



INTERNATIONAL MOUNTAIN BIKE MAGAZINE

ISSUE 59

JUNE / JULY 19

WELCOME TO THE FUTURE...

Welcome to issue 59 of the World's Number One Online Mountain Bike Magazine!

Summer is on the horizon and we've already been playing in the dust. This issue sees us head to British Columbia, talk about modern XC bikes and find out more about two

iconic World Cup photographers. We catch up with Merida rider Toni Ferreiro and get some science behind riding eyewear, whilst the test team check out bikes from Pole, Cube, Ragley and Marin alongside kit from Leatt, Marzocchi, Motion and Julbo.

ENJOY THE LATEST ISSUE!



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INTERNATIONAL MOUNTAIN BIKE MAGAZINE



59 / JUN / JUL



- NEW SKOOL XC -

CANADIAN ROAD TRIP - SVEN & BORIS PHOTOGRAPHY DUO
INTERVIEWS / TESTS / TECHNIQUE AND MORE INSIDE!

- THE WORLD'S NUMBER ONE ONLINE MOUNTAIN BIKE MAGAZINE -

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DMR

DEATHGRIP. THE MARBLE RANGE



FRONT COVER GRAHAM AGASSIZ "AGGY"
FRONT COVER PHOTO TOBY COWLEY

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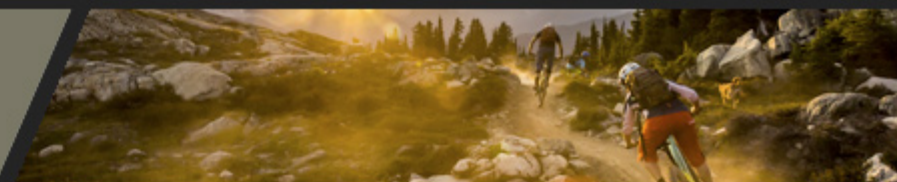
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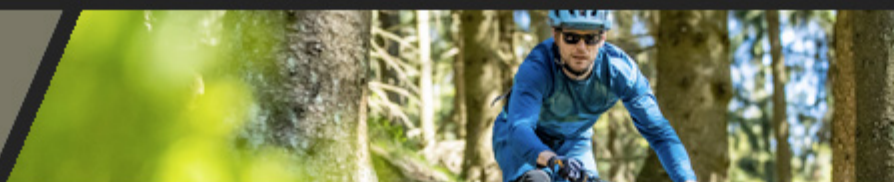
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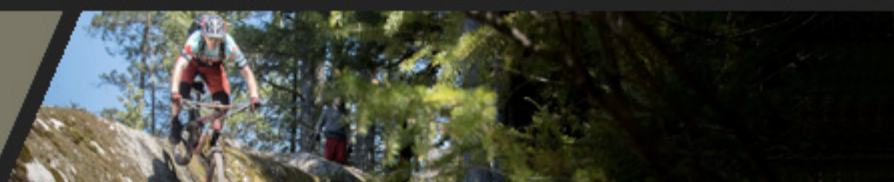
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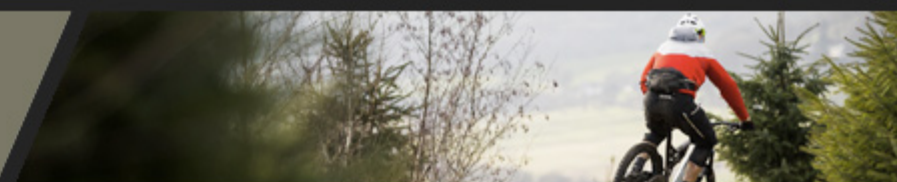
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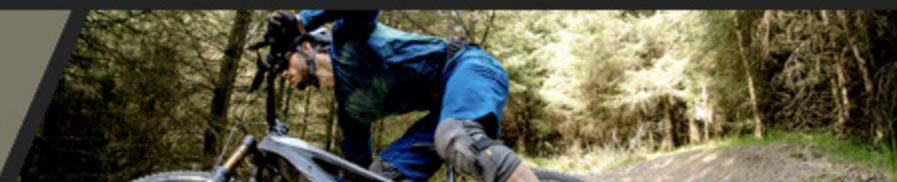
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RIDER ED WILLIAMS
PHOTO LAURENCE CROSSMAN EMMS

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RIDER OLLY WILKINS
PHOTO JACOB GIBBONS

— FROM — BEGIN NING — TO — END LESS

— Whistler, Canada —



P: Robin O'Neill



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 **WHISTLER**
CANADA

ISSUE 59 I'm Back (Sort Of)

Regular readers of this section will no doubt be aware of my time off the saddle, and last issue was all about finally getting back on two wheels. Well, I'm now fully back on the MTB, and surprisingly feeling as fast, or as slow, as I was before, depending on how you look at it. It didn't take long for me to throw caution to the wind on the trails again, and forget the horrors from the crash in Les Arcs last year. The worrying thing about that however, is you'd have thought I might have learned something from all of this: take it slow, don't go too fast, don't push it too hard.

The trouble is that's not why we all got into bikes, it's always been about riding faster, harder, longer and higher. That's the buzz we get from it! I've been riding a fair bit recently and really enjoying being back on the bike. From old trusted local trails to new ones in France and Barcelona, every time I swing a leg over the rig I have a huge grin on my face.

It was on one such misadventure in Barcelona when I was hammering down some very rough, rocky natural singletrack when I decided that out of all the sports I love, MTB is the best. There is nothing quite like the feeling of flying down a mountain at full speed.

Fast forward a couple of weeks to a surf trip in Madagascar and an encounter with some razor shells has left me mortally wounded (see inset pics) and off the bike for a while, yet once more. Same leg too, there must be something wrong with it! Or perhaps there is something wrong with the owner...

Either way you can't beat the feeling of riding off road on two wheels and I can't wait to get back out there. (Again).

Rou Chater
Publishing Editor

MASH FROM WILDCOAST BIKES IN BARCELONA RIDING THE TRAIL THAT MADE ME DECIDE RIDING MTB WAS THE BEST WAY TO SPEND YOUR TIME
PHOTO ROU CHATER

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DON'T STEP ON RAZOR SHELLS



MACH 4_{SL}
GRAVITY DEFYING CROSS COUNTRY ROCKET SHIP

WORDS EWEN TURNER
PHOTOS PIVOT/STEPHAN PETERS

I'm not looking as out of place as I had expected. I have a peak on my helmet and slightly baggy shorts which certainly sets me apart from most, but my bike doesn't look drastically different from the masses. I have a dropper post, tyres with some semblance of grip and handlebars of proper width. I'm lined up at a local cross-country race and things are certainly changing in the world of Lycra-clad racing.



NEW SCHOOL XC



" THEY'RE INCORPORATING NEW SCHOOL TRAILS OF FRESH CUT WOODLAND SINGLETRACK, JUMPS AND TECHNICAL FEATURES. "

My heart is soon through the roof, yet I've just hucked off a kicker and railed some berms in the woods whilst being chased by what feels like a swell of unrelenting Lycra zombies. I haven't done a mass start race since the Megavalanche and although comparisons between the two are unwise, the head-to-head nature of racing is always exhilarating.

Cross-country racing is on the rise, not necessarily in popularity as it has always been a huge section of mountain biking, but rising in prominence and stature amongst the rest of the bike world. Courses at World Cup level are getting more and more challenging, driving developments in both bike design and rider skills. Viewing figures are on the up too, as more fans tune in to watch the races.

Even at the local level, those designing the courses for my race aren't content with fire roads and hard pack trails. They're incorporating new school trails of fresh cut woodland singletrack, jumps and technical features. The demands on the bike and the rider are increasing, and as this happens, interest in cross-country racing has been renewed.

Gone are the days of short, steep bikes with 120mm stems, bar ends and bars so narrow your elbows touch. The longer, lower, slacker mantra has pervaded all aspects of mountain bikes and has now come to pass in the cross-country world. A few years back if you'd asked me to ride a 100mm XC bike I would have made my excuses and snuck away. Now, looking at what's out there, I'm genuinely excited about what these bikes can offer.

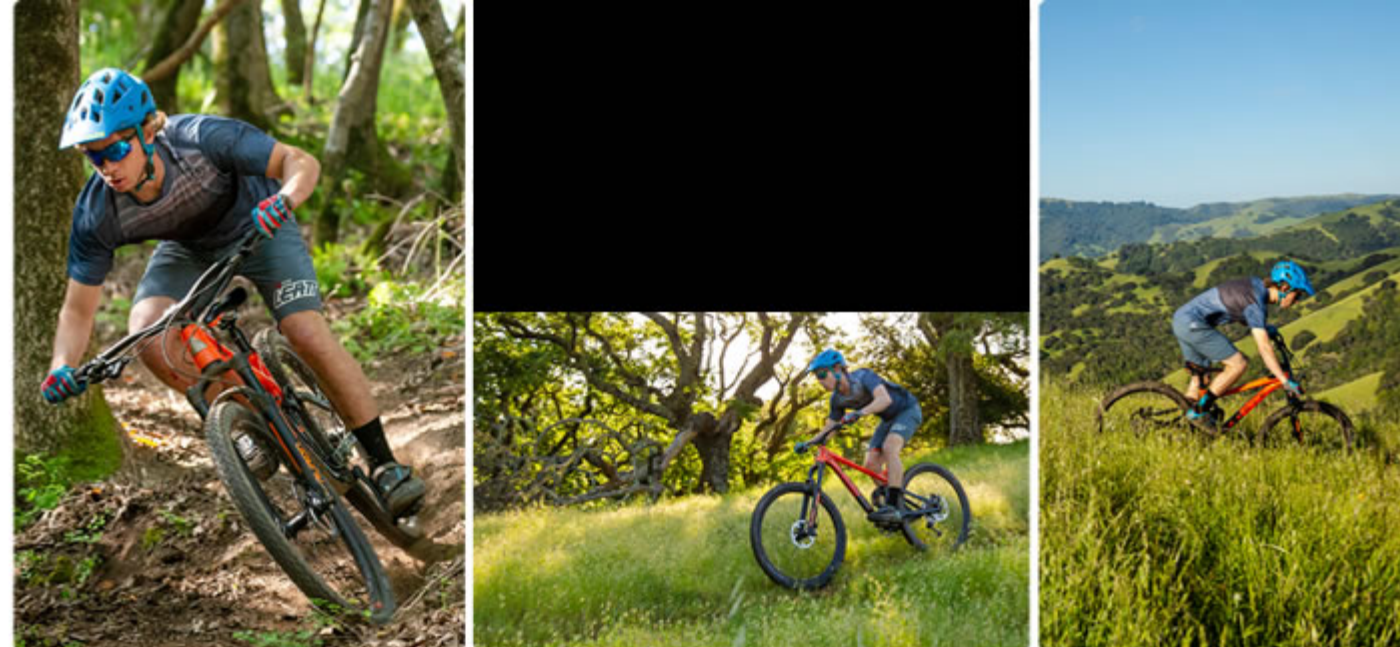




Yeti, Cube, Intense and Pivot, to name but a few, are bringing out bikes that can cut it on the World Cup circuit, yet offer a new experience to those willing to take them outside the tape.

So what is a new school cross-country bike all about? Coming up with a new name for this genre is fun (XXX-C?!?) but they are essentially super fast trail bikes. Take a 100mm XC bike and load it up with a 120mm fork slackens it off a bit to make the front more amenable to obstacles. Next, slide some 'proper' tyres in there and the transformation is nearly complete: from XC rocket to speed freak trail bike. Obviously, a dropper, a shorter stem and decent width bar complete the look as you ditch the Lycra and hit the trail. Things change subtly, but you are left with an exceptionally quick bike that can still punch above its weight on the trail.

**"FROM XC
ROCKET TO
SPEED FREAK
TRAIL BIKE."**



RIDER: MTT KOEN • PHOTOGRAPHER: LONG NGUYEN

**"THE BEST
MOUNTAIN BIKE"**

-BICYCLING MAGAZINE

HAWK HILL



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" WITH THE NEW MACH 4SL, WE WANTED TO MAKE AN EVEN MORE XC FOCUSED RACE BIKE THAT STILL MAINTAINS THE ABILITY TO RIDE AGGRESSIVELY. "

The margin of error reduces and you end up on the razor's edge more often, breathing life into the trails you know and love, but may have become stale. Lugging around an enduro bike might be on-trend, but if your trails are mellow it offers no advantage. Modern geometry is the key to unlocking the potential of a short travel bike and this new wave of bikes is incorporating that into

their design to great effect.

If there is one bike that epitomises the rise of modern XC it's the new Pivot Mach4SL. I asked Chris Cocalis for the low down on this new bike...

What is it about the new Mach4SL that makes it different from your previous 100mm bikes?

It's a new way to look at the same goals. The previous 429SL was fast and fairly light with a reputation for descending well outside its category, and the Mach 4 was a 27.5" bike

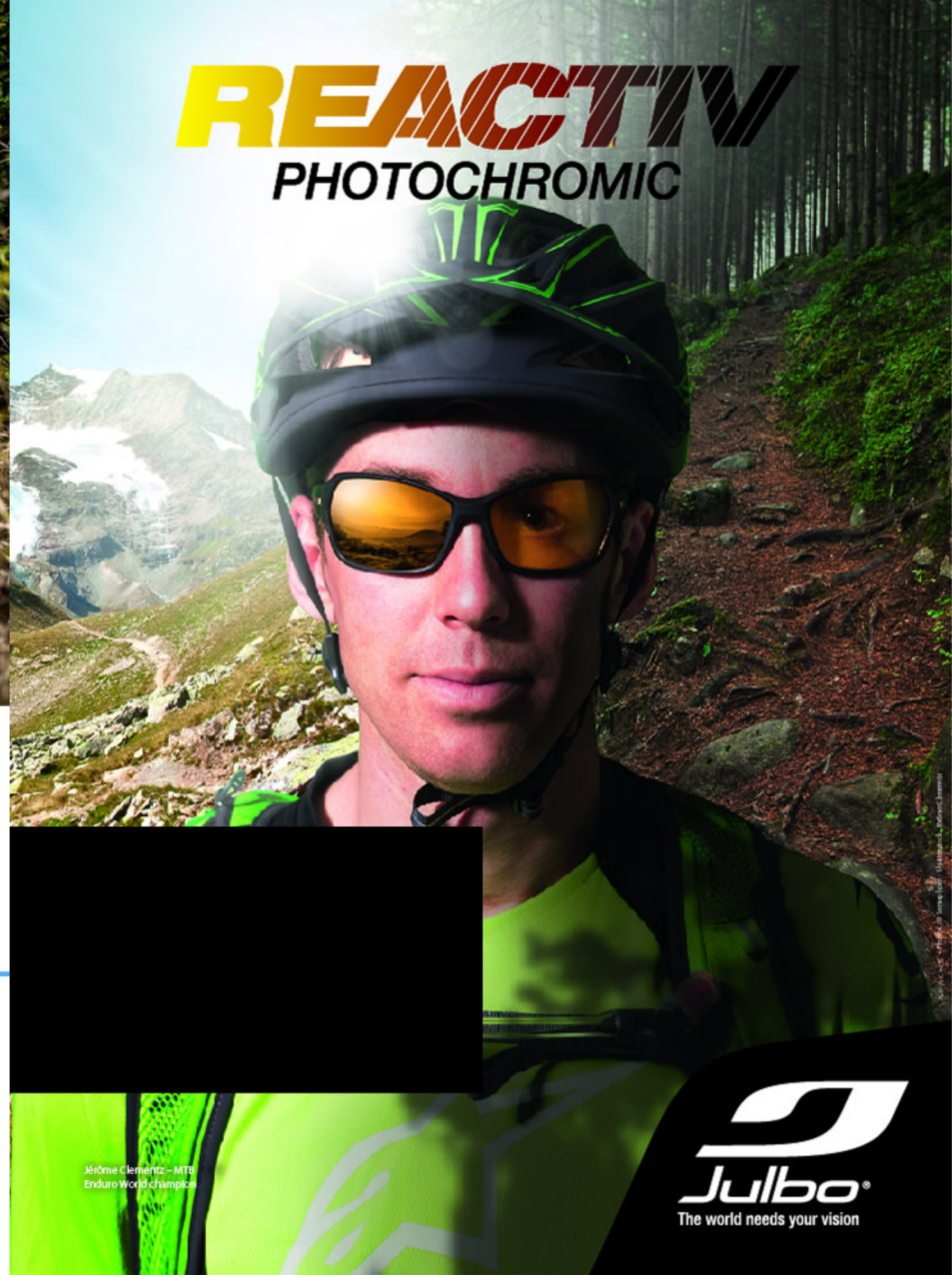
with 100mm travel and geometry that bridged the gap between XC and Trail bike. The previous generation Mach 4 is a light bike and the 27.5" wheels made it very responsive, while the geometry and the additional travel made it capable of taking on very aggressive trails. With the new Mach 4SL, we wanted to make an even more XC focused race bike that still maintains the ability to ride aggressively. Most people expect a true World Cup XC race bike to be a tool with one purpose. With the new bike, we've really been able to exceed the key performance metrics in the category (lightweight and pedalling efficiency) and push the boundaries of what the bike is capable of.



The Mach4SL is obviously a race-winning bike, but can also put a smile on your face shredding the singletrack in the woods. Was this a clear intention when designing the bike, or just a result of XC racing becoming more demanding? I.e. is it an XC bike that knows how to have fun, or a lightning fast trail bike, or something else entirely?

Maximum versatility is what we aim for with any Pivot bike. If it's an enduro bike we aim to hit that target, but make it pedal better than other enduro bikes. In the case of the Mach 4SL, making a true no-compromise World Cup XC race bike that is also a capable marathon/trail/down-country bike was an important goal for us.

" MAXIMUM
VERSATILITY IS
WHAT WE AIM
FOR WITH ANY
PIVOT BIKE. "



REACTIV
PHOTOCHROMIC

Jérôme Clementz - MTB
Enduro World champion

Julbo
The world needs your vision





"XC RACING IS BECOMING MORE DEMANDING AND THE GEOMETRY NEEDS TO FOLLOW THAT."

The DW-link suspension design achieves the pedalling performance without having to run super high levels of compression damping and that allows the bike to be more open and capable in the bumps. The geometry trends also help achieve this. When we launched the original Mach 429 Carbon, we were criticized for the bike being too long and too slack for an XC bike but we've obviously surpassed that with the new bike. XC racing is becoming more demanding and the geometry needs to follow that. I think XC riders are also understanding that you can still cut a tight turn in a short track style race or traditional style XC course on a longer, slacker bike while having a big performance advantage on other parts of the course.

Do you feel that the Mach4SL has a remit beyond the race track?

Absolutely! For a lot of riders, this will be their bike that they ride everywhere. If you have the luxury of owning 2 bikes then a Mach 4SL and then maybe a Mach 6, Switchblade or Firebird 29 can cover anything you could want to do on a bike. Or, if your riding leans more towards the XC side of things, then the Mach 4SL can be the perfect bike, even if you aren't racing.

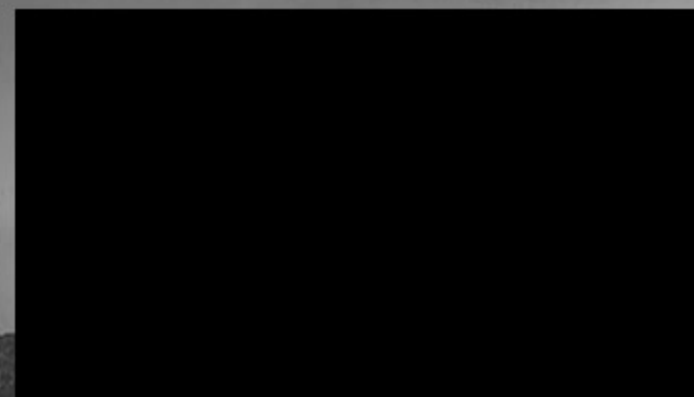
The trend has been for longer and longer travel bikes, what do you feel are the benefits of a short travel machine? Are there benefits to the average rider?

I get this question often. Riders ask why they wouldn't just go for the longest travel thing they can get.



Our 429 Trail and a Firebird 29 may weigh just a couple pounds more so why not go for the most travel? That's one way to look at it, but for many riders, they are leaving a lot of fun on the table with too much bike. If the terrain you ride doesn't look a lot like Whistler's mountain bike park then something with less travel may be a better choice. A shorter travel bike can carry speed better in less extreme terrain and has a snappiness to the ride that you don't get with a long travel bike. It feels great to be able to monster truck over everything, but in many cases, a rally car will give you more smiles per mile (or kilometre).

" THEY ARE
LEAVING A LOT
OF FUN ON THE
TABLE WITH TOO
MUCH BIKE "



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"IT'S A FAST, SNAPPY BIKE THAT PUTS A SMILE ON YOUR FACE WHETHER YOU'RE RACING OR NOT."

When you get on the new Mach 4SL, the ability to push on the pedals and just feel the acceleration is addictive. It feels like riding an e-bike in the boost setting, but the bike is less than half the weight. Even if climbing isn't your thing, the Mach 4SL may just make climbing something that you look forward to. It's a fast, snappy bike that puts a smile on your face whether you're racing or not.

Where do you see the future of these short travel bikes heading? Will XC bikes get the long low slack treatment?

Everything is a balance. The trends may change to adapt to the courses and riding styles, but in each category there reaches a point where you start giving up too much of the key attributes that an XC bike requires to get something else. They may get slacker and longer, yet at some point, the cornering speed and precision that makes an XC race bike do what it does well may start to go away. I think we've done a good job with the Mach 4SL striking that balance, but I'm sure there will be others that push the limits further. In this category, the lap times are going to be the ultimate decider as to what will work and what won't.



THE AGGY SERIES

TOBY COWLEY
ALEXANDRA ERICKSON

GRAHAM AGASSIZ / AGGY TEAM SERIES KIT
THRILLIUM JERSEY, GLOVE & PANT

DAKINE

WORDS & PHOTOS BEN HOWELLS

TRAIL GUIDE BC ROAD TRIP

British Columbia, the mecca of mountain biking. A huge network of trails of all kinds, the birthplace of a whole style of riding. Probably worth a visit.

While you'd struggle to find a regular mountain biker who hasn't heard of Whistler Bikepark, there are countless equally fantastic locations scattered around BC – in the vicinity of Vancouver alone, North Vancouver, Squamish, Vancouver Island and Pemberton all offer incredible, varied riding no more than a few hours drive (and, in some cases, ferry ride) from the airport.



" TAKE A BIT OF TIME TO ADJUST, PUT SOME EFFORT IN, AND YOUR TECHNICAL RIDING ABILITY WILL GO THROUGH THE ROOF IN A MATTER OF WEEKS. "



Grading of trails can be initially misleading, as rock slabs, massive roots, ladders, skinny sections, seesaws and other technical trail features are common (and incredibly fun), so you may find what is a black trail at home is a BC blue. Take a bit of time to adjust, put some effort in, and your technical riding ability will go through the roof in a matter of weeks.

Trails are generally well marked, both with trail maps at the bottom and markers at the entrance/exit of all trails. Trailforks and other apps are used extensively in BC and packed with maps and up-to-date trail information, so if you don't have one on your phone, make sure to download it and spend some time scoping the trails on offer at each spot – it allows you to pin down the location of those trail names the locals mentioned in the pub last night, and plan a decent ride with no prior knowledge of an area. In fact, a short browse over the BC area as a whole will quickly give you a rough idea of which spots to visit.

While Vancouver has a well-deserved reputation for rainfall, the summer months in the region can tell a different story, with sustained summer dry spells resulting at times in fire bans, access restrictions in the vast Canadian wilderness, not to mention dry and dusty trails. While this isn't good news for the firefighters trying to contain them or the communities affected, the lack of rainfall does make for hassle-free camping. Campsites are easy to come by across BC, whether you are carrying a simple pop-up tent to cram yourself and your bike into (as I did), or the absurdly massive camping wagons, towed by gas-guzzling 6-litre pickup trucks and blurring the line between 'caravan' and 'house'.



" A GREAT VARIETY OF ROCKY, ROOTY
OPTIONS MIXING IN SUSPENDED
LADDER AND LOG RIDE SECTIONS TO
TEST YOUR SKILLS AND NERVE "

If you're of the tent/camper van variety, there's a great network of low-key campgrounds maintained by BC Hydro. Minimal facilities often offer little more than bear-proof bins for litter and a few compost toilets contained in plywood outhouses, but with a lack of crowds, families and prices around \$10-15 a night per spot (with space for multiple cars, vans and tents on each spot) they're a bargain. Arrive early on weekends as they can fill up fast!

More traditional options with running water, power and wifi are easy to come by and include a

reduced chance of a curious bear investigating that food you forgot to lock up outside your tent before going to sleep (don't do this - be sure to read up on bear-proof rules and regulations regarding food storage and disposal before arrival). Some, such as Adventure Camping in Squamish, include free uplifts in the price of your stay so you can start your day on the trails at the top instead of the bottom!

If you're planning on spending any time at all in Vancouver, the North Shore is an essential visit and

somewhere you'll drive past on the way to Squamish and Whistler anyway. It offers the kind of riding you'd expect from an area which gave its name to a whole approach to riding in the early 2000s. Technical routes abound both climbing and descending (although easier options cater for all ability levels), with a great variety of rocky, rooty options mixing in suspended ladder and log ride sections to test your skills and nerve. Easy to access from the city via car or public transport (buses are bike-friendly with easy to use racks mounted on the front of all vehicles),



Mt. Fromme and Mt. Seymour are the focus of most of the marked trail rides and the most easily accessible, although this being Canada and all, beyond these two popular options there are plenty more marked and unmarked options scattered around the edges of the city, such as Cypress, Eagle and Burke mountains.

The local trail association, the NSMBA, constantly maintaining the trails, holding dig days, and hosting bi-weekly \$5 races through the summer (which also include beer, burgers and as many Clif Bars as you can scoff before the start line in the price!), there's a large community of dedicated riders getting out on the trails.

" THERE'S A
LARGE
COMMUNITY
OF DEDICATED
RIDERS
GETTING OUT
ON THE
TRAILS "

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Squamish, or Slab City as I like to call it, offers some incredible opportunities to soil yourself in a totally new way – take on the double black routes for large, steep rock slab rides, best tackled in dry conditions as many offer no escape route or option to stop should you change your mind, spitting you out into high-speed chute exits. There's plenty of mellower, fun options, such as Rupert, to build up the confidence and adjust to a different kind of terrain, and if you fancy adding a bit of flow Half and Full Nelson will keep the grin on your face. Once again, there's a large local community and SORCA organises regular races and dig days.

No trip to BC would be complete without a visit to Whistler of course if only to clear your wallet of all that hard-earned cash on overpriced accommodation and restaurants. However, there's a reason Whistler Bikepark is repeatedly voted the best in the world and it most definitely lives up to the reputation. Lift pass prices are reasonable, especially considering the lifts run until 8 pm most days through the summer and there's further early bird discounts on multi-day and season passes if bought pre-season.

Beside the lift-accessed trails, there's plenty of pedal-accessed terrain starting in the valley and snaking it's way up to the alpine – the recently opened Lord of the Squirrels is a great way to punish yourself. Back in town some well-sculpted dirt jumps (refurbished at the beginning of the 2017 season), a huge skatepark, the aforementioned bars and restaurants and lakes mean there's no reason to get bored on down days.



" MANY OFFER NO ESCAPE ROUTE OR OPTION TO STOP SHOULD YOU CHANGE YOUR MIND, SPITTING YOU OUT INTO HIGH-SPEED CHUTE EXITS. "

A full-page photograph of a mountain biker in mid-air, jumping over a wooden gap on a forest trail. The rider is wearing a blue and red jersey and a helmet. The trail is surrounded by tall trees and lush green undergrowth. A yellow warning sign is visible on a tree to the right.

" THE SMOOTH BERMS LEAD THE WAY TO GAPS, DROPS AND JUMP LINES THAT CATER FOR ALL, BUT FAVOUR THE MORE EXPERIENCED RIDER. "

Visit in August and you'll be subjected to the madness of Crankworx, with over a week of events, races, movies, trade stands and parties, culminating Joyride taking place in front of a crowd of over 7000 trying to sneak beers past the attendants and climb trees for the best view of the whole course.

If the purpose-built, resort atmosphere of Whistler is getting a little too much, Pemberton is 30 minutes north and offers a relaxed, small-town feel. There are some superb trails, favourites being the committed rock chutes of Cream Puff and Meat Grinder.

If you feel like crossing some water, a network of

ferries can take you to great riding on the Sunshine Coast and Vancouver Island. It's worth it for the views from the deck of the ferries alone, especially if you luck out on timing and are treated to a sunrise or sunset.

The trails start straight off the ferry on the Sunshine Coast (or within a 5-minute ride, anyway), and if you don't feel like pedalling, Sechelt on the Sunshine Coast is also the location of Coast Gravity Park, home to some of the smoothest flow trails you will ever encounter. While there are only 7 or 8 shuttle-accessed trails on offer, the care taken in the design and maintenance is second to none and the

smooth berms lead the way to gaps, drops and jump lines that cater for all, but favour the more experienced rider.

Vancouver Island has an incredibly relaxed vibe, great scenery (take the drive out to the west coast town of Tofino if you have the time) and a whole bunch of riding opportunities, but you can't do much better than the small town of Cumberland – there are a few accommodation options, but the most conveniently located option is perhaps the Riding Fool hostel - set up for mountain bikers and conveniently located at the bottom of the trails.



If you're craving alpine, high altitude riding, some trails remain unrideable until later in the summer when the snow has finally revealed the trails beneath. Beside temperatures in the mid-thirties resulting in a bucketload of sweat on every ride, the hottest months can bring the aforementioned forest fires and hazy skies – not only can this mean reduced access but also health hazards breathing in the smokey air, so plan your trip accordingly.

The number of options really are vast and we're just scratching the surface of a few key locations here. While Whistler alone has enough for a month-long trip without a hint of boredom creeping in, it's well worth exploring and getting out among the different trails,

" IT'S WELL
WORTH
EXPLORING
AND GETTING
OUT AMONG
THE
DIFFERENT
TRAILS "

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OFFER THE LARGEST VARIETY
OF RIDING OPTIONS "



terrain and communities. Head further east into interior BC and you'll get to Kamloops, Revelstoke, Silverstar, Big White to name but a few. Heading south from Vancouver for no more than 40 minutes will bring you to the US border and into Washington state, where Bellingham and other popular destinations await.

CANADA/BRITISH COLUMBIA INFO

Currency: Canadian Dollar \$1 = £.055 / €0.60

Distances: Metric/KM - while Canada technically uses the Metric system, weights and measures are often quoted in pounds and ounces, especially in bars and supermarkets. **Language:** English/French, although in British Columbia you're very unlikely to find a situation where French is necessary.

Airport: Vancouver International YVR Season Dates: Whistler Bikepark: Mid May to mid-October, open 10:00 to 20:00 every day in the peak months.

Coast Gravity Park: August 30th – May 15th Saturday and Sunday, May 15th – July 1st Friday-Monday
July 1st – August 30th Friday-Tuesday

Lower altitude options in Vancouver and Squamish can remain rideable almost all year, whereas some trails will be unrideable until late spring or summer when the snow has either been cleared or melted. May to September will offer the largest variety of riding options but be aware of high temperatures and forest fires in the peak months. Be bear aware and read up on rules and regulations before your visit.

Bread and butter, pen and paper, Sven and Boris. You just can't say one without saying the other. They've become two of the most influential people in the MTB industry. You've no doubt had posters, brochures and product packaging with their work on it, yet not many people know about the unique relationship between the pair, how they get on, function and work together so intensely and efficiently.

SVEN AND BORIS

WORDS SAMANTHA SASKIA DUGON

PHOTOS SAMANTHA SASKIA DUGON/BORIS BEYER/SVEN MARTIN





PHOTO SVEN MARTIN

THE SVEN AND BORIS

"SVEN CHUCKED HIM ONE OF HIS CAMERAS AND TOLD HIM TO SHOOT THE FINALS WITH HIM, TRULY THROWN IN AT THE DEEP END."

With the two seemingly spending every waking moment together during the race season, Boris has gone on to earn the title of "Sven's summer husband", from Anka, Svens equally rad other half.

"Anka calls Boris my summer husband. He literally spends more time with me than she does."

However, this duo has been some time in the making, with multiple encounters over the years as Boris worked with German Mountainbike Rider Magazine. Attending numerous events and press launches, they knew each other in passing and more so from frequent email exchanges where Boris would source some photos from Sven. It wasn't until 2011 when Boris contacted Sven looking to do a "day in the life" feature on Sven as he worked the downhill circuit, that the duo was properly sparked. Boris headed to Val Di Sole for the World Cup event to shadow Sven for a day. As Boris thought their time together was coming to an end and that his job here was done, Sven chucked him one of his cameras and told him to shoot the finals with him, truly thrown in at the deep end.

"After taking pictures of Sven photographing the World Cup, he asked me before the finals if I wanted to help him shoot the race. We've never stopped working together since then." Boris recalls.

Fast forward seven years and I had the pleasure of working with the pair at RedBull's Hardline event in Mid Wales, where, after watching them work, get on (and not get on) together, I wanted to know more;



more of how their friendship came to be, more of how they manage to balance their working boundaries and friendship, and more of what they valued about each other.

With this curiosity in mind, I contacted them at the end of the season and in a 'Mr & Mrs' style interview, I asked them both the same questions, but with neither knowing what the other has said. One of the first questions being: how would you sum up the other in one sentence?

One sentence wasn't enough for them and they both went on to give two options to use as a summary. Boris started by saying, "If you work hard, Sven works harder! Or ummm, Sven Martin gets shit done, always pushing the limits in photography and his personal limits on the bike."

**" IF YOU WORK
HARD, SVEN
WORKS
HARDER! "**

GRIP
WIDE
CONCAVE
SERVICEABLE



IT'S FUNNDAMENTAL





A CLASSIC BORIS SHOT - JOSH BRYCELAND AT RED BULL HARDLINE

"WE WILL ALWAYS HAVE SOMETHING TO LAUGH ABOUT EVEN AFTER 21 HOURS OF WORK!"

Sven on the other hand, his response was, "Well his tattoo says it all, 'I have no FUKKIN idea where I'm going.' Oh wait, I know which one fits now; 'Big Time Boris'. He went from dirt poor sleeping for free in the pits and in press rooms, to flying into small private airports and eating the most expensive food in restaurants and taking tropical beach holidays. He's on a roll."

As most of us know, every friend and friendship is different. Some friends are great for spending an hour with, some friends you can take holidays with and share the same room, some friends you can work with Monday to Friday, some friends are great to party with. Yet to find someone whom you can do all of this with and still get on and have fun through it all? That's a rarity.

Boris goes onto talk about how they handle the extended periods of time together, working or not.

"It's (mostly) fun to travel and work together, we will always have something to laugh about even after 21 hours of work! But I think one of the best things about Sven is that I can always rely on him, he always has my back I think he knows that he can always count on me."

The phrase "The most un-German German" was coined by Sven in a podcast, which he reiterated in our interview when talking about Boris. Pressing him to find out what he admires about Boris, Sven says that it is his "quirky humour and positive outlook on life" that he appreciates, along with the fact that "he's never serious (except in his work) and for him, life is about relationships and not money."



Rewinding back a little to when they first met, I asked the pair to recall their initial in-person meeting.

Boris: "Let's start a bit earlier. When I started riding and racing bikes in 2005 I also got back into photography, so when I was not on my bike I spend hours scrolling through magazines and web pages. And not like you may think just looking for new bikes and parts, I was totally stoked about mountain biking or more specific mountain bike gravity photography! It didn't take long to notice that there is one photographer out there, who is at every event and race and is always killing it. That was Sven Martin! I just always noticed him in some World Cup footage like 'Dirt TV', and that wasn't hard because he was always a bit louder than others, haha."

**"I WAS TOTALLY
STOKED ABOUT
MOUNTAIN BIKING
OR MORE SPECIFIC
MOUNTAIN BIKE
GRAVITY
PHOTOGRAPHY!"**



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ROSE

" HE WASN'T JUST THE GUY WITH A CAMERA, THERE WAS, AND STILL IS, A SPECIAL CONNECTION BETWEEN SVEN AND A LOT OF RIDERS. "

The first time we actually met was at a SRAM press camp in Alpe d'Huez, France. SRAM invited me as an editor to race the Megavalanche with some of their new products and Sven was their photographer. It was my first proper press camp and I was so stoked to ride bikes with Brendan Fairclough and to have Sven as the event photographer. I remember that Sven already had an injury on his arm; you must know that he just can't ride slow and thinks that he can still compete with the pros - he wasn't just the photographer, he was also racing the Megavalanche with us all!

Seeing him work impressed me a lot, he always puts so much effort into his work and he would do anything to get the shot. (Which also involves shouting at us to ride harder or push back up and do it again!) Another thing that impressed me a lot was his connection to the riders. For them he wasn't just the guy with a camera, there was, and still is, a special connection between Sven and a lot of riders. I am pretty sure most of the best riders in the world would first call Sven a friend and then a photographer. All this then gave me the idea to follow Sven at a World Cup event, to show how hard he is working and how we achieve our World Cup coverage.

And what were Sven's first memories? "He was one of the journalists invited to attend the press camp in Alpe d'Huez in 2010. It was during the Megavalanche week and I remember he was super keen, he had a very specific idea of the shot he wanted me to take of him for the magazine's (MBR Germany) report.

YOAN BARELLI PHOTO SVEN MARTIN





" HE'S JUST A SUPER RELIABLE AND BANKABLE CREATIVE SHOOTER WHICH IS WHAT YOU NEED IN A PARTNERSHIP. "

He was a little out of place though in a way, fully kitted out for a DH race. I'm not sure he pedalled much uphill in those days. Come to think of it I'm not sure he does now either if he can choose not to. He can also only turn left for photos."

Sven began as a mentor to Boris, helping and, more importantly, pushing him to get a camera in his hand. It seems that Sven's

advice has reached into their personal friendship where Boris is still as appreciative of it as ever. When asked what Sven helps him with the most these days, Boris replied "Sven helps me most with life in general, more than photography, he always has advice - whether I ask for it or not!" with a chuckle; "Without him, I wouldn't be in the position I am today!"

And how does Boris help Sven? "Well definitely not the driving, and although he will say otherwise, not really the cooking or come to think of it the cleaning. He's not very domesticated, although he will claim

bullsh*t. Oh wait, the question is what does he help with most? Hmm, well he helps us stay awake, he's just a super reliable and bankable creative shooter which is what you need in a partnership. He is no longer the assistant or student, rather we're equal partners." Sven goes on to talk about how they can rely on each other whilst working, "we know each other's strengths and weaknesses during World Cup events. We both get on with what we need to do and then regroup later in the evening. Having a backup also allows you a little more creative freedom, knowing if you screw up you probably have someone to fall back on. It allows you to experiment a little more and take some risks."



One of the things mentioned earlier was something that really stood out to Boris, and that was his relationship with the riders and teams. Anyone that has seen him around the pits cannot deny that he's a photographer and friend to those on the circuit. "It was freaking impressive to watch Sven working and see how he gets the shots I was always looking at. He was all over the place and knew every corner, jump and root on the track, it was easy to notice that he was still a racer! Yet more interesting was how close Sven was to the riders and how much his opinion counts for them, not just trackside when they ask him for the best lines, but also in the pits after training. It was pretty cool to see a team manager come over and ask Sven if he could have a chat with one of his riders to motivate him!"

" HE WAS ALL
OVER THE PLACE
AND KNEW
EVERY CORNER,
JUMP AND ROOT
ON THE TRACK"



**" HE HAD THE MAIN INGREDIENT: PASSION.
PASSION FOR THE SPORT OF RACING, AND
PASSION FOR THE CRAFT OF PHOTOGRAPHY. "**

After a day being shadowed, Sven came up with the idea to get a camera in Boris' hand.

"I felt like it was a waste of his time to just tail me and it would be more fun for him to shoot some images too. So I would let him use one of my spare bodies and lenses or one of my remote cameras. Basically, if I was shooting wide I'd set him up to shoot tight and vice versa. He learnt a lot more about the decision making processes on the spur of the moment. He seemed to enjoy it and was soaking everything in like a sponge. He thought he was done after Saturday's DH - I said "not so quick you still have a full day of XC to shoot". So I ran him around hard lugging my flashes and big lens about and having him shoot as the second camera."

Having been on the circuit for years and seeing many photographers come and go it was probably quite exciting for Sven to come across someone who had the traits of someone who could not only handle and stick out the hectic race season, but someone who would thrive off of it. Talking about what made Boris unique, Sven says, "basically from that weekend I learnt that he had the main ingredient: passion. Passion for the sport of racing, and passion for the craft of photography. He also had a good work ethic, which was evident as he was up super early with me in the mornings and hung on until I filed my photos after midnight. I think we had to climb onto a teams bus and break into the now-closed press room through a window to steal internet."



PHOTO SVEN MARTIN



AARON GWIN MARIBOR
PHOTO BORIS BEYER

" HE HAD PASSION AND DESIRE AND WAS FUN TO WORK WITH, FUN TO HAVE ALONG, SO I WOULD HELP WHERE I COULD TO MAKE SURE HE COULD GET TO EVENTS. "

I've heard stories of you buying him plane tickets to get to events, are these true? And if so, that's quite a length to go for a new shooter, why?

"Yes, well it was subsidised by myself and Rachel Atherton. She jokingly said she would help get Boris to the World Champs in Australia if she won the race we were at, (she was having a tough week and didn't think she would win). Anyway, she won and gave half her earnings towards a plane ticket, I think I gave the rest and gave him free accommodation in the place we had already booked. Over the years, when he couldn't afford it while still working his other job which didn't pay well, and before he had his own clients I gave him a couple of my old camera bodies and lenses. I also paid for his editing software and maybe Dropbox subscription etc. He was learning while assisting me so I'd help fuel him living the dream, pay for meals and also pay him real money each event as he started to do more and more. He had passion and desire and was fun to work with, fun to have along, so I would help where I could to make sure he could get to events."

The duo has been working together not long off of a decade now at World Cups, World Champs and other race events, and show no signs of letting up any time soon. As Sven summed it up "we will be together for a long time as we have it dialled and all figured out."

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TECH FOCUS

The enduro open face helmet and goggles trend has receded slightly, but eyewear is still an essential addition to your trail attire, either for safety or fashion. We chat to Chris Gordon from Lyon Equipment/Julbo about mountain bike eyewear and how it works.



WHAT ARE THE BENEFITS OF WEARING GLASSES FOR RIDING?

There are multiple benefits to riding in eyewear; firstly, the obvious protection they provide - there is nothing worse than getting hit in the eye with a lump of dirt or a fly while going fast into a tech section! Secondly, the sun protection - good glasses will stop you squinting, keeping your eyes relaxed and focused on the terrain ahead in bright conditions. Finally, there is the enhancement a good pair of glasses can bring, added tint colours in the lenses can enhance your view of the trail allowing you to see hollows, dips and obstacles with more clarity. If you think of how ski goggle lenses help in flat light, the same applies here.

WHAT SPECIFIC THINGS DO MOUNTAIN BIKERS NEED FROM EYEWEAR?

A high-quality lens is essential to ensure an accurate view of the trail, poor quality lenses can give a warped almost drunk view of the world. A good fitting frame designed for fast moving sports is a must, this will mean the glasses stay in place even on rough terrain or long descents. Fit is very personal so make sure you try a few pairs on and if possible demo them to make sure they suit you and play well with your helmet. Added enhancements such as anti-fog and water repellent coatings are features worth paying for as it means you can leave them on all day and ride in comfort without any issue, regardless of the conditions.

WHAT IS A PHOTOCROMIC LENS? WHAT ARE THE ADVANTAGES AND WILL I CRASH IN THE WOODS?

A photochromic lens automatically changes how light or dark it is ensuring the optimum amount of light is reaching your eye. This gives you the best view of the trail in a wide range of conditions,

' YOU CAN LEAVE THEM ON ALL DAY AND
RIDE IN COMFORT WITHOUT ANY ISSUE,
REGARDLESS OF THE CONDITIONS '



' IT WILL NEVER WEAR OUT, CAN'T BE SCRATCHED OFF AND GIVES EVEN PERFORMANCE THROUGHOUT THE LENS '



with no need to swap lenses. Modern light-adaptive lenses transition very quickly, but plunging into dark trees from bright sunshine does test their limits. There is no perfect solution here, but if you want one lens for all conditions with no stopping to swap on the trail then photochromic gives you the best performance.

HOW DOES PHOTOCHROMIC WORK?

Photochromic lenses have a dye in them that reacts to the UV rays in sunlight, the more

UV there is the darker the dye goes, as this UV level drops the dye then gets lighter in colour. The time to react and the range between light and dark that the lens can go though all depends on the quality of the lens and the dyes used. Importantly, not all photochromic lenses are created equal.

HOW DO YOU MAKE A PHOTOCHROMIC LENS?

There are two basic ways to make a photochromic lens. Option one applies the

reactive dye as a coating on top of a standard clear lens, the downside to this is the durability as this can scratch or get worn with time and the coatings are sometimes not 100% even. Option two, which Julbo use, is to have the dye cast into the plastic lens itself for added durability meaning it will never wear out, can't be scratched off and gives even performance throughout the lens.

WHAT THEY MADE OUT OF?

Sports eyewear lenses are made from a few plastic types. The majority are polycarbonate, this is light,

' THE MAIN ADVANTAGE OF GOGGLES IS THE LEVEL OF COVERAGE AND PROTECTION YOU GET FOR REALLY BAD CONDITIONS OR WHEN RACING '



shatterproof and the clarity of the lens is generally good. They are cheap to produce so most manufactures use this type of lens. Julbo's Reactiv lenses are made from NXT this is light and has much better impact resistance over polycarbonate lenses (it's used in the windscreen of Apache helicopters!). Even more importantly, it gives much crisper optical clarity due to a slower more delicate production process, making it ideal for biking where accurate vision is key.

GLASSES VS. GOGGLES?

Setting the fashion and style element apart, the main advantage of goggles is the level of coverage and protection you get for really bad conditions or when racing. However, this also means they are hot to ride in so typically are best used on downhill sections only. For general riding, glasses give a good balance of comfort and protection that you can wear all day. Glasses also look better in the pub after the ride too!

WHAT'S THE FUTURE OF RIDING EYEWEAR, WILL WE SEE A HEADS UP DISPLAY IN LENSES?

The integration of technology into eyewear is on the horizon, imagine turn by turn navigation, speed and distance info or heart rate all being visible whilst riding. Goggles more suited to biking will no doubt come along too, we are essentially riding in adapted ski or motocross style goggles not designed to sweat up and down hills in. Lens performance will also continue to advance with faster reaction times for photochromic and better tints for trail riding. Better integration of helmet and eyewear has also happened in the ski and road riding market, perhaps this will come to MTB soon as well.

For more information about their mountain biking eyewear range and the technology used, please check out [Julbo Eyewear](#).

WORDS EWEN TURNER PHOTOS MERIDA

INTERVIEW TONI FERREIRO

Spanish enduro racer Toni Ferreiro has been a force to be reckoned with on the race scene for many years. Having won national titles as well as competing at the highest level in downhill and enduro he is a stylish all-rounder of the highest calibre.

We decided to find out more...





' I NOTICE EVERYTHING AND I HATE THE SLIGHTEST NOISE OR SLACK IN ANY PART OF MY BIKE. '

Tell us about yourself, where are you from and how did you get into mountain bikes?

I'm from Vigo, a city northwest of Spain. I always liked bikes and in my city they organised a Mini Downhill race; I went to check it out, I got hooked and until today I still do not get off the bike!

Who do you ride for and which bikes do you ride?

I am an ambassador for Merida Bikes and my

most used bikes are the E-One Sixty, One Sixty and the One Forty. The first two I compete with, but I ride the One-Forty just for fun.

How do you like your bikes set up, and are there any specific things you are fussy about?

Before, when I was younger, I did not notice anything specific about the bike - I did not care how it was set up. Now I notice everything and I hate the slightest noise or

or slack in any part of my bike. I like to set up the shock with a lot of sag, around forty per cent and run it quite progressive.

How would you describe your riding style?

I think I have a fine and safe riding style. I do not think I have any strong points in particular, but I do believe that I can perform well on any type of trail or stage. I like to ride technical trails which also have flow; I do not know if they are the ones that I am best at, but they are the ones that I like the most!

What do you do when you are not riding a bike?

I love sports and especially anything that involves speed. I occasionally ride a motorcycle and some snowboarding during the winter months. I also like watersports and when I can practice them I enjoy wakeboarding and going out on a jet ski.

What do you love most about mountain biking?

There are many things that I like, but I love the great atmosphere and the people who practice it. Riding mountain bikes for me is about having a laugh and having fun with friends whilst riding a bike.

What annoys you most about mountain biking?

Having to clean things after a day riding in lots of mud!

Which riders have most influenced you over the years and how?

There are many riders that I like because of the way they ride, but for me my favourite athletes have been, and always will be, Jose Hermida and Steve Peat. They are more than just a rider, they are always happy, they give everything and enjoy what they do on bikes and in life in general.

Best ever competition results on a bike?

11th place in Val di Sole World Cup and 4th in Bariloche EWS.

What's your favourite place to ride in the world and why?

Maybe Whistler, the tracks are cool but the atmosphere there is awesome. I love all the tracks, but the A-line is the most fun track that I have ridden.

What's the best piece of advice you've been given in your mountain bike career?

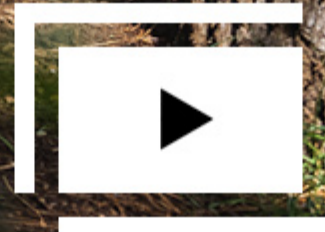
Enjoy what you do and be disciplined.

' THEY ARE ALWAYS HAPPY, THEY GIVE EVERYTHING AND ENJOY WHAT THEY DO ON BIKES AND IN LIFE IN GENERAL. '





• YOU CAN FEEL THE NERVOUS ENERGY OF THE RIDERS AND WATCH THE MOST AWESOME AND CRAZY RUNS •



What are your plans for the rest of 2019?

I'm focused on the WES (World E-Bike Series) there are two rounds left, and in the most recent one I was a few seconds away from the podium. Before the end of the year, I would like to get on it!

What are your predictions for the future of mountain bikes and mountain bike riding?

The future of mountain bikes is electric. I am in love with my E-ONE SIXTY, which is a bike with which you can do exactly the same as with an enduro bike - just faster!

What's your favourite event or race?

Maybe the World Champs. It's the most important race of the year and you can feel the nervous energy of the riders and watch the most awesome and crazy runs. I love the Andorra World Cup track the most.

Could you tell me some more about the WES (World E-Bike series), is it just like enduro?

It's like a normal enduro race, but in the middle of the stage they have these technical climbs with roots and are very steep.

Why does e-bike racing suit you and why do you enjoy it?

You can do the same as with a normal enduro bike but much faster. The electric bike, thanks to its weight, is more stable and you can release the brakes more. You do however need more strength because the bike weighs more and the more strength you have, the better you will move it.

Thanks to **Toni** and **Merida**. Good luck with the rest of the season!

Whistler, it's all about the Park yeah? Think again. What about the world outside the Park? We check out the five best trails in the wilderness!

FIVE OF THE BEST...

WHISTLER TRAILS BEYOND THE BIKE PARK

WORDS EWEN TURNER





' LOST LAKE AIMS TO MAKE YOUR BIKING EXPERIENCE AS SMOOTH AND EASY OR ADVENTUROUS AS POSSIBLE.'

PHOTO JUSTA JESKOVA

1. LOST LAKE

Just a quick pedal outside Whistler is the area of Lost Lake Park, used by snowshoes and skis in the winter, in summer it becomes a huge network of biking and hiking trails. Perhaps an ideal starting place for those venturing beyond the Bike Park, Lost Lake gives plenty of options for beginners and intermediate riders alike.

Trails such as Jelly Gum Drop Roll, Tin Pants and Grand Wazoo all offer up great fun and all the trails can be easily linked up into a huge ride if you want to cover some miles. For some, Lost Lake might be the perfect introduction to cross country biking, starting on double track trails, and then adventure into singletrack, where you can try fun wooden bridges, roots and rock rolls along the famous Zappa trail network. With gentle ascents and good signage, Lost Lake aims to make your biking experience as smooth and easy or adventurous as possible.

A trip to Lost Lake wouldn't be complete without a trip to the lake and what better way to finish a ride than a dip in the namesake lake for the quintessential Whistler experience.

2. DANIMAL

On the west side, we have Danimal, a classic trail which takes some effort to get to but it is definitely worth the pedal. Perhaps the best way to get the most from Danimal is to climb Lower Sproatt trail before turning onto Danimal Middle and Danimal North. The Middle trail is a trail used to connect many of the trails in the area and offers a pleasant way to move around the trails.

A true Whistler classic, Danimal North is probably the most popular section, with plenty of wooden features and rock chutes to give you a classic Whistler experience. Tight through the trees, Danimal North still requires a little pedalling and definitely rewards the all-rounder with its technical mix of features throughout.

An alternative loop climbing from Alta Lake Rainbow Park through Hot Dog Alley and up Scotia Creek Climbing Trail to the trailhead of Danimal North. Add on a short Whip Me Snip Me climb to finish on complete your descent through Lower Beaver Pass to finish at Rainbow Park for a swim in Alta Lake, and expansive views across the Whistler valley.

'A CLASSIC TRAIL WHICH TAKES SOME EFFORT TO GET TO BUT IT IS DEFINITELY WORTH THE PEDAL.'

PHOTO TOURISM WHISTLER/CHRIS PILLING



'CHEAKAMUS OFFERS ACCESSIBLE BIKING WHILST STILL GETTING OFF THE BEATEN TRACK AND AWAY FROM THE CROWDS.'

PHOTO JUSTA JESKOVA

3. CHEAKAMUS

The Cheakamus area is just South of Whistler Village, with trails for all riders, lake views and easy access. It might feel friendly, but don't forget to pack a bag as you won't be passing a bike shop.

For those intermediate riders in the Cheakamus area, the Business Time and AM/PM trails offer up a great ride combination. Business Time has it all, from steep to flow and boardwalks to switchbacks, a physical trail that keeps coming at you. Complete the entire Business Time trail, or pop out to AM/PM to change things up with a faster flowy pace and many more rock rolls and slabs to keep you on your toes.

Looking for something more mellow? Cheakamus offers accessible biking whilst still getting off the beaten track and away from the crowds. Farside and Riverside Trails offer scenic smooth single track and fast flowy descents alongside the Cheakamus River and include a visit to the Suspension Bridge.

4. HOWLER

Now it's time for a climb, but it's worth it in the end. Ricks Roost trail links to Flank Trail in a huge climb with gradients of up to 20%. Cleaning this entire ascent is a huge challenge and a little pushing is par for the course. Once the ascent is done you're treated to one of the most epic descents in Whistler.

Rocks of all shapes and sizes, from bedrock rollers to small boulders that litter the trail, Howler has it all. Tight technical sections are interspersed with flowing singletrack and tight switchbacks to create a trail which requires full focus at all times. A big committing black-grade trail, Howler deserves respect but approach it with the right attitude and you'll be rewarded with one of Whistlers best trails.

' WITH THE RIGHT ATTITUDE AND YOU'LL BE REWARDED WITH ONE OF WHISTLERS BEST TRAILS . '



PHOTO JUSTA JESKOVA

▪ LORD OF THE SQUIRRELS IS ENJOYABLE BY ANY TYPE OF RIDER AND GUARANTEED SMILES. ▪

5. LORD OF SQUIRRELS

Looking for a big day out? Then look no further than the Lord of the Squirrels trail. A relatively new addition to Whistlers network it features a huge 8km alpine flow descent but this is as much about the climb as the descent.

Not to be underestimated, the climb is long and demands a high level of fitness, this is definitely the time to pack some food and water for the journey. Whether you're a wheels-on-the-ground type or a huck hungry hooligan, Lord of the Squirrels is enjoyable by any type of rider and guaranteed smiles.

The beautiful climbing trail Into the Mystic snakes it's way upwards through old growth forest before transitioning into alpine singletrack of On the Rocks, (arriving at a beautiful alpine lake, where you can ascend to the peak of Sproatt mountain, or begin the) which morphs into a 'blue' descent of Lord of the Squirrels with enough challenge to keep even the most advanced riders happy whilst being accessible to intermediate riders up for an epic day out.

To discover more of what Whistler offers:

<https://www.whistler.com/summer/>



HOUSE OF PAIN

Pack it up, pack it in, let me begin...

Welcome and welcome back fellow readers for yet another Hip Hop (hopefully not Hip Op) inspired skills session. Join us in avoiding the 'house of pain' as we Jump! Jump! Jump! (Everybody jump)... Yep, you guessed correctly, it's a jump fest as we spring into summer, so let's get to it.



We've pumped, we've dropped and now it is time to fly, from small undulations to purpose-built features there are a multitude of opportunities to get air under your wheels when we move away from riding easy tracks and trails and start hitting some of the more technical terrain. If you have ever watched the fail compilation videos then you will see that jumps are one area where riders can often get it very wrong. From being too stiff and rigid on the bike to misjudging speed and distance, a multitude of sins can have you wishing you had taken up golf in no time. So, let's get you flying like a fly guy (or gal).

" AS WITH ALL OUR PRACTICE: START SMALL AND WORK UP. "

Jumps will come at you in various shapes and sizes, from shonky built booters made out of old doors (yup, I've seen this for real out in the hills) to perfectly shaped and crafted dirt tombstones. Small tempting lumps to off-putting monster mounds of dirt are all out there in the world to make you smile or squash your pride. Reading the shapes, matching the speed and managing the shape of the bike are the key to successful flight. With no speedometer on the bar and distance measures on the floor you will have to sharpen your speed control skills and learn on the job, this can result in over or under jumping a feature. If you master technique then both can be assisted and the nasty harsh impacts can be eased, inevitably get ready to huck to flat and case (hang up) a few jumps before you start to get a feel for it. As with all our practice: start small and work up.

The most common shape you are likely to take on is the good old fashioned tabletop, named appropriately due to its flat top section,



the jumps transition (curved section at the start of the feature) will lead you into the face of the jump (take off) and finally your wheels will pass over the 'lip' of the jump before flight commences. Buckle up, make sure your baggage is safely stowed and lets GO! Once airborne the bike will have a natural tendency to follow the take off trajectory as you and bike overcome gravity, that minuscule force takes control of the situation and you arc back towards terra firma.

The front of the bike will 'nose down' and, if all is well, you will match the shape of the bike with the angle of the landing. In old money we used to aim at landing both wheels together, but with todays slacker, longer and increased-travel bikes it's not uncommon to bring the bike in with the front wheel contacting the deck slightly before the back.

" MAKE SURE
YOUR
BAGGAGE IS
SAFELY STOWED
AND LETS GO "

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If you are relaxed throughout the flight there is really very little to do, this is why riders can turn the bar, lean the frame, take a hand off and so on. We are there to ensure the trajectory is good and to manage and monitor the bikes shape. Yet sometimes it's not quite as simple as that, odd shaped transitions, take offs and lips can put pay to easy flights, cross winds, lumps in the trail and that dreaded nervous twitch can also wreak havoc with our scheduled flight. So, how do we recognise these tricky transitions and what do we need to do to fix them?

" SMALL TIGHT TRANSITIONS WILL SUCK BIKE AND BODY IN BEFORE THAT STORED ENERGY IS RELEASED OUTWARDS AND UPWARDS. "

Let's focus on the take off section of a jump for starters, we can break these down into two distinct types. Transition jumps (the ones with an obvious radii leading to the lip), and fly-offs (the shapes that resemble that old door propped up on some rotting logs). Transition jumps will 'boot' us more upwards/skywards whilst fly-offs will 'send' us lower and further ahead. Small tight transitions will suck bike and body in before that stored energy is released outwards and upwards. Bigger, longer, smooth radii on transition jumps (the sort of metal ramps you see at RedBull Hardline) will ease us through and the compression-release process is way more sympathetic and less snappy, however the speed is often much higher (due to the height and distance of these jumps) so the energy in - energy out is also greater and needs to be managed well. Suspension tune is very important on monster ramps.





" THE BIKE MAY SNAP OR BUCK UP OUT THE JUMP AND THE LEGS NEED TO BE READY TO ABSORB THIS ENERGY. "

The fly-off type jump face is easier to manage, but gives less lift and so may need a bit more input from ourselves in order to get the necessary height and distance to match the landing. With these shapes it's more a matter of managing the speed and making sure it is sufficient enough to get the distance to make it to the landing. With both jump face types it may be necessary to

absorb some of the upwards force that arises from passing through the jump face in order to not 'over jump' the feature (to land beyond the landing downslope), or simply fly too high and then have to deal with a huge heavy impact on landing. This is where the scrubbing of jumps comes in.

Back to measuring up the trail ahead and reading those more feared shapes of a tight transition. Looking at the transition and face of the jump we should be able to see how much use the trail has had and just how much compaction and consolidation has been made in the material of the jump from

who has gone through. If the trail is 'dished' out (looks like a groove has appeared where the ride line is) then we can suspect that the transition has also been 'pressed in' to the pile of material that forms the jump (obviously this goes out the window with concrete, metal and wooden built ramps). This compression from bikes pushing into the transition and face of the jump is what sucks the bike in, a momentary stall is followed by a release of energy (body may compress if limp, bikes suspension compresses) and we get 'spat' out. This can mean a release away from the face of the jump (up into the air) before we have passed over the lip. The bike may snap or buck up out the jump and the legs need to be ready to absorb this energy.



We use the legs to absorb the bike bringing it up into the body punching the bar upwards and outwards simultaneously creating the same sort of shape we make when bunny hopping.

" WITH THESE TIRED AND WORN FEATURES WE HAVE TO BE MINDFUL OF WHAT HAPPENS ON THE LANDING "

This telltale worn dished trail may also have other wonders hid within, lumps of rock protruding will further unsettle the bike and may kick the wheels so the bike leans or the bike moves sideways. We have to pre-empt this and use our limbs to move and steer the bike back on course. Braking bumps on the lead up to the transition may also unsettle the bike and can lead to phantom launch points from the jump face rather than from gracefully flowing out off the lip. With these tired and worn features we have to be mindful of what happens on the landing; more unruly rocks, roots and earth can have you bulldozing your way down the trail if clipped on your return to earth.

Moving on from textbook tabletops we can size up some other shapes and consider how to approach getting some air time. Double, triple and quad features can be ridden in a similar manner to tabletops. On these features the centre has been removed (or truncated the feature into small rollers or pump bumps) which can be unnerving, the penalty for coming up short is much greater, the dreaded 'hang up' or 'case' is usually followed by being moved out the front door by a bulky flight attendant from OTB security. An Over The Bar incident is quite likely and very unwelcome. Yet having any thought, concept or aim of potentially not jumping far enough to make the landing spot means we have had an issue long before it's time to grab a tissue.



I'm talking psychology now folks and the difference between bringing your 'B' game to the 'A' line or your 'A' game to the 'B' line.

Having doubt and being half-hearted in your approach to any jump feature is a sure way to take a beating and come out bleeding. Our aim, both physically and mentally has to be that of complete success, shapes matched (take off and landing) to perfection, not just in one linear plane but in full 3D. After all, trails are rarely perfectly uniform, flat and straight with lips lined up perpendicular to the direction of travel. We are for sure going to have to throw some shapes and move the bike to get it pointing the right way and set up for the next feature. Working the bar (steering, lifting, pushing), kicking across with the feet, twisting the hips are all required from the body, but the mind has to visualise the flight path before we can get the dancing started.

" WE ARE FOR
SURE GOING
TO HAVE TO
THROW SOME
SHAPES "

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The B Boy action really begins when we move onto step down, transfer, hip jumps and any combinations where we need to change direction either through, before or immediately after the feature. As part of the process in learning the shape-making required to ease your way through these types of trails you can start off by taking a look at the feature in more detail, here you can build a mental image of your run through the jump, you can assimilate the shape you will make with your hand out-stretched moving. Then take this vision and think about how your arms and shoulders are going to move so as to make the right shapes, maybe you need to bring some legs into the equation, again we can visualise this as we sight up the jump.

" WE NEED TO BE RELAXED, NEUTRAL AND READY TO FLOW THROUGH THAT TAKE OFF. "

Give yourself ample run in, leave nothing to the last second, we need to be relaxed, neutral and ready to flow through that take off. Any last minute braking or peddling into the jump won't give you time to settle and be ready for the forces and shapes needed through the transition. Ready, relaxed, rolling is what's required. If you come in towards the feature and think you are not carrying enough pace, get ready to either over egg the technique to get added lift and amplitude/distance, or to bail out and scrub some speed by braking hard so as to roll through the feature. On the flip side if you're coming in too fast Striker, either have a light grab of the brakes and/or get ready to suck up that bike and squeeze it back down into the landing zone.





One thing is for sure, that if you tug at the bar or stay stiff in the legs you're going to get ejected or be riding it out by the skin of your teeth, you only have to watch the 'fail' footage to see this in action.

" THE HARD EFFORT AND TIME INVESTED IN LEARNING TO TAKE ON VARIOUS JUMP SHAPES IS WELL WORTH IT IN THE LONG RUN. "

Jumps and jumping have come a long way since that crazy American guy took to the sky on a Harley Davidson in the 70's with his ramp-to-ramp dare devil performances. You don't have to emulate the finest freeriders on the planet you simply have to do enough to satisfy your own calculation of risk vs. reward. However, I can assure you that the hard effort and time invested in learning to take on various jump shapes is well worth it in the long run.

We will be back to advance your skills in the next issue as we move on from core work and start to push the envelope with our series of progression sessions. If you have missed out on the earlier features then click the 'Latest Issue' button and select 'Back Issue' in the drop down to play catch up - the core skills series started in issue 47. Keep having fun, and see you next time.

Clive Forth

TRIED AND TESTED



It's rather a mixed bag on test this issue, but there's plenty that has been putting a smile on the faces of the IMB test team over the last couple of months! Some interesting components and accessories, including a novel offering from Motion Forks, and a wallet-friendly coil shock from Marzocchi, along with bikes from Cube, Marin, Pole Bicycles and Ragley.

BIKES

Cube AMS 100 C:68 TM 29

Marin Mount Vision 9

Pole Bicycles Machine

Ragley Big Wig

COMPONENTS

Marzocchi Bomber CR Coil

Motion E-18 Linkage Fork

X Fusion Trace 36 HLR Fork

BITS

Julbo Eyewear Arise Glasses

Least DBX 3.0 Enduro Helmet

ALL WORDS AND PHOTOS THE IMB TEST TEAM
PHOTO THIS PAGE TRISTAN TINN



"THIS COULD
WELL BE MY
FAVOURITE CUBE
BIKE EVER!"

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

There is a trend developing which is somewhat at odds with the gravity fed world of enduro and downhill. Recent history has seen the proliferation of exceptionally capable bikes which can be winched back to the top of a hill time and time again, but what happens if rather than making downhill bikes climb better, you make an XC bike descend better?

Tucked away in the Cube website lives the AMS 100 TM, not a bike you may have heard of, and not one that has been shouted about much. Their Stereo range is usually where the average mountain biker is drawn to with trail bikes and enduro bikes. The AMS range is their XC line up and until now has been purely for the racers and the Lycra-wearing whippets.

Taking their XC frame, they've ramped up the trail and descending performance potential with some precise component choices. The 100mm carbon frame is joined by a Fox Step Cast 34 fork, boasting a full 120mm of travel. The next most notable feature for an XC bike is a Fox Transfer dropper post,

CLICK OR TAP TO READ MORE





"GET HEAVY ON THE PEDALS AND THE BIKE SQUIRTS FORWARD UP THE TRAIL"

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

Marin returns once more with a Naild equipped bike aiming to create the ultimate trail bike. Marin now has two R3ACT - 2 Play bikes in the range: the Wolf Ridge, which is a 160mm fast and light trail bike; and the Mount Vision we have here, a 150mm do-it-all trail bike for harder hitting applications. That's right, travel no longer dictates application for a bike, so the shorter travel Mount Vision, in this instance, is the burlier bike.

It's a full carbon, unapologetically expensive superbike designed to be everything you could want from a mountain bike. 150mm travel front and rear is delivered by a Fox 36 up front and an X2, via the Naild suspension, at the rear end. Essentially the R3ACT - 2 Play system is a single pivot on a slider, which gives exceptional pedalling characteristics without compromising on sensitivity or plush travel.

The frame is full carbon and shares some similarities with the Wolf Ridge but has an added linkage to improve stiffness and runs on 650b wheels.

CLICK OR TAP TO READ MORE





" FINDING
SOMEWHERE
THAT THE
MACHINE DIDN'T
EXCEL WAS
TRICKY. "

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

Pole is a Finnish company that have been causing quite a stir in the world of geometry and bike manufacturing. Initially making waves with truly progressive geometry, they went on to experiment with carbon before scrapping that idea and heading into the world of machining and glue.

Unafraid to try something new and different, Pole went ahead and created the Machine, their first bike developed with their new manufacturing technique. Two halves of the frame are machined from 7075 aluminium, these are then glued and bolted together. This method gives a unique finish to the frame and allows them to create a light, stiff and strong structure made at home in Finland.

The numbers on the Machine are fairly wild by current standards, and rather than waiting for incremental increases year on year, Pole has jumped forward in time to deliver what they think is the best set of figures. My XL on test here has a whopping 535mm of reach, 145mm head tube, a slack 63.9 head angle and a chainstay of 455mm.

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BRAND RAGLEY MODEL BIG WIG YEAR 2019

"IT'S A WILD
DESCENDER AND
THAT SHOULD
BE WHY YOU
WOULD WANT
THIS BIKE"

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

Ragley is back! After a short break they are back with a full range of bikes and have lost none of their hardtail swagger. With a range of models in both aluminium and steel, Ragley has all the bases covered with a hardtail for everyone. The Blue Pig, Piglet, and Big Wig represent the steel side of the family, each with an aluminium counterpart if that's more your thing. Early adopters of the long and slack mantra, Ragley have been pushing boundaries since they began and it looks like the latest range is no exception.

Here we have the Big Wig, Ragley's steel, 130mm forked, 29er. As expected the numbers add up to something fairly typical of a hardcore hardtail from a British brand, but not quite as wild as you might expect. Starting up the front we have 65 degree head angle onto which is strapped the 130mm fork, which in this case is a RockShox Revelation. The reach numbers are conservative for a brand such as Ragley and the XL comes in at 480mm - roomy, but not long. The back end is a classic 435mm on the chainstay and is neither short nor long.

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BRAND MARZOCCHI MODEL BOMBER CR COIL YEAR 2019



"I DOUBT THERE WOULD BE ANY NEED TO TOUCH IT FOR YEARS TO COME!"

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

Last year Marzocchi launched their newly updated Bomber Z1 fork, offering riders the original Marzocchi style but brought up-to-date with some Fox internals. Top of their list was strength, reliability, and cost, with weight being less of a concern for them. The result was a stiff and responsive fork at a highly competitive price.

Perhaps not surprisingly, Marzocchi decided to expand their suspension line up with a coil shock. Sharing DNA with the Fox Vanilla coil shocks of old, the Bomber CR Coil gives affordable coil bounce to the masses. And I say masses as it's available in a multitude of sizes and fittings, including trunnion, metric and non-metric. That's right, it's compatible with older bikes. Whatever happened to built-in obsolescence?

So, it's a coil shock, with rebound adjustment only via a small dial, the coils need to be correct for rider weight and are available to purchase separately. For \$299 you have a coil shock ready to revitalise your old bike or give a cost-effective upgrade.

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"TRAVEL WITH
GREAT
CONTROL,
SENSITIVITY AND
CONFIDENCE"

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

Motion is a French company that has a slightly different approach to making suspension for mountain bikes. They decided that the standard telescopic fork, that we all know and love, isn't quite good enough. As a result they have developed the E18 Linkage fork.

Now, the E18 fork is certainly striking, with multiple pivots and an entirely different set of mechanics from a telescopic fork. This design is certainly divisive, with many reacting strongly to the way it looks, while others (usually engineering types) are curiously engaged by the whole package.

So, what's the point? Well, it's all about brake dive, the compression of your fork that occurs under braking, which changes the geometry of the bike and reduces the amount of travel available. The Motion E18 aims to remove brake dive and offer an entirely new way of delivering suspension.

Based around a carbon leaf spring (they call it a Wave), which is curved, and that under load is straightened out. This is controlled with pre-load, which is dialled in with a 6mm Allen key to set the 'sag'.

CLICK OR TAP TO READ MORE



BRAND X FUSION MODEL TRACE 36 HLR YEAR 2019

"THE TRACE
GIVES AN
EXTREMELY
CONFIDENT
FRONT END"

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

X Fusion has quietly been producing suspension goods over the past decade. Hidden within their range have been some absolute gems and they continue to surprise with some impressive products. Their dropper post for one is an example of a great piece of kit.

What's been missing for a while has been a long travel 29er fork and the Trace 36 is a welcome addition to the family. With 36mm stanchions (obviously, given the name) the Trace 36 HLR offers up to 170mm of travel in a burly enduro package.

The Trace 36 HLR features their well-regarded Roughcut damper and has adjustable high and low-speed compression damping alongside low-speed rebound damping. The lower spec RC features the same chassis but with the 'RC' damper allowing only low-speed compression and rebound damping. The Roughcut damper uses a bladder-type system and allows for fully independent control of high and low-speed compression, the dials sitting proudly atop the fork crown.

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"THE REACTIV LENS IS THE FASTEST ADJUSTING LENS I HAVE EVER USED"

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

The Arise from Julbo may be marketed as an all-rounder, but it sits more than happily in the mountain bike zone. With adjustable legs, wide vision and venting around the lens the Arise ticks all the boxes for good cycling eyewear. The style is pretty neutral, definitely sporty, but not futuristic, and casual enough to have a coffee in without feeling like an extra from Battlestar Galactica.

The Arise features Julbo's Reactiv Performance lens and changes between CAT 0 and CAT 3 depending on light levels. This means they go from fully clear to dark. The lenses are constructed from NXT which is a cast plastic rather than injected and mimics glass as best as is currently possible. It's also lightweight and won't shatter like glass would, which is a bonus in a crash. The Reactiv dye is mixed throughout the lens, which means it cannot be worn off as is the case with coating on the surface of the lens. Anti-fog and water repellancy coatings are added to the lens to help keep them crystal clear. In the UK, they hit the shops at £120.

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"EXCEPTIONALLY COMFORTABLE, WELL-VENTED AND INCREDIBLY VERSATILE."

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

The Leatt DBX 3.0 Enduro Helmet is aimed, as you may have guessed, squarely at the enduro market, featuring a removable chin guard that even when attached, makes for a very lightweight helmet offering a good amount of protection.

KEY FEATURES

As you would imagine, this helmet complies to all standards (certified and tested: AS/NZS 2063:2008, EN1078, CPSC 1203). The lightweight design (weighing from 375 grams without the chin guard, and from 750 grams with the chin guard installed) makes it ideal for use on longer rides where you wouldn't want to be slogging around in a full-face lid and the 23 vents do a good job of keeping you cool.

One key thing to note is Leatt's inclusion of their 360° Turbine Technology in this helmet which Leatt claim "reduces up to 30% of head impact at concussion levels and reduces up to 40% of rotational acceleration to the head and brain".

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EDITOR EWEN RAILS THE YT DECOY ON HIS RECENT TRIP TO
GISBURN FOREST WITH THE YT ROLLING CIRCUS
PHOTO ISAC PADDOCK



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

LIGHTBOX

DEEP IN THE HEART OF SCOTLAND, YOU CAN ALWAYS FIND AN
ENDLESS SUPPLY OF RUTS TO GET YOUR SLIDE ON!
PHOTO MET/DAN HEARN

Lightbox

LIGHTBOX

MERIDA LAUNCHES ITS NEWLY UPDATED EBIKE INTO THE WILD
PHOTO KIKE ABELLEIRA

Lightbox

LIGHTBOX



Lightbox

CALEB HOLONKO, A VANCOUVER LOCAL SHOWS HE CAN TAKE HIS STYLE
TO THE SOUTHERN HEMISPHERE WITH A TRIP TO NEW ZEALAND
PHOTO CALEB SMITH / KONA BICYCLES

LIGHTBOX

BRENDAN FAIRCLOUGH BACK IN SOUTH AFRICA DOING
WHAT HE DOES BEST WITH SPEED AND INIMITABLE STYLE
PHOTO JACOB GIBBONS

Lightbox



LIGHTBOX

Lightbox

HOW GOOD DOES THIS TRAIL LOOK? MARK MATTHEWS
DESCENDS INTO THE DEPTHS RIDING ENDLESS SINGLETRACK
PHOTO JASPER DA SEYMOUR/MARIN

LIGHTBOX



Lightbox

ALPINE RIDING SEASON IS STARTING AND WHAT BETTER WAY TO CELEBRATE THAN LAUNCHING INTO THE SUNSET
PHOTO HOSHI YOSHIDA / SR SUNTOUR



LIGHTBOX

Lightbox

INNES GRAHAM SHOWING HE'S BACK FROM INJURY AND RIDING AS STRONG AS EVER ON HIS CUSTOM RADON SLIDE TRAIL
PHOTO GEE MILNER/RADON

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 DANNY MACASKILL | DANNY DAYCARE

Unsurprisingly this issue we see Danny Macaskill back up in the top spot with his take on childcare. Cut Media once again produce an absolute banger combining Danny's formidable riding skills with a tag-along trailer and a potential new business venture for parents wanting extreme daycare!



568


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#2 TIMO PRITZEL | NOT YOUR TYPICAL BIKE VIDEO!

Mountain bike legend Timo Pritzel shows us there is more to life and mountain biking than massive jumps and extreme riding. With his daughter on board, he takes to the trails around his home and shows us what is important to him these days, but he's still a shredder at heart!



514


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#3 DANNY MACASKILL X ADIDAS OUTDOOR: WELCOME TO THE FAMILY

Would you believe it, Danny Mac, again?! The Scottish trials superhero has joined Adidas and produced this simple, yet thoroughly engaging edit. Mind-blowing skills abound once again.



224


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#4 ANOTHER ROUND OF #WIPEOUTWEDNESDAY - MOUNTAIN BIKE CRASH PART 44

The insatiable appetite for crash videos on YouTube is still unrelenting with an endless supply of footage. Without wanting to promote too much schadenfreude, it's refreshing to know we're not the only ones who take a speed-rest sometimes!



169


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RIDER IAGO GARAY
PHOTO ALEXANDRA ERICKSON

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