been hard, so I reckon once everything is in place with all the equipment and everything like that we'll be in a better position to be more consistent throughout the whole year.

There is definitely work to be done, training to be changed and stuff like that and I'm always learning. Enduro is always evolving so you do one set of training and then it changes a bit, so it's more like this or that, so we need to do this type of training. You've just got to be a really adaptable human, so the more I can be adaptable the better I'm going to be. But I learn so much every round, it's been five years, but you should have seen me five years ago and the way I was riding and stuff, you learn so much so quickly.

**And finally what's your bike set up for the weekend?**

It's a Trek Slash 9.9, 15.5inch with a Lyric and Super Deluxe suspension with 130psi in the rear and about 60psi in the front. Tyres I run at 24 in the rear and 22 up front and up until five days ago I ran my brake levers at different angles, but I'm trying to even myself out.

**Thanks to Katy for her time and Tweedlove for having me along to the National Champs.**

I think it would have been harder, and easier to get distracted. I'm pretty set on what I want, and once I've figured that out I'm all 'hell-for-leather' towards that goal, so that's more personality type more than anything else. The reason that it's thriving here is because of the location and because of the trails, the infrastructure and the community

and everything like that. The more people you can get into biking the more people you can tap into with that winning personality that wants to then move into the sport. I think if you really want something like that you can make it happen regardless of where you are it's just harder that's all, But that makes you realise that that's what you really want.



LIGHTBOX

FREERIDE LIVES! JUST PICK A LINE AND GO FOR IT  
PHOTO BLUEGRASS



*Lightbox* More shots with no particular place  
to go this issue, feast your eyes!



LIGHTBOX

WHEN YOANN BARELLI ATTACKS, YOU KNOW YOU'RE GOING  
TO GET SOME AWESOME RESULTS  
PHOTO COMMENCAL

*Lightbox*



JORDI BAGO HITS THE PUMPTRACK AND GETS SOME TRAINING LAPS IN  
PHOTO @THERASTAROCKETT



*Lightbox*



IT SEEMS EVERYONE IS IN THE ALPS AT THE MOMENT, WE'RE CERTAINLY DREAMING OF GETTING BACK THERE AS SOON AS POSSIBLE  
PHOTO ROO FOWLER



*Lightbox*



LIGHTBOX

THE MEGA WENT DOWN IN SPECTACULAR STYLE, JUST LIKE JACKSON DAVIS HERE TASTING SOME FRESH ICE  
PHOTO NUKEPROOF/KIKE ABELLEIRA



*Lightbox*



LIGHTBOX

UP AND COMING RACER ROGER VIERA SENDS IT SIDEWAYS WITH AWESOME STYLE ON THE GLENCOE DOWNHILL TRACK  
PHOTO DAVE MACFARLANE



*Lightbox*





LIGHTBOX

*Lightbox*

EDDIE MASTERS IS KILLING IT THIS YEAR, WITH SOME AWESOME  
ENDURO WORLD SERIES RESULTS, IT SEEMS HE'S FOUND HIS CALLING  
PHOTO ZACH FAULKNER



LIGHTBOX

JOEL ANDERSON GOES BIGGER THAN BIG IN THE ALPS  
PHOTO IAN LEAN/661



*Lightbox*



LIGHTBOX



*Lightbox*

TRAIL BIKES AND SUMMER TIME SINGLETRACK, THE PERFECT COMBINATION  
PHOTO MERIDA



LIGHTBOX

LET'S HOPE THE SUMMER KEEPS ON GIVING AND TAKING US ON ADVENTURES ON BIKES  
PHOTO CUBE

*Lightbox*



LIGHTBOX

JULIA HOFFMAN AND ROB HERAN CHASING EACH OTHER DOWN A DREAM  
PHOTO ION / BARTEK WOLINSKI

*Lightbox*





The IMB website is crammed with news and videos every day, we only show the best videos, so to make it onto the site is an achievement in itself.

These are the 4 most popular videos that have been viewed on the site as voted for by you with your thumbs up likes in the last 2 months! Check out the full list [HERE](#), and if you see a video you like on the site, give it the thumbs up, it might just help to push it onto this page!

## #1 RIDING INSANE NORTH SHORE MTB FEATURES | FEATURING JORDAN BOOSTMASTER

How's your balance? Take a trip to the land of Northshore and find out what it's like to ride skinnies and boardwalks in their natural habitat. Seth, Jordan and team ride, and attempt to ride some ridiculously technical and challenging woodwork.



[CLICK HERE FOR VIDEO](#)

## #2 100 SECONDS OF PURE BRANDON SEMENUK MTB BLISS

Once again Wibmer brings to our screens a truly entertaining and jaw-dropping piece of mountain biking. With winter in full swing, Fabio attempts once more to escape the clutches of his pursuers by bike whilst throwing down some of the most insane tricks and stunts on the way.



[CLICK HERE FOR VIDEO](#)

## #3 VÄRMEI5

The essence of mountain biking, just messing about in the woods with some mates. Rather than just mud and roots Dan Almberg and friends find some huge boulders and try some very technical riding. Expect hops, drops, falls and riding into the undergrowth. what we'd give for an ounce of these skills on our bikes!



[CLICK HERE FOR VIDEO](#)

## #4 GAMBLE FILM SEGMENT - STEVE PEAT

Pure Sheffield steel, Steve Peat's Gamble segment is an example of quintessential mountain biking from the North of England. Part industrial wasteland and part woodland trail wonderland, it's a fantastically sculpted piece of film from a truly excellent movie featuring an incredibly talented legend.



[CLICK HERE FOR VIDEO](#)

# MOVIE NIGHT



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STEFFI MARTH MILKING EVERY LAST MOMENT OF SUNSHINE!  
PHOTO HANSI HECKMAIR

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